



# REGION 1: STAKEHOLDER INPUT- ABSTRACTS

## Section 368 Energy Corridor Regional Review



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## **Region 1 Stakeholder Input on Corridor Abstracts**

This document is a record of stakeholder input received on Corridor Abstracts during the Region 1 Review and serves as a reference document for the Region 1 Report.

Preliminary Region 1 corridor abstracts were released to the public on September 9, 2016. Stakeholders were given 45 days to provide input; the public input period closed October 24, 2016. All written stakeholder input received within that timeframe is provided in this document. This input was used to update the corridor abstracts and develop Agency recommendations as presented in the Region 1 Report.

Stakeholder input focused on the general Regional Review process; environmental concerns, and cultural resource and tribal concerns regarding individual Section 368 energy corridors within Region 1. Although some recommendations for specific corridor revisions, deletions, and additions were received, there were no recommendations for a new Section 368 energy corridor in Region 1.

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**From:**  
**To:** [mail\\_corridoreisarchives](mailto:mail_corridoreisarchives)  
**Subject:** FW: Section 368 Stakeholder Input [10000]  
**Date:** Thursday, September 15, 2016 4:23:54 PM

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**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov) [mailto:[corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)]  
**Sent:** Wednesday, September 14, 2016 3:49 PM  
**To:**  
**Subject:** Section 368 Stakeholder Input [10000]

Thank you for your input, Ed LaRue.

The comment tracking number that has been assigned to your comment is **10000**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** September 14, 2016 15:48:58 CDT

**First Name:** Ed  
**Last Name:** LaRue  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Desert Tortoise Council

**Topics**

Corridor alignment and spacing  
Ecological resources  
New corridor recommendation

**Geographic Area**

General (not corridor-specific)

**Input**

To Whom It May Concern,

I have no specific comments at this time, and will plan on attending the public meeting in Palm Springs in September. Herein I am asking that you include the Desert Tortoise Council on your official distribution list, using my contact information for future reports. I don't know the regions well enough to select "Region 1" versus "General," suffice to say I am concerned about potential desert tortoise habitats in the western states, including Arizona, California and Nevada (if involved)

Thanks

Ed LaRue Desert Tortoise Council

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10001]  
**Date:** Wednesday, September 21, 2016 9:45:50 AM

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Thank you for your input, Teresa Motley.

The comment tracking number that has been assigned to your comment is **10001**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** September 21, 2016 09:45:48 CDT

**First Name:** Teresa  
**Last Name:** Motley  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Clark County Department of Aviation

### Topics

Jurisdictional concern  
Corridor alignment and spacing  
Appropriate and acceptable uses  
Lands and realty  
Lands with wilderness characteristics  
Socioeconomics  
Specially designated areas  
Interagency Operating Procedures

### Geographic Area

Region 1 > Specific Region 1 corridors

224-225 [blank, blank]

27-225 [blank, blank]

### Input

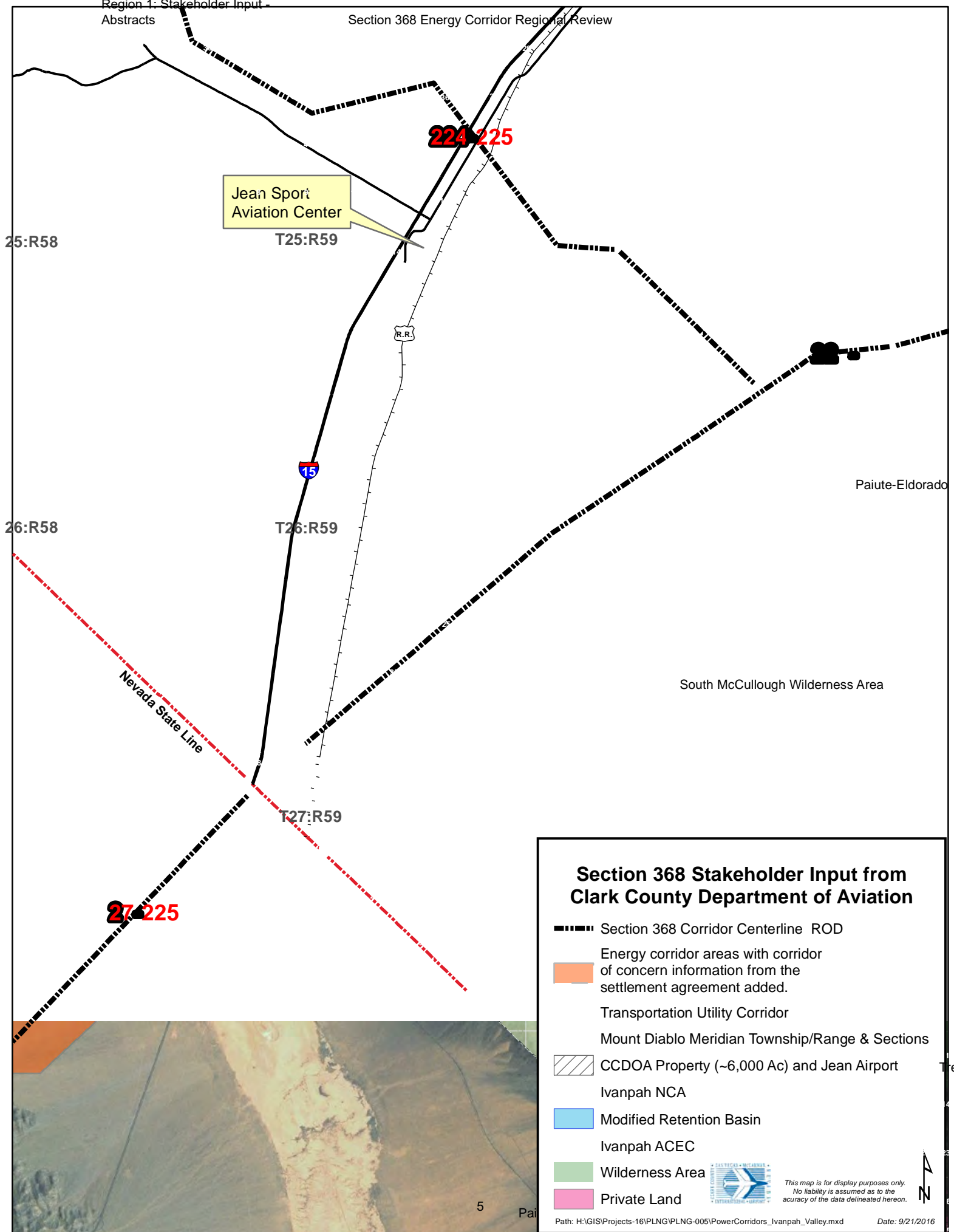
The Clark County Department of Aviation (CCDOA) has property interests and aviation management/public safety interests in the proposed energy corridor areas depicted in the public notice requesting Stakeholder Input. CCDOA requests that these interests be disclosed and analyzed in all forthcoming analyses of potential energy corridors. CCDOA further requests that Teresa Motley, Airport Planning Manager, Clark County Department of Aviation, P.O. Box 11005, Las Vegas, NV 89111-1005 [teresamo@mccarran.com](mailto:teresamo@mccarran.com) be placed on the mailing list for all notices, copies of documents, decisions and other material produced in the study process. CCDOA attaches to this comment a map titled "Section 368 Stakeholder Input from Clark County Dept. of Aviation." This map depicts CCDOA's current and prospective property interests in an area within Clark County, NV, crossed by potential energy corridors. o First, Clark County owns approximately 6,000 acres of land, depicted with crosshatching (see map legend), conveyed to the County by Congress as the site of a new supplemental service airport. Ivanpah Valley Airport Public Lands Act of 2002 (Pub. L. 106-362). Congress identified this geographic area, the Ivanpah Valley, as the "only" option to

accommodate the growing air traffic in the region. BLM patented the land to the County in 2004 (Patent No. 27-2004-0104). No energy corridor can be sited on this land. o Second, Congress has indicated its intention to convey to Clark County an additional 17,000 acres (the Airport Environs Overlay District, depicted on the map as “Ivanpah NCA”) after environmental approvals for the new airport have been issued. Title V of the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Pub. L. 107-282). The potential energy corridors under consideration would cross this Airport Overlay District in two places, as depicted on the map attached to this comment. No energy corridor can be sited on this land immediately adjacent to the proposed new airport. The energy corridor under consideration would be sited near the north and south ends of runways in the proposed new airport. o Third, Congress has indicated its intention to convey to Clark County County lands necessary for airport flood control facilities once environmental approvals for the new airport have been issued. Section 3092(i) of the National Defense Authorization Act for Fiscal Year 2015 (Pub. L. 113-291). These flood control facilities are depicted in blue as “Modified Retention Basins” on the map attached to this comment. No energy corridor can be sited on or in these flood control basins. o Fourth, Congress has created a Transportation and Utilities Corridor (TUC) between the Las Vegas, NV, area and the proposed new airport for the placement of utilities and transportation infrastructure to serve the new Airport. Title V of the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Pub. L. 107-282). BLM designated the TUC in 2007. The TUC is depicted in yellow on the map attached to this comment. The potential energy corridors under consideration would bisect the TUC, as depicted on the map attached to this comment. Any siting of the energy corridors under consideration must be compatible with the utilization of the TUC for utilities and transportation infrastructure to serve the new Airport. o Fifth, BLM has designated the Ivanpah Area of Critical Environmental Concern (ACEC), depicted in light green on the map attached to this comment. CCDOA works closely with the Clark County Desert Conservation Program (DCP) to balance development with environmental protection within Clark County. Any siting of the energy corridors under consideration must be compatible with this balance and with the proposed uses of other landowners in the vicinity. o Sixth, CCDOA as the operator and manager of the McCarran International Airport, the Jean Airport and other airport facilities within Clark County, maintains navigational aids for the safe and efficient flight of aircraft. Any siting of the energy corridors under consideration must be compatible with the location and operation of present and future navigational aids. For example, wind turbines have the potential to create radar interference when located within line-of-sight of radar facilities, and the federal court has disallowed a wind energy project proposed within line-of-sight of existing radar facilities for a CCDOA airport. *Clark County v. FAA*, 522 F.3d 437 (D.C. Cir. 2008). Any siting of the energy corridors under consideration must be found, in consultation with CCDOA, to be compatible with the operation and use of navigational aids for aviation. CCDOA reserves the right to supplement these comments as the process for consideration of siting of energy corridors proceeds. Thank you for this opportunity to provide scoping comments.

## **Attachments**

The Clark County Department of Aviation Comments.docx,  
PowerCorridors\_Ivanpah\_ValleyCCDOA.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



Jean Sport Aviation Center  
T25:R59

224 225

25:R58

26:R58

T26:R59

Nevada State Line











T27:R59

27 225

Paiute-Eldorado

South McCullough Wilderness Area

### Section 368 Stakeholder Input from Clark County Department of Aviation

-  Section 368 Corridor Centerline ROD
-  Energy corridor areas with corridor of concern information from the settlement agreement added.
-  Transportation Utility Corridor
-  Mount Diablo Meridian Township/Range & Sections
-  CCDOA Property (~6,000 Ac) and Jean Airport
-  Ivanpah NCA
-  Modified Retention Basin
-  Ivanpah ACEC
-  Wilderness Area
-  Private Land



*This map is for display purposes only. No liability is assumed as to the accuracy of the data delineated hereon.*



**The Clark County Department of Aviation (CCDOA) has property interests and aviation management/public safety interests in the proposed energy corridor areas depicted in the public notice requesting Stakeholder Input. CCDOA requests that these interests be disclosed and analyzed in all forthcoming analyses of potential energy corridors. CCDOA further requests that [Teresa Motley, Airport Planning Manager, Clark County Department of Aviation, P.O. Box 11005, Las Vegas, NV 89111-1005](#) [teresamo@mccarran.com](mailto:teresamo@mccarran.com) be placed on the mailing list for all notices, copies of documents, decisions and other material produced in the study process.**

**CCDOA attaches to this comment a map titled “Section 368 Stakeholder Input from Clark County Dept. of Aviation.” This map depicts CCDOA’s current and prospective property interests in an area within Clark County, NV, crossed by potential energy corridors.**

- **First, Clark County owns approximately 6,000 acres of land, depicted with crosshatching (see map legend), conveyed to the County by Congress as the site of a new supplemental service airport.** Ivanpah Valley Airport Public Lands Act of 2002 (Pub. L. 106-362). Congress identified this geographic area, the Ivanpah Valley, as the “only” option to accommodate the growing air traffic in the region. BLM patented the land to the County in 2004 (Patent No. 27-2004-0104). No energy corridor can be sited on this land.
- **Second, Congress has indicated its intention to convey to Clark County an additional 17,000 acres (the Airport Environs Overlay District, depicted on the map as “Ivanpah NCA”) after environmental approvals for the new airport have been issued.** Title V of the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Pub. L. 107-282). The potential energy corridors under consideration would cross this Airport Overlay District in two places, as depicted on the map attached to this comment. No energy corridor can be sited on this land immediately adjacent to the proposed new airport. The energy corridor under consideration would be sited near the north and south ends of runways in the proposed new airport.
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Resources Act of 2002 (Pub. L. 107-282). BLM designated the TUC in 2007. The TUC is depicted in yellow on the map attached to this comment. The potential energy corridors under consideration would bisect the TUC, as depicted on the map attached to this comment. Any siting of the energy corridors under consideration must be compatible with the utilization of the TUC for utilities and transportation infrastructure to serve the new Airport.

- Fifth, BLM has designated the Ivanpah Area of Critical Environmental Concern (ACEC), depicted in light green on the map attached to this comment. CCDOA works closely with the Clark County Desert Conservation Program (DCP) to balance development with environmental protection within Clark County. Any siting of the energy corridors under consideration must be compatible with this balance and with the proposed uses of other landowners in the vicinity.
- Sixth, CCDOA as the operator and manager of the McCarran International Airport, the Jean Airport and other airport facilities within Clark County, maintains navigational aids for the safe and efficient flight of aircraft. Any siting of the energy corridors under consideration must be compatible with the location and operation of present and future navigational aids. For example, wind turbines have the potential to create radar interference when located within line-of-sight of radar facilities, and the federal court has disallowed a wind energy project proposed within line-of-sight of existing radar facilities for a CCDOA airport. *Clark County v. FAA*, 522 F.3d 437 (D.C. Cir. 2008). Any siting of the energy corridors under consideration must be found, in consultation with CCDOA, to be compatible with the operation and use of navigational aids for aviation.

**CCDOA reserves the right to supplement these comments as the process for consideration of siting of energy corridors proceeds. Thank you for this opportunity to provide scoping comments.**

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10002]  
**Date:** Thursday, September 29, 2016 3:20:33 PM

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Thank you for your input, sean robertson.

The comment tracking number that has been assigned to your comment is **10002**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** September 29, 2016 15:20:26 CDT

**First Name:** sean  
**Last Name:** robertson  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** City of Henderson

#### **Topics**

Lands and realty  
Socioeconomics

#### **Geographic Area**

Region 1 >

#### **Input**

The area generally between mile markers 15 and 25 along corridor 39-231 does not appear to be all within the review area, however the City of Henderson is concerned with minimizing impact on development in that location. There is limited space remaining in the vicinity of Lake Las Vegas and the existing lines are already in close proximity to residential development there and along the east side of the city. Any new lines should be located in a manner that minimizes impacts on the residents of the area. Any required entitlements and permits must be obtained prior to construction.

#### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10003]  
**Date:** Friday, September 30, 2016 6:12:06 PM

---

Thank you for your input, Troy Burdick.

The comment tracking number that has been assigned to your comment is **10003**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** September 30, 2016 18:12:01 CDT

**First Name:** Troy

**Last Name:** Burdick

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Bureau of Indian Affairs

**Topics**

New corridor recommendation

**Geographic Area**

Region 1 > Specific Region 1 corridors

30-52 [blank, 100]

**Input**

The mapping tool does not provide enough detail in terms of mileposts marks when comparing to the corridor abstracts, which give more precise mileposts distances in describing an issue.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10004]  
**Date:** Wednesday, October 12, 2016 11:39:47 AM

---

Thank you for your input, Patricia Radis.

The comment tracking number that has been assigned to your comment is **10004**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 12, 2016 11:39:45 CDT

**First Name:** Patricia

**Last Name:** Radis

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Eastern Kern Onyx Ranch SVRA

### **Topics**

Lands and realty

Public access and recreation

Visual resources

Interagency Operating Procedures

### **Geographic Area**

Region 1 > Specific Region 1 corridors

23-106 [37.5, 44.5]

### **Input**

Given that corridor 23-106 follows two existing electric transmission lines, I do not see any conflicts with this energy corridor. However, Eastern Kern Onyx Ranch State Vehicular Recreation Area (SVRA) needs to be added to the “Energy Planning Concern- Jurisdictional Concern” and the “Land Management Responsibilities and Environmental Concerns- Lands and Realty: Rights -of-Way and General Land Use” in the corridor abstract. The length of the affected area is approximately MP 37.5-44.5. As long as impacts are analyzed and mitigated under NEPA and other federal law, I do not see the proximity of the corridor to Eastern Kern Onyx Ranch SVRA as a concern. Please keep us updated on any further plans or changes. Thank You, Tricia Radis-Farmer Environmental Scientist CA State Parks OHV, San Andreas District Eastern Kern Onyx Ranch SVRA P.O. Box 1360, 46001 Orwin Way, Gorman CA 93243 Desk: 661-248-5700 Fax: 661-248-5703

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10005]  
**Date:** Thursday, October 13, 2016 2:33:08 PM

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Thank you for your input, Greg Warren.

The comment tracking number that has been assigned to your comment is **10005**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 13, 2016 14:32:58 CDT

**First Name:** Greg  
**Last Name:** Warren  
**Email:**

**Are you submitting input on the behalf of an organization?** No

### **Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
Cultural resources  
Lands and realty  
Specially designated areas  
Visual resources  
Interagency Operating Procedures

### **Geographic Area**

General (not corridor-specific)

### **Input**

The west-wide energy corridor proposals will impact authorized and designated National Scenic and Historic Trails throughout the west. Many of these National Trails fail to have Comprehensive Plans that guide developments along the National Trail corridors. Without official National Scenic and Historic Trail Comprehensive Plan guidance, the planning for this project will have a greater need to address providing for the nature and purposes of these National Trails.

The attached document includes comments on the proposed Old Spanish National Historic Trail strategy. In these comments, I mention concerns about not having Comprehensive Plan direction for this National Trail as related to the West-Wide Energy Corridor planning. Please consider these concerns in the development of planning protocols for the West-Wide Energy Corridor project.

### **Attachments**

comments\_old\_spanish\_trail\_strategy\_gwarren\_submitted\_10132016.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

October 13, 2016

Michael Elliott, NTIR Chief Planner  
PO Box 728  
Santa Fe, NM 87504  
505-988-6005

Comment ID: 1080472-74062/15

## RE: Old Spanish National Historic Trail Comprehensive Administrative Strategy

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### Introduction

I appreciate this opportunity to comment on the, “Old Spanish National Historic Trail - Final Comprehensive Administrative Strategy.” The National Park Service describes that, “*The document does not propose specific land management actions, but it will serve the functions of a comprehensive management plan by identifying high potential sites and segments, refining route alignments, presenting the official trail logo, and establishing the foundations for future trail planning efforts.*”

BLM MS-6250 (1.6.A.3) policy states, “*The National Trail Administrator shall identify, determine, and describe the nature and purposes of the National Trail and provide **strategic** [emphasis added] direction for safeguarding the nature and purposes within the trailwide Comprehensive Plan, in coordination with participating public land managing agencies. The nature and purposes of a National Trail are the character, characteristics, and the congressional intent for a designated National Trail, including the resources, qualities, values, and associated settings of the areas through which such trails may pass; primary use or uses of a National Trail; and activities promoting the preservation of, public access to, travel within, and enjoyment and appreciation of a National Trail.*” However, the BLM’s policy position that a Comprehensive Plan provides only strategic direction is inconsistent with requirements of the National Trails System Act (NTSA) and the National Environmental Policy Act (NEPA).

## National Trails System Act – Comprehensive Plan

A Comprehensive Plan that addresses the requirements of the NTSA Section 5(f) would result in decisions that are subject to the requirements of NEPA. As such, the informal direction in the proposed strategy does not legally function as the Old Spanish NHT Comprehensive Plan.

The Comprehensive Plan needs to address through rulemaking processes such matters as defining “nature and purposes,” identifying carrying capacity, protecting trail resources, defining the trail corridor that incorporates trail resource protection and desired visitor experiences, and the preservation of trail viewsheds. The presented set of philosophies that are found in the administrative strategy does not result in formal and binding decisions.

The Old Spanish National Historic Trail Comprehensive Plan needs to address the “discrete agency action” that is required by the National Trails System Act (NTSA) Section 5(f):

*“Within two complete fiscal years of the date of enactment of legislation designating a national historic trail...as part of the system, the responsible Secretary shall, ... submit to the Committee on Interior and Insular Affairs of the House of Representatives and the Committee on Energy and Natural Resources of the Senate, a comprehensive plan for the management, and use of the trail, including but not limited to, the following items:*

- (1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved, details of any anticipated cooperative agreements to be consummated with State and local government agencies or private interests, and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation;*
- (2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act;*
- (3) a protection plan for any high potential historic sites or high potential route segments; and*
- (4) general and site-specific development plans, including anticipated costs.”*

In addition, the development of the Comprehensive Plan would require knowledge of the location of the selected rights-of-way (NTSA, Section 7(a)(2)) and be associated with an operational definition of “nature and purposes” (NTSA, Section 7(c)).

National Park Service Director’s Order #45 states, “*The NPS will prepare appropriate planning documents to protect the resources and attributes and to provide for public use and appreciation of the national scenic and historic trails authorized by Congress and assigned to it for administration. Each trail’s comprehensive management plan (CMP) will include, at a minimum, those provisions stipulated in 16 USC 1244(e) or (f) that outline trail comprehensive plan requirements. Each CMP will also identify the minimum level of regulation necessary to protect the resources and attributes that warranted the trail’s designation by Congress. CMPs may also include such other provisions as may be needed to satisfy the intent of chapter 2, “Park System Planning,” of Management Policies 2006 and the unique circumstances of the trail. Each trail will then operate according to the CMP.*”

Accordingly, decisions should be made through the development of a Comprehensive Plan that guides the development of land management plan direction that assures the proper

application of the National Trails System Act (NSTA), National Parks and Recreation Act, FLPMA, NFMA, and Executive Orders.

The proper formulation of the Comprehensive Plan must be developed through NEPA processes. The formal adoption of the Old Spanish NHT Comprehensive Plan has the potential for significantly affecting the quality of the human environment. An EIS must be prepared if an agency proposes to implement a specific policy, to adopt a plan for a group of related actions, or to implement a specific statutory program or executive directive.

NEPA is designed to promote consideration of potential effects on the human environment<sup>1</sup> that would result from proposed Federal agency actions, and to provide the public and decision makers with useful information regarding reasonable alternatives<sup>2</sup> and mitigation measures to improve the environmental outcomes of Federal agency actions. NEPA ensures that the environmental effects of proposed actions are taken into account before decisions are made and informs the public of significant environmental effects of proposed Federal agency actions, promoting transparency and accountability concerning Federal actions that may significantly affect the quality of the human environment. NEPA reviews should identify measures to avoid, minimize, or mitigate adverse effects of Federal agency actions. Better analysis and decisions are the ultimate goal of the NEPA process.<sup>3</sup>

## Administration of the Old Spanish National Historic Trail

The NPS describes that, *“In 2014, National Park Service and BLM administrators met to resolve differences in approaches to administration and have agreed to create a strategy document that will address comprehensive administrative duties the two agencies will follow. The proposed strategy will be the comprehensive plan for administration. Because there are no land use management decisions included in the strategy, the two agencies agreed that it would not be necessary to complete the environmental impact statement (EIS).”*

This statement indicates that the Secretary of Interior has failed to act on Section 5(f) provisions of the NTSA, which requires the preparation of an Old Spanish NHT Comprehensive Plan; and to address the Section 7(a)(2) requirement to select the rights-of-way. In addition, the proposed trailwide strategy does not provide for binding guidance for consistent implementation of E.O. 13195 – Trails for America in the 21st Century.

I hope that the Department will reconsider the need for official trailwide Comprehensive Plan direction for the Old Spanish NHT as mandated by law. The Comprehensive Plan should be addressed as an authority such as that resulting from the development of an agency regulation following rulemaking processes (5 U.S. Code § 553).

Is there any room for compromise? A compromise could possibly be reached between the NPS and BLM if a staged decisionmaking process was followed for the development of the

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<sup>1</sup> 40 CFR 1508.14 - ‘Human environment’ shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment.

<sup>2</sup> 40 CFR 1508.25(b) - Alternatives, which include: (1) No action alternative. (2) Other reasonable courses of actions. (3) Mitigation measures (not in the proposed action).

<sup>3</sup> 40 CFR 1500.1(c) - Ultimately, of course, it is not better documents but better decisions that count. NEPA’s purpose is not to generate paperwork—even excellent paperwork—but to foster excellent action. The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment.

Old Spanish NHT Comprehensive Plan. Stage 1 NEPA decisions could be focused on (1) identifying the Section 7 rights-of-way, (2) establishing an operational definition of “nature and purposes,” and (3) establishing plan components that address recreation settings and visual quality indicators and related standards (thresholds)<sup>4</sup>. Stage 1 should follow rulemaking processes, so as to provide effectively guidance for staged/stepped-down plans (5 U.S. Code § 553). An example of staged decisionmaking is depicted in **Appendix A – Stage Decisionmaking Process Exhibit**.

## Review of Final Strategy and General Guidance

The following review addresses specific guidance that is found in the presented strategy. General guidance for understanding and preserving or enhancing the recreational, scenic, natural, and historical values of a NHT is further described in **Appendix B - National Historic Trail Planning Considerations**.

### Page 15, BLM Requirements for NHT Administration

Approaches to administration states, “In September 2012, the Bureau of Land Management issued its *Manual 6250—National Scenic and Historic Trail Administration*, which describes requirements for Bureau of Land Management national historic trail administration. Many of these requirements are addressed in this strategy, but some will be addressed in future planning. Bureau of Land Management *Manual 6250* requirements addressed in this comprehensive administrative strategy include the following:

1. Identify and determine the nature and purpose of the trail.
2. Establish goals and objectives to safeguard the nature and purpose.
3. Identify ways to provide for maximum compatible outdoor recreation potential and protection, conservation and enjoyment of the nationally significant scenic, historic, natural, and cultural qualities of the areas and associated settings through which the trail may pass, as well as the primary use or uses of the trail.
4. Provide ways to encourage and assist tribes, affected agencies, willing landowners, and interested parties in the planning, management, education, and interpretation of the trail.
5. A general description of the overall resources, qualities, values, and associated settings, comprised of the scenic, historic, cultural, recreational, natural, and other landscape values of the land areas through which the trail passes) including the primary use and uses.
6. Ensure adequate public involvement in administration activities.
7. Identification and mapping of high potential historic sites and high potential route segments.
8. Address national historic trail administration-level functions.”

**Observation:** The “Final Comprehensive Administrative Strategy” is not a decision document to address actions that affect the human environment. As such, items 1, 2, 3, 6, and 7 should be moved to the section that lists Old Spanish NHT planning requirements that will be addressed in future planning.

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<sup>4</sup> Thresholds are minimally acceptable conditions associated with each indicator.

### Page 18, Resource Identification, Protection, and Monitoring

The strategy states, “The National Trails System Act requires trail administration to develop strategies to protect the entire designated route and its historic remnants and artifacts. Trail administrators will comply with laws and executive orders, as administrative responsibilities are carried out and will encourage compliance by owners or managers with responsibilities involving the Old Spanish National Historic Trail resources. Trail administrators will provide land owners and managers with guidance and assistance to ensure that trail resources, qualities, and values are protected while providing for public enjoyment and appreciation... Currently, trail protection corridors range from zero to five miles (or more) on either side of the trail route. These are arbitrary and conceptual approaches. Trail administrators will encourage a landscape or viewshed based approach for trail corridor establishment.”

**Observation:** The NTSA requires that the Secretary select the rights-of-way, define the nature and purposes of the Old Spanish NHT, and develop an Old Spanish NHT Comprehensive Plan. These management actions affect the human environment and therefore must be made through the NEPA process. Much of the strategic guidance may be an appropriate approach for working with private landowners, but does provide sufficient direction to protect Old Spanish NHT values on Federal lands.

### Page 19, National Historic Trail Rights-of-Way

The strategy states, “...Other federal land management agencies with trail resources under their jurisdiction will continue to manage those resources in accordance with their respective agency policy guidance, laws, and authorities. The Bureau of Land Management-selected right-of-way will be applicable to their lands. Other agencies and land owners could be consulted as a part of this process, and the right-of-way extended to their jurisdictions as approved and appropriate.”

**Observation:** The suggested approach does not provide for the nature and purposes of this NHT. NTSA, Section 7(a)(2) guidance needs to be strictly followed when selecting the Old Spanish NHT rights-of-way to ensure one seamless corridor for the Old Spanish NHT. In addition, the selection of the rights-of-way should be an integrated part of the preparation of the Old Spanish NHT Comprehensive Plan. Furthermore, the selection of the rights-of-way must be consonant of the implications of guidance found in NTSA Section 7(b), 7(d), 7(e), and 7(f).

### Page 48, Recreation Opportunities

**Observation:** The Old Spanish NHT Comprehensive Plan needs to decide through NEPA processes the desired [Recreation Opportunity Spectrum](#) (ROS) settings along the NHT to either be maintained or restored. It is very important to protect Primitive and Semi-Primitive Non-Motorized ROS settings where they continue to exist along the NHT.

The establishment of Comprehensive Plan recreation setting direction will help ensure that future management actions do not substantially interfere with the nature and purposes of the Old Spanish NHT.

### Page 49, Carrying Capacity

The strategy states, “The National Trails System Act requires that carrying capacity be addressed in a comprehensive plan. This strategy addresses these issues for the national historic trail. National Park Service planning guidelines have replaced the term “carrying capacity” with the term “user capacity.” User capacity is defined as the type and level of visitor use that can be accommodated while sustaining the desired resource and social conditions and visitor experience that complement the purpose of a national historic trail and its desired conditions.”

**Observation:** I recognize that carrying capacity needs to be part of a Comprehensive Plan. Recognizing the importance of field-level analysis is important, but it is also important to establish carrying capacity parameters in all stages of the Old Spanish NHT planning process.

### Page 53, Appropriate Use

**Observation:** Recognize that the Old Spanish NHT was authorized and designated in December 2002. In addition, the Comprehensive Plan (and any strategy) must address processes for assessing “other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted.”

### Page 71, Cultural Landscapes and the Old Spanish National Historic Trail

The strategy states, “Cultural landscapes are fundamental to understanding the history of the Old Spanish Trail, both because prehistoric and historic users selected routes at a landscape scale (rather than following specific paths) and because the basic purpose of the trail was to tie together diverse and geographically disparate natural and cultural resources that if not for the trail’s tie to the landscape would be viewed as discrete resources. Because of the rugged terrain (the challenging environmental conditions both at the higher elevations and in the desert sections of the designated routes), the cultural landscape of the trail retains a remarkable degree of integrity, and it is one of the most important features in defining the nature of the trail.”

**Observation:** I support the description and finding that protecting cultural landscapes must be an element of the “nature and purposes” description of the Old Spanish NHT.

### Page 72, Visual Resource Management

**Observation:** The strategy summarizes the BLM’s Visual Resource Management system. As such, the Forest Service Scenery Management System should also be described. However, recent application of the VRM system has not protected the National Trails within some administrative units (e.g., Rawlins Field Office). The Old Spanish NHT Comprehensive Plan needs to establish through NEPA decisions visual quality trailwide guidance such as:

**BLM - Management Actions and Allowed Uses:** Resource management actions and developments must meet the VRM Class objectives. The degree of contrast in the foreground and middleground for management actions and developments must be none or

weak. The degree of contrast in the background for management actions and developments should be none, weak, or moderate.

**Forest Service** – Standards: Manage the CDNST travelway as a concern level 1 travel route. Resource management actions must meet a Scenic Integrity Level of Very High or High.

The establishment of Comprehensive Plan visual quality direction will help ensure that future management actions do not substantially interfere with the nature and purposes of the Old Spanish NHT.

## Protecting Old Spanish NHT Values

After consideration of the existing Old Spanish NHT comprehensive planning situation, I recommend that planning proceed following staged decisionmaking processes as depicted in **Appendix A**.

Another approach for addressing the programmatic comprehensive planning for the Old Spanish NHT is to follow the [Greater Sage-Grouse](#) process that amended Resource Management Plans (RMP) to address species conservation needs. As applied to the Old Spanish NHT, this approach could be protective of Old Spanish NHT values. This approach could result in NEPA decisions that address Comprehensive Plan, FLPMA, NFMA, and other planning requirements.

It is also possible, but not desirable, to address elements of comprehensive planning for the Old Spanish NHT in step with planning for projects such as the [West-Wide Energy Corridor](#)—see **Appendix C** map. Such development projects may trigger the need for NHT protective actions to be addressed as part of the project proposal (40 CFR 1508.25(c)). Comprehensive Plan decisions are critical for protecting National Trail values when confronted with proposed projects such as the, “West-Wide Energy Corridor.” Without objective, predetermined binding direction that is established in a Comprehensive Plan, the public is left to trust the agency’s ‘word’ that it considered all relevant factors necessary to protecting the Old Spanish NHT values and that projects will not affect or have minimal impact upon the National Trail nature and purposes.

## Old Spanish NHT Administration Recommendation

The Secretary of Interior, on June 5, 2003, assigned administrative responsibilities for the Old Spanish NHT:

*“In accordance with the National Trails System Act of 1968 (16 USC 1241-51), I direct that administrative responsibility for the Old Spanish National Historic Trail be assigned jointly to the Bureau of Land Management and the National Park Service...*

*Coadministration of the trail is a continuation of the commitment already shown by each agency and will be a great asset in assuring optimum preservation, enhancement, and public access for this outstanding, nationally significant resource.”*

Co-administration has not resulted in “*assuring optimum preservation, enhancement, and public access for this outstanding, nationally significant resource.*” Possibly, only one agency should be assigned by the Secretary as the lead for establishing the Old Spanish NHT Comprehensive Plan through rulemaking (and NEPA) processes. Subject to the direction in the Comprehensive Plan, the establishment of National Trail Management Corridors in BLM RMPs



and management corridors in Forest Plans should further provide for the nature and purposes of the Old Spanish NHT.

Thank you for this opportunity to comment on the Old Spanish NHT strategy. If there are suggestions that I have made or issues that I have raised that you would like to explore in detail or be clarified, please contact me at: [NSTrail@comcast.net](mailto:NSTrail@comcast.net).

Sincerely,

*Greg Warren*

Greg Warren

[NSTrail.org](http://NSTrail.org)

cc: Aaron Mahr, Superintendent, NPS  
Rita Hennessy, Program Lead, National Trails System, NPS

Appendix A – Stage Decisionmaking Process Exhibit

Comprehensive Plan - Stage 1 Trailwide Guidance	Comprehensive Plan - Stage 2 Land Management Plan	Comprehensive Plan - Stage 3 Field-Level Plan
<p>This stage establishes national direction that implements foundational provisions of the National Trails System Act, which includes establishing:</p> <ul style="list-style-type: none"> <li>• The Nature and Purposes of a NHT</li> <li>• The Rights-of-Way Corridor</li> <li>• Provides Resource Management Programmatic Guidance for:                             <ul style="list-style-type: none"> <li>○ Visual Resource (SMS/VMS)</li> <li>○ Recreation Resource (ROS/RSC)</li> <li>○ Special Use Permits</li> <li>○ Facilities</li> <li>○ Carrying Capacity/VERP</li> <li>○ Monitoring and Evaluation</li> </ul> </li> <li>• Developed following programmatic Environmental Impact Statement processes that emphasize ROS/RSC and Visual Quality planning principles, and addresses <i>management actions</i> and <i>other uses</i> that may be allowed (16 USC 1246(c)). Rulemaking processes may be followed (5 U.S. Code § 553).</li> </ul>	<p>Land management planning implements the Comprehensive Plan guidance and provides for integrated programmatic direction that is consistent with the NTSA, NFMA, FLPMA or National Parks and Recreation Act, E.O. 13195, and agency specific regulations (e.g., 36 CFR 219) and policies (e.g., FSM 2353 and BLM MS-6250/6280):</p> <ul style="list-style-type: none"> <li>• Identifies and preserves significant natural, historical, and cultural resources.</li> <li>• Establishes the extent of a NST Management Area (FS) or National Trail Management Corridor (BLM).</li> <li>• Provides for protecting or achieving the nature and purposes through establishing supporting plan components:                             <ul style="list-style-type: none"> <li>○ Desired Conditions</li> <li>○ Objectives</li> <li>○ Standards (Thresholds)</li> <li>○ Guidelines</li> <li>○ Monitoring</li> </ul> </li> <li>• Developed following programmatic Environmental Impact Statement processes that emphasize ROS/RSC and Visual Quality planning principles, and addresses <i>management actions</i> and <i>other uses</i> that may be allowed (16 USC 1246(c)).</li> </ul>	<p>Field-level site-specific planning that is consistent with the Comprehensive Plan, Land Management Plan, and agency regulations and policies:</p> <ul style="list-style-type: none"> <li>• Identifies and preserves significant natural, historical, and cultural resources (site-specific).</li> <li>• Provides for development, signing, construction, and maintenance.</li> <li>• Establishes carrying capacity (LAC) for segments.</li> <li>• Establishes monitoring programs to evaluate site-specific conditions.</li> <li>• Developed following site-specific Environmental Impact Statement or Environmental Assessment processes that emphasize ROS/RSC and Visual Quality planning principles, and addresses <i>implementation actions</i> and <i>other uses</i> that may be allowed (16 USC 1246(c)).</li> </ul>

NHT comprehensive planning stages may be combined if requisite programmatic and site-specific NEPA requirements are satisfied.

## Appendix B – National Historic Trail Planning Considerations

A recurrent theme in protected area legislation has been the mandate to preserve areas for future generations and to keep the protected resource in a condition representative of the values or conditions for which it was designated. One piece of key land conservation legislation that is relevant to land management planning is the National Trails System Act of 1968 (PL 90-543), which states that, “National historic trails,... which will be extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous onsite. National historic trails shall have as their purpose the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment... The appropriate Secretary may certify other lands as protected segments of an historic trail upon application from State or local governmental agencies or private interests involved if such segments meet the national historic trail criteria established in this Act and such criteria supplementary thereto as the appropriate Secretary may prescribe... National scenic or national historic trails may contain campsites, shelters, and related-public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted... [T]o the extent practicable, efforts be made to avoid activities incompatible with the purposes for which such trails were established....”

This appendix offers general guidance for understanding and preserving or enhancing the recreational, scenic, natural, and historical values of a National Historic Trail (NHT) through land use planning that provides for National Trail “nature and purposes.” The information in this appendix supplements and clarifies agency Federal lands planning processes.

### Land Management Planning

#### 1. Introduction

National Trails are administered as trail corridors. Managers should establish plan components that address (1) desired visitor experience opportunities and settings, and (2) the conservation of scenic, natural, historical, and cultural qualities of the corridor. Supporting standards (thresholds) and guidelines need to be established to achieve desired conditions and objectives, and monitoring methods are to be described.

#### 2. Publication of Rights-of-Way

The NTSA states in Section 7(a)(2), “Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof of the availability of appropriate maps or descriptions in the Federal Register; Provided, That in selecting the rights-of-way full consideration shall be given to minimizing the adverse effects upon the adjacent landowner or user and his operation....” The selection of the rights-of-way must be consonant of the implications of guidance found in NTSA Section 7(b), 7(d), 7(e), and 7(f).

### 3. Development and Management

The development and management of National Scenic and Historic Trails (NSHTs) must be based on many facets of the NTSA, a Comprehensive Plan, other applicable laws, Executive Orders, regulations, and policies. Planning guidance for the National Trails System and a NHT has been modified several times since the legislation was enacted in 1968. In 1976, the National Forest Management Act (NFMA) and Federal Land Policy and Management Act (FLPMA) were enacted requiring integrated plans; as such, new and revised NFMA and FLPMA directed land management plans, and the comprehensive planning for NSHTs, are not predisposed by the 1968 NTSA statement to, "...be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land."

Development and management guidance found in the NTSA is summarized below and related to other laws and a National Historic Trail:

- (1) The NTSA, Section 7(a)(2) is important for it directs the establishment of a NHT designated area. "The appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof of the availability of appropriate maps or descriptions in the Federal Register." This is an essential task that needs to be completed for the Old Spanish NHT and many other National Trails.
- (2) The NTSA Section 7(a)(2) further expresses that, "Development and management of each segment of the National Trails System shall be designed to harmonize with and complement any established multiple-use plans for that specific area in order to insure continued maximum benefits from the land." The following examines this Section 7(a)(2) sentence, and reviews other planning requirements, to try to better understand the intent and legal requirements of the guidance:
  - (a) What is a "segment of the National Trails System?" To place this in context, it is important to recognize that the components of the "National Trails System," includes National Recreation Trails (NRTs), National Scenic Trails (NHTs), National Historic Trails (NHT), and Side or Connecting Trails. A simple definition of a segment is, "one of the parts into which something can be divided." The parts of the National Trails System would be each congressionally and administratively designated National Trail component as established per the requirements of the NTSA.
  - (b) What is intended by the 1968 guidance to, "be designed to harmonize with and complement any established multiple-use plans for that specific area?" Harmonizing and complementing benefits of an optimum location design of the Old Spanish NHT corridor would include the recreation and conservation benefits resulting from: (1) the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment. " (16 U.S.C. 1242(a)(3); (2) avoiding, to the extent possible, activities along the NHT that would be incompatible with the purposes of a NHT for which it was established (16 U.S.C. 1246(c)); (3) contributing to achieving historic, outdoor recreation, watershed, and wildlife and fish multiple-use benefits; and (4) in general, providing for the nature and purposes of this designated National Historic Trail.
  - (c) What is intended by the guidance, "to insure continued maximum benefits from the land?" This statement reinforces the phrase, "shall be designed to harmonize

with and complement any established multiple-use plans.” Though, this guidance is vague since “maximum benefits of the land” is not found in the definition of multiple-use as described in the Multiple Use Sustained-Yield Act (MUSYA) of 1960. BLM multiple use guidance is found in FLPMA.

- (3) NTSA, Section 7(c) states, “National scenic or national historic trails may contain campsites, shelters, and related-public-use facilities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts be made to avoid activities incompatible with the purposes for which such trails were established.”
- (4) In 1978, the NTSA was amended adding Section 5(f) to require the development of a Comprehensive Plan directing that, “a comprehensive plan for the management, and use of the trail, including but not limited to, the following items: (1) specific objectives and practices to be observed in the management of the trail, including the identification of all significant natural, historical, and cultural resources to be preserved...and for national scenic or national historic trails an identified carrying capacity of the trail and a plan for its implementation; (2) the process to be followed by the appropriate Secretary to implement the marking requirements established in section 7(c) of this Act; (3) a protection plan for any high potential historic sites or high potential route segments; and (4) general and site-specific development plans, including anticipated costs.” The NHT Comprehensive Plan is discussed further in the next section.
- (5) The 1983 amendment to the NTSA, which added Section 7(j), does not modify the nature and purposes of a NHT or the guidance in Section 7(c). The added subsection simply lists uses and vehicles that may be permitted on National Trails generally.
- (6) In 1983, the NTSA was amended adding Section 7(k) to address the management and development issues associated with private land along a NSHT stating, “For the conservation purpose of preserving or enhancing the recreational, scenic, natural, or historical values of components of the national trails system, and environs thereof as determined by the appropriate Secretary, landowners are authorized to donate or otherwise convey qualified real property interests to qualified organizations consistent with section 170(h)(3) of the Internal Revenue Code of 1954, including, but not limited to, right-of-way, open space, scenic, or conservation easements....” This direction is specific to private land, but identifies the importance “of preserving or enhancing the recreational, scenic, natural, or historical values” along a National Trail.
- (7) In 2001, Executive Order 13195 – Trails for America – addressed development and management of NSHTs by directing in Section 1(b), “Protecting the trail corridors associated with national scenic trails...to the degrees necessary to ensure that the values for which each trail was established remain intact....” This E.O. supplements the NTSA by clearly identifying the need to protect NSHT corridors.
- (8) In 2009, Omnibus Public Land Management Act (P.L. 111-11, 16 U.S.C. 7202) established National Landscape Conservation System areas on public lands. Section 2002 of this Act describes, in part, “In order to conserve, protect, and restore nationally significant landscapes that have outstanding cultural, ecological, and

scientific values for the benefit of current and future generations, there is established in the Bureau of Land Management the National Landscape Conservation System. (b) COMPONENTS.—The system shall include each of the following areas administered by the Bureau of Land Management: (1) Each area that is designated as— ... (D) a national scenic trail or national historic trail designated as a component of the National Trails System;... Furthermore, the legislation states, The Secretary shall manage the system—(1) in accordance with any applicable law (including regulations) relating to any component of the system included under subsection (b); and (2) in a manner that protects the values for which the components of the system were designated.”

The Federal Land Policy and Management Act of 1976, as amended (P.L. 94-579), section 102, states, “regulations and plans for the protection of public land areas of critical environmental concern be promptly developed.” In addition, Section 103 describes, “(a) The term “areas of critical environmental concern” means areas within the public lands where special management attention is required...to protect and prevent irreparable damage to important historic, cultural, or scenic values, fish and wildlife resources or other natural systems or processes, or to protect life and safety from natural hazards.” “In the development and revision of land use plans, the Secretary shall— (3) give priority to the designation and protection of areas of critical environmental concern; ...and (9) to the extent consistent with the laws governing the administration of the public lands, coordinate the land use inventory, planning, and management activities of or for such lands with the land use planning and management programs of other Federal departments and agencies and of the States and local governments within which the lands are located...” (FLPMA Section 202) “The Secretary shall manage the public lands under principles of multiple use and sustained yield, in accordance with the land use plans developed by him under section 202 of this Act when they are available, except that where a tract of such public land has been dedicated to specific uses according to any other provisions of law it shall be managed in accordance with such law.” (FLPMA Section 302)

National Historic Trail landscapes are clearly areas where “special management attention is required” as specified in the FLPMA definition of an Area of Critical of Environmental Concern (ACEC). The recognition of NLCS components as ACECs as defined in FLMPA provides a mechanism for the identification of these areas and the protection of their values through the development and implementation of Resource Management Plans.

- (9) In 2012, Forest Service planning directives describe that: “When developing plan components for national scenic and historic trails: The Interdisciplinary Team shall identify Congressionally designated national scenic and historic trails and plan components must provide for the management of rights-of-ways (16 U.S.C 1246(a)(2)) consistent with applicable laws, regulations, and Executive Orders. Plan components must provide for the nature and purposes of existing national scenic and historic trails and for the potential rights-of-way of those trails designated for study.” Furthermore, “... The team..., “should use other information to delineate a national scenic and historic trails corridor that protects the resource values for which the trail was designated... The plan must include plan components including standards or

guidelines for a designated areas... that describe the national scenic and historic trail and the recreational, scenic, historic, and other resource values for which the trail was designated....”

#### 4. Comprehensive Plan

Comprehensive plan requirements for a NHT have often been addressed through staged or stepped-down decision processes: (1) a Comprehensive Plan (Stage 1) establishes broad policy and procedures including identifying nature and purposes, (2) land management plans (Stage 2) guide all natural resource management activities and establish management standards (aka thresholds), provide integrated resource management direction for special areas, and address programmatic planning requirements, and (3) mid-level and site-specific plans (Stage 3) complete the comprehensive planning process through field-level actions to protect the corridor. Staged and stepped down decision processes could appear to support the notion that the comprehensive plans are simply resource plans that are subordinate to the land management plan direction. Instead, this is an administrative approach to incrementally step through the comprehensive planning process that is required by the NTSA.

#### 5. Carrying Capacity

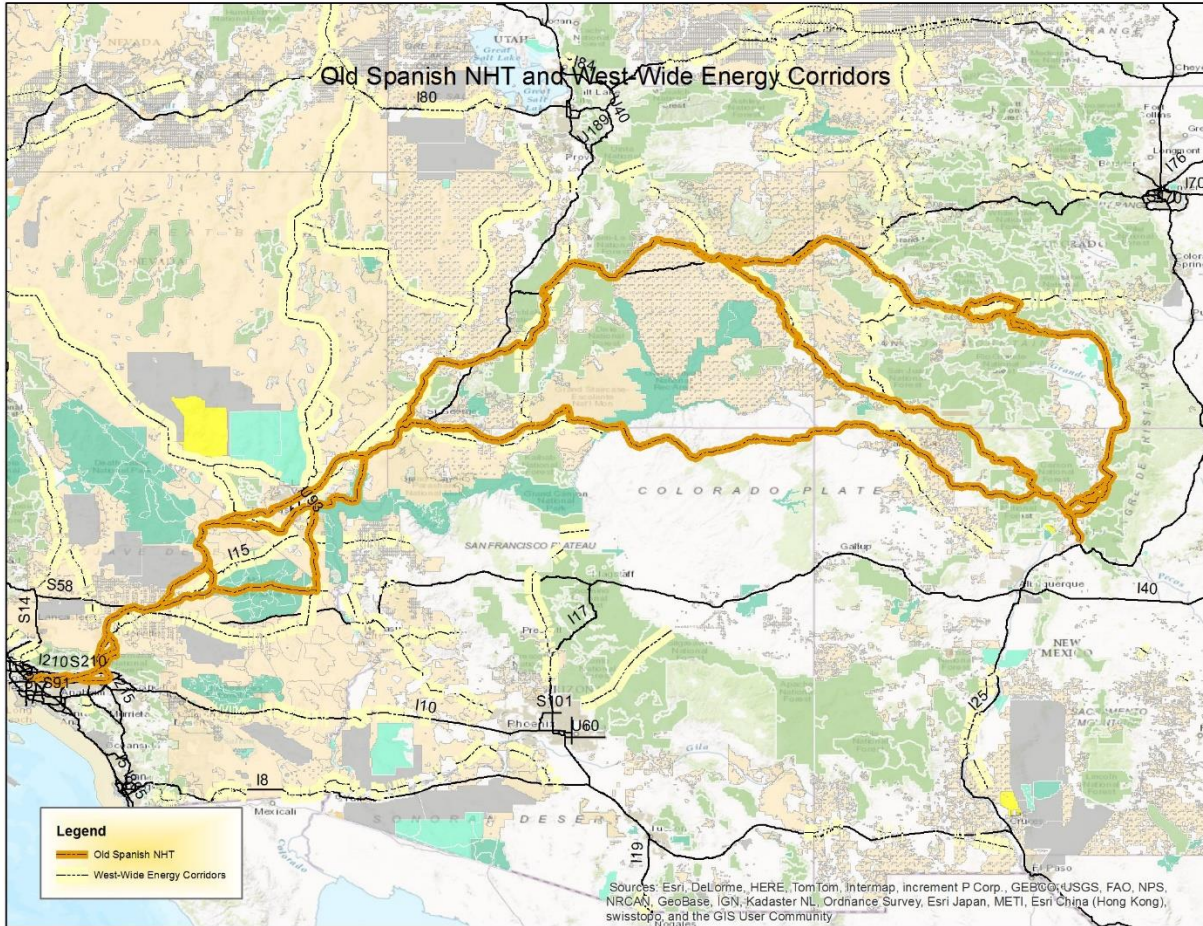
National Trails System Act, Section 5(f), direct that a Comprehensive Plan for a national trail, “identify carrying capacity of the trail and a plan for its implementation.” This is similar to Section 3(d)(1) of the Wild and Scenic Rivers Act (WSRA)<sup>5</sup> that directs federal river-administering agencies to “address...user capacities” in a Comprehensive River Management Plan prepared for each component of the National Wild and Scenic Rivers System. The NTSA and WSRA do not define “carrying capacity” or “user capacities,” but recent litigation has focused primarily on the recreational use. The scope of “carrying capacity” and “user capacity” broadly includes visitor use, other public use, and administrative use, but with particular emphasis on the recreational aspect.

Carrying capacities are an integral part of the management approaches identified in a Comprehensive Plan to protect and enhance NHT nature and purposes. The nature and purposes of a NHT are also known as NHT values. The values of NHTs include: (1) visitor experience opportunities and settings, and (2) the conservation and protection of scenic, natural, historical, and cultural qualities of the corridor. Furthermore, the NTSA goes beyond ROS descriptors requiring the protection of significant resources and qualities along the National Trail corridor. Addressing visitor capacities requires managers to assess impacts from both established uses and potential new uses. It can be a challenging task because of the complex relationship between human uses and national trail values. The capacity to absorb use without substantial impacts to resources and visitor experiences is dependent on myriad interrelated factors that should be addressed through NEPA planning processes.

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<sup>5</sup> 16 U.S.C. §1271-1278; Public Law 90-542 (October 2, 1968) and amendments.

### Appendix C – Relationship of the Old Spanish NHT and West-Wide Energy Corridors





**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10006]  
**Date:** Friday, October 14, 2016 11:29:54 AM

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Thank you for your input, Dee Kephart.

The comment tracking number that has been assigned to your comment is **10006**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:29:52 CDT

**First Name:** Dee  
**Last Name:** Kephart  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

**Topics**

Ecological resources  
Environmental Justice  
Public access and recreation  
Interagency Operating Procedures

**Geographic Area**

General (not corridor-specific)

**Input**

B.1 PROJECT PLANNING. Agency Coordination and Government-to-Government Consultation. Arizona Statutes and Arizona Game and Fish Department (AGFD) Commission policies have been established to maintain, protect, restore, and enhance fish and wildlife populations and their habitats. Project proponents and the appropriate agencies should be familiar with these laws, and the policies of the AGFD. Agencies and project proponents should initiate consultation with the AGFD at the onset of project planning and continuing consultation throughout project planning, construction, operation, and decommissioning so issues affecting wildlife and their habitat can be addressed. The AGFD has developed wildlife friendly guidelines to provide community and project planners the necessary information and tools needed to help protect wildlife and wildlife habitat in and around their planning area. These guidelines can be found in Wildlife Friendly Guidelines, Community and Project Planning, Arizona Game and Fish Department 2009, (attached).

B.1 PROJECT PLANNING. Soils, Excavation, and Blasting. The AGFD guidelines and standard protocols for wildlife surveys prior to ground disturbance activities will be implemented. State Laws Arizona State Statutes and AGFD Commission Policies have been established to maintain, protect, restore, and enhance fish and wildlife populations and their habitats. Project proponents should be familiar with these statutes and policies to ensure their projects are consistent with the intent of these laws and policies. Violation of these laws or other policies can result in criminal prosecution and/or civil liability.

Pursuant to A.R.S. § 17-102, wildlife is the property of the state, and can be taken only as authorized by the Arizona Game and Fish Commission.

“Wildlife” is defined in A.R.S. § 17-101(A)(22) as “all wild mammals, wild birds, and the nest or eggs thereof, reptiles, amphibians, mollusks, crustaceans, and fish, including their eggs or spawn.”

“Take” is defined in A.R.S. § 17-101(A)(18) as “pursuing, shooting, hunting, fishing, trapping, killing, capturing, snaring or netting wildlife or the placing or using of any net or other device or trap in a manner that may result in the capturing or killing of wildlife.”

It is unlawful to “take, possess, transport, buy, sell or offer or expose for sale wildlife except as expressly permitted” under A.R.S. § 17-309(A)(2)..

A.R.S. § 17-235 authorizes the Arizona Game and Fish Commission to regulate the taking of migratory birds in accordance with the Migratory Bird Treaty Act.

Under A.R.S. § 17-236(A), “it is unlawful to take or injure any bird or harass any bird upon its nest, or remove the nests or eggs of any bird, except as may occur in normal horticultural and agricultural practices and except as authorized by commission order.”

### **Attachments**

Wildlife Friendly Guidelines - FINAL.pdf, BurrowingOwlClearanceProtocol.pdf, 2010TortoiseSurveyGuidelinesForConsultants.pdf, Tortoisehandlingguidelines.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

## Desert Tortoise Survey Guidelines for Environmental Consultants June 2010

The following informal guidelines are intended to aid private consultants surveying for presence of tortoises on development projects in the Sonoran Desert. Following these guidelines will not provide quantified abundance estimates.

- 1) Surveys will be most productive during tortoise activity periods, primarily during the summer monsoon season (July – September) but also in the spring (April) and fall (October). Tortoises are most active in the morning and evening during summer, late morning to afternoon in spring and fall. Results from summer/fall monitoring plots indicate that tortoises are active at temperatures from 20 to 45°C (1cm above ground).
- 2) In the Sonoran Desert, tortoises usually occur on rocky slopes in desertscrub to semidesert grassland, as well as along washes, and extending into creosotebush flats. Burrows typically occur below rocks and boulders and may be irregularly shaped. Soil burrows and those in wash banks may have a 1/2-moon appearance.
- 3) Presence-absence surveys (3 hectare plots) or clearance surveys (100% coverage), depending on project type, are recommended to survey a discrete parcel of land. The number of 3 hectare plots per unit area depends on the desired intensity of the survey.
- 4) Surveyors should record all live tortoises, carcasses, scat, verified burrows (with scat or tortoise inside), and otherwise suitable/potential burrows (empty) and report to the Department.
- 5) Refer to the Department’s “Guidelines for Handling Sonoran Desert Tortoises Encountered on Development Projects” if handling will be necessary.

CAJ:cj

## **BURROWING OWL PROJECT CLEARANCE GUIDANCE FOR LANDOWNERS**

Arizona Burrowing Owl Working Group



Arizona Game and Fish Department  
5000 West Carefree Highway  
Phoenix, Arizona 85086

January 2009

## BURROWING OWL PROJECT CLEARANCE GUIDANCE FOR LANDOWNERS

### Arizona Burrowing Owl Working Group

#### INTRODUCTION

The western burrowing owl (*Athene cunicularia*) is one of the most interesting birds of prey in Arizona (Figure 1). Its species name, *cunicularia*, means “miner”, in reference to this owl’s unusual habit of spending time underground. It is also called the “rattlesnake owl”, because young burrowing owls make a buzzing sound that sounds like a rattlesnake when disturbed. Burrowing owls can be seen during daylight hours, and use underground burrows for nesting and escape cover. Despite the fact they are active during the day and are adaptable to human presence, the burrowing owl can go unnoticed in an area due to their secretive nature. Their use of burrows also makes them susceptible to impacts from ground disturbing activities.



Figure 1. Adult burrowing owl. Photo by Bruce Taubert.

Over the past 50 years, most burrowing owl populations have experienced declines throughout their range in North America. Because of this decline, these owls are protected by various Federal, state, and local laws. The burrowing owl is listed by the USFWS as a National Bird of Conservation Concern, listed as endangered in Canada, and threatened in Mexico. It is also listed as endangered, threatened, or a species of concern in 9 U.S. States. All owls in Arizona are protected federally by the Migratory Bird Treaty Act (MBTA) and Arizona state law (ARS Title 17). Violation of these laws, intentional or benign, may result in prosecution.

Burrowing owls are found in areas of Arizona where urbanization and other human activities are occurring. Arizona is one of the fastest growing states in the U.S., leading to frequent conflicts between burrowing owls and development. Owls can be affected by disturbance and habitat loss, even though there may be no direct impacts to the birds themselves or their burrows. There is often inadequate information about the presence of burrowing owls on a project site until ground disturbance is imminent. By then, it is too late to develop a solution that is helpful to the owls or the developer. These guidelines are intended to provide information and tools that can be applied when there is the potential for a project or action to adversely affect burrowing owls and the resources that support them. Each project and situation is different and should be evaluated for the tools and approach that is most effective in allowing a project to move forward while achieving burrowing owl conservation. These guidelines may not provide the necessary procedures for every project, and we encourage coordination with the agencies and entities listed in the Contact section of this document (Appendix A).

## BURROWING OWLS SURVEY PROTOCOL

This guidance was developed by State, Federal, and other burrowing owl experts to help individuals avoid violating the laws protecting burrowing owls. This effort will provide a standardized means for conducting burrowing owl surveys in areas where burrows are likely to be disturbed by projects that may displace them in order to minimize impacts to the owls.

This protocol involves visual surveying for owls and burrows using transects to look for occupancy and/or signs of occupancy. We recommended that only individuals with proper training and certification conduct the survey. This document will be revised as necessary, and updates will be provided to certified surveyors, along with any guidance related to maintaining certification. Updates to this document will also be made available to the public. To facilitate statewide burrowing owl management, we recommend that all survey areas, routes, times, and detections be reported to Arizona Game and Fish Department (AGFD) within 30 days of survey completion. If owls or active burrows are detected, coordination with the appropriate agencies prior to initiating ground-disturbing activity will facilitate compliance with the applicable laws (see Appendix A).

## SUITABLE HABITAT

Burrowing owl nesting habitat typically consists of dry, treeless, short-grassland or prairie plains. In the desert environment they nest in areas of short, open scrublands such as mesquite (*Prosopis* spp.), creosote bush (*Larrea tridentate*), rabbit-brush (*Chrysothamnus nauseosus*), and four-wing saltbush (*Atriplex canescens*). They tend to be tolerant of human presence, and will nest in human-modified landscapes such as: abandoned lots within rapidly developing urban areas, airports, golf courses, agricultural fields, irrigation canals, storm drains, roadsides, and parking lots (Figure 2). In the western United States, burrowing owls do not dig their own burrows, and therefore depend on the presence of burrowing mammals. Throughout Arizona, burrowing owls are associated with Gunnison's prairie dogs (*Cynomys gunnisonii*), American badgers (*Taxidea taxus*), ground squirrels (*Spermophilus* spp.), rock squirrels (*Spermophilus variegatus*), foxes (*Vulpes* spp.), and coyotes (*Canis latrans*). Therefore, any open grassland, scrubland, or park-like area devoid of dense tree cover and containing burrowing mammals or adequate artificial nest burrows (e.g., erosion channels or storm drain pipes) can represent adequate nesting, wintering or migratory habitat.



Figure 2. Natural burrow on a wash bank. Photo by Elissa Ostergaard.

### SURVEYOR CREDENTIALS

Burrowing owl surveyors should have burrowing owl survey protocol certification (training provided by AGFD; see Website in Contacts below for next date and location) with appropriate documentation.

Completed burrowing owl survey reports provided to AGFD should include each surveyor's certification. Certification will be awarded on an individual basis based on attendance at the training, and will not need to be renewed unless new information or conditions dictate substantial change to the survey protocol.

### SURVEY TIMING

Burrowing owls are most likely to occupy breeding burrows between March and mid-July (Figure 3). While burrowing owl migration habits are not well documented, it is believed that owls in northern Arizona generally migrate south for the winter, whereas a larger proportion (12 to 61%; Conway and Ellis 2004) of owls in southern and western Arizona is thought to be non-migratory (Sheffield 1997).

We recommend that preliminary surveys be conducted at the time of property acquisition or before project design to allow time to properly accommodate or mitigate for owls, if present (Table 1). We recommend avoiding project initiation in March due to the possibility of new owls arriving during construction unless all suitable burrows were permanently closed by a properly permitted individual or group before project-related activities. If owls or occupied burrows are detected within the construction area at any time during project implementation, burrows must be avoided (see below for buffer requirements) until: 1) status of the burrows can be determined and owls removed by properly permitted individuals or groups, or 2) other conservation measures are implemented.

Surveys should be conducted within first light (typically ½ hour before sunrise) and 3 hours after sunrise, and between 2 hours before sunset until dusk (typically ½ hour after sunset). Do not conduct surveys during or within 24 hours after a heavy rain or when wind speed is greater than 32 km/hr (20 mi/hr).



Figure 3. Artificial burrow with signs of occupancy. Photo by Elissa Ostergaard.

Table 1. Schedule for burrowing owl surveys.

Fall or Winter Initial Survey	
Results	Action
No burrows detected	None.
Unoccupied burrows found	Implement conservation measures* and conduct a second survey 90 days prior to grading.
Occupied burrows or owls found	Implement conservation measures* and survey 30 days prior to grading.
Spring or Summer Initial Survey	
Results	Action
No burrows detected	None.
Unoccupied burrows found	Implement conservation measures* and conduct a second survey 30 days prior to grading.
Occupied burrows or owls found	See below.

\*Potential conservation measures include: 1) collapsing all unoccupied burrows of suitable dimensions by a permitted individual, 2) identifying open space areas to be protected as a buffer around occupied and suitable owl burrows, 3) passive exclusion of owls, or 4) translocation of owls by a permitted individual.

#### FIELD SURVEY PROTOCOL

We recommend that surveys be conducted in all portions of the project site that fit the description of Suitable Habitat (see above). Surveys are conducted by walking straight-line transects 10 m (33 ft) apart (or arranged so that all ground surfaces can be seen) and looking for evidence of owls: individuals, burrows, and sign of occupancy at burrow entrances (pellets, feces or other “ornamentation”, feathers, prey remains, whitewash, etc) (Figure 4). Transects should be located over the entire project area, and oriented so the tops and sides of all topographic features are examined. For example, if the project area includes a wash with a steep bank, one transect should be near the top of the bank, and another near the base of the bank in the wash.



Figure 4. Adult burrowing owl at an artificial burrow entrance. Photo by Bruce Taubert.

At the start of each transect and every 100 m (300 ft), scan the entire visible project area for owls using binoculars or a spotting scope. Record the location of all burrows (natural and artificial). Burrows may include holes dug by mammals, birds, or created by erosion, pipes, spaces below concrete or other solid structures, etc. Each burrow (entrance height 8 + cm [3 + in]; width 8 +



cm [3 + in]; burrow depth > 1 m [3 ft]) should be assessed to determine potential use by burrowing owls, unless owls are present.

An “active” burrow has a live owl or owls, or shows sign of recent use (e.g., fresh whitewash, fresh pellets, feathers, or nest ornamentation – Figure 2). A “potentially active” burrow is one with evidence of previous use, but not recent (e.g., old whitewash, old pellets, cobwebs over entrance, and/or debris at burrow entrances). An “inactive” burrow exhibits no evidence of use by burrowing owls but is of suitable size for occupancy.

Record the number and location of all owls seen within or near the project area. Clean and remove all owl sign at potentially active burrows. Visit the site again after 2-8 days and check all potentially active burrows for fresh sign.

#### SURVEY REPORTING

Record the surveys locations, dates, and the details of all burrow and owl detections (even if outside the construction zone), either on a hard copy map or as UTM's (Universal Transverse Mercator map coordinates compatible with GIS and GPS systems) using the standard form provided. Attach credentials of all surveyors as described above. Send within 30 days to [raptors@azgfd.gov](mailto:raptors@azgfd.gov) (preferred) or by mail:

Raptor Management Coordinator  
Arizona Game and Fish Department  
Nongame Branch  
5000 West Carefree Highway  
Phoenix, Arizona 85086

#### OWL DETECTIONS, CONSERVATION AND MITIGATION

Should preliminary measures fail to prevent burrowing owl occupancy of a project site during implementation, or if active burrows are located in the construction zone during construction activities, the owls should not be disturbed as it may violate federal and state laws. A 35-m (100-ft) radius buffer, excluding all heavy machinery and foot traffic, should be set up around all active burrow entrances during construction and until the appropriate conservation action is determined (B. Fox, pers. comm.). To permanently accommodate owls on site, we recommend that a buffer of 35-m (100-ft) should remain in perpetuity between the burrows and new construction and managed to maintain breeding habitat suitability (Millsap and Bear 2000). On-site conservation areas should be connected to adjacent burrowing owl habitat through the use of habitat connections. Conservation areas should avoid isolation or fragmentation of burrowing owl habitat. Delineating protected areas (fencing, cones, etc.) is encouraged as long as it does not enclose the owls or prevent the owls' ability to see nearby predators.

If after surveys are completed and reports submitted to AGFD, burrowing owls or active or potentially active burrows are located within the project boundaries, the landowner is advised to contact the nearest AGFD office (see Appendix A) for direction. Further mitigation or costs may be avoided if occupied owl areas can be set aside for at least 10 years and if suitable habitat for nesting and foraging will remain after development is finished. If it is determined that the best option is to disturb and then mitigate for the disturbance of the owls, the owner must obtain a permit from U.S. Fish and Wildlife Service. Mitigation may include excluding owls from disturbed burrows prior to construction and/or providing artificial burrows on-site or in a different location and monitoring to determine the success of the actions taken.



Figure 5. Owlets at a natural burrow entrance. Photo by Bruce Taubert.

#### LITERATURE CITED

- Arizona Burrowing Owl Working Group. 2007. Burrowing Owl Mitigation Standards and Guidelines. Arizona Game and Fish Department, Phoenix, AZ. [Azgfd.gov](http://azgfd.gov)
- Arizona Game and Fish Department. Arizona Revised Statutes, 17-235, Migratory birds, and 17-236, Taking birds; possession of raptors. Last accessed May 4, 2007. <http://www.azleg.state.az.us/ArizonaRevisedStatutes.asp?Title=17>
- Conway, C.J. and L.A. Ellis. 2004. Demography of Burrowing Owls Nesting in Urban and Agricultural Lands in Southern Arizona. Arizona Game and Fish Department, Heritage Grant Technical Report U03006, Phoenix, AZ.
- Millsap, B.A. and C. Bear. 2000. Density and reproduction of burrowing owls along an urban development gradient. *Journal of Wildlife Management* 64:33-41.
- Sheffield, S.R. 1997. Current status, distribution and conservation of the Burrowing Owl (*Speotyto cunicularia*) in midwestern and western North America. Pages 399-407 in J.R. Duncan, D.H. Johnson, and T.H. Nicholls [Eds.], *Biology and Conservation of Owls of the Northern Hemisphere: Second International Symposium*, February 5-9, 1997, Winnipeg, Manitoba, Canada. USDA For. Serv. Gen. Tech. Rep. NC-190.
- U.S. Fish and Wildlife Service. Migratory Bird Treaty Act, Migratory Bird Permit Office. Last accessed May 4, 2007. <http://www.fws.gov/permits/mbpermits/birdbasics.html>

APPENDIX A: CONTACTS

**In Tucson and southern AZ:**

**Arizona Game and Fish Department**  
Urban Wildlife Program, Tucson Office  
555 N. Greasewood Rd.  
Tucson, AZ 85745  
(520) 628-5376

**US Fish and Wildlife Service**  
Ecological Services Office  
201 N. Bonita Ave., Ste. 141  
Tucson, AZ 85745  
(520) 670-6144

**In Phoenix, central and northern AZ:**

**Arizona Game and Fish Department**  
Raptor Management Coordinator  
5000 W. Carefree Highway  
Phoenix, AZ 85086  
(623) 236-7500  
[www.azgfd.gov](http://www.azgfd.gov)

**US Fish and Wildlife Service**  
Ecological Services Office  
2321 W. Royal Palm Road, Ste. 103  
Phoenix, AZ 85021  
(602) 242-0210  
<http://www.fws.gov/southwest/es/arizona/>

**Burrowing Owl Working Group Members**

Marit Alanen, U.S. Fish and Wildlife Service  
Troy Corman, Nongame Branch, Arizona Game and Fish Department  
Tim Snow, Region V, Arizona Game and Fish Department  
James Driscoll, Nongame Branch, Arizona Game and Fish Department  
Bob Fox, Wild At Heart (Burrowing Owl Conservation Group)  
Sam Fox, Wild At Heart (Burrowing Owl Conservation Group)  
David Grandmaison, Research Branch, Arizona Game and Fish Department  
Mike Ingraldi, Research Branch, Arizona Game and Fish Department  
Shawn Lowery, Research Branch, Arizona Game and Fish Department  
Scott Richardson, U.S. Fish and Wildlife Service  
Ray Schweinsberg, Research Branch, Arizona Game and Fish Department  
Aninna Thornburg, Region V, Arizona Game and Fish Department

APPENDIX B. BURROWING OWL SURVEY REPORT FORM

Surveyor(s):

Date of Survey:

Project Location Information

Project Name:

City:

County:

Legal Description (address, ¼ Section,  
Township, Range):

Weather Conditions During Survey

Precipitation: Y / N (circle one)

Wind Speed (mph):

Temperature: °F / °C (circle)

% Cloud Cover:

Survey Data

Area Surveyed: acres / ha / km<sup>2</sup> / m<sup>2</sup> (circle one)

# Adult burrowing owls detected:

# Juvenile burrowing owls detected:

Total # burrowing owls detected:

Total # Active burrows:

Total # Potentially Active burrows:

Habitat Description within Project Area (check if applicable)

Open, treeless area

Creosote flats

Wash corridor

Suitable burrows

Fossorial mammals present – list species:

Sonoran desert scrub

Agriculture

Urban development

Attach map of surveyed area with locations of survey transects. Identify locations of owls and suitable burrows. List owl detections and active or potentially active burrow locations in the following table (please include coordinates and datum) Attach additional pages if necessary:

Observation Type (Owl or Burrow)	Coordinates

Observation Type (Owl or Burrow)	Coordinates

Return completed forms (regardless of whether burrowing owls are detected) along with the surveyor’s certification to:

Raptor Management Coordinator  
Arizona Game and Fish Department  
Nongame Branch  
5000 West Carefree Highway  
Phoenix, AZ 85086  
(623) 236-7500  
[raptors@azgfd.gov](mailto:raptors@azgfd.gov)

GUIDELINES FOR HANDLING SONORAN DESERT TORTOISES  
ENCOUNTERED ON DEVELOPMENT PROJECTS  
Arizona Game and Fish Department  
Revised October 23, 2007

The Arizona Game and Fish Department (Department) has developed the following guidelines to reduce potential impacts to desert tortoises, and to promote the continued existence of tortoises throughout the state. These guidelines apply to short-term and/or small-scale projects, depending on the number of affected tortoises and specific type of project.

The Sonoran population of desert tortoises occurs south and east of the Colorado River. Tortoises encountered in the open should be moved out of harm's way to adjacent appropriate habitat. If an occupied burrow is determined to be in jeopardy of destruction, the tortoise should be relocated to the nearest appropriate alternate burrow or other appropriate shelter, as determined by a qualified biologist. Tortoises should be moved less than 48 hours in advance of the habitat disturbance so they do not return to the area in the interim. Tortoises should be moved quickly, kept in an upright position parallel to the ground at all times, and placed in the shade. Separate disposable gloves should be worn for each tortoise handled to avoid potential transfer of disease between tortoises. Tortoises must not be moved if the ambient air temperature exceeds 40° Celsius (105° Fahrenheit) unless an alternate burrow is available or the tortoise is in imminent danger.

A tortoise may be moved up to one-half mile, but no further than necessary from its original location. If a release site, or alternate burrow, is unavailable within this distance, and ambient air temperature exceeds 40° Celsius (105° Fahrenheit), the Department should be contacted to place the tortoise into a Department-regulated desert tortoise adoption program. Tortoises salvaged from projects which result in substantial permanent habitat loss (e.g. housing and highway projects), or those requiring removal during long-term (longer than one week) construction projects, will also be placed in desert tortoise adoption programs. *Managers of projects likely to affect desert tortoises should obtain a scientific collecting permit from the Department to facilitate temporary possession of tortoises.* Likewise, if large numbers of tortoises (>5) are expected to be displaced by a project, the project manager should contact the Department for guidance and/or assistance.

Please keep in mind the following points:

- . These guidelines do not apply to the Mojave population of desert tortoises (north and west of the Colorado River). Mojave desert tortoises are specifically protected under the Endangered Species Act, as administered by the U.S. Fish and Wildlife Service.
- . These guidelines are subject to revision at the discretion of the Department. We recommend that the Department be contacted during the planning stages of any project that may affect desert tortoises.
- . Take, possession, or harassment of wild desert tortoises is prohibited by state law. Unless specifically authorized by the Department, or as noted above, project personnel should avoid disturbing any tortoise.

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10007]  
**Date:** Friday, October 14, 2016 11:36:39 AM

---

Thank you for your input, Bill Knowles.

The comment tracking number that has been assigned to your comment is **10007**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:36:32 CDT

**First Name:** Bill  
**Last Name:** Knowles  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

**Topics**  
Jurisdictional concern  
Corridor alignment and spacing

**Geographic Area**  
General (not corridor-specific)

### **Input**

There needs to be a discussion of the consequences to the compliance process for projects within a recognized corridor when alignment crosses a checkerboard area or otherwise leaves federal jurisdiction. Also, there should be a discussion of consequences to the compliance process when projects use a corridor but deviate from the corridor (e.g. the alignment moves in and out of the designated corridor).

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10008]  
**Date:** Friday, October 14, 2016 11:41:39 AM

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Thank you for your input, Ginger Ritter.

The comment tracking number that has been assigned to your comment is **10008**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:41:35 CDT

**First Name:** Ginger

**Last Name:** Ritter

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Arizona Game and Fish Department

**Topics**

Ecological resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

30-52 [blank, blank]

**Input**

Desert bighorn connectivity is also a concern in Arizona for the Plomosa Mountains.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10009]  
**Date:** Friday, October 14, 2016 11:46:09 AM

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Thank you for your input, Dee Kephart.

The comment tracking number that has been assigned to your comment is **10009**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:46:00 CDT

**First Name:** Dee  
**Last Name:** Kephart  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

**Topics**  
Ecological resources

**Geographic Area**  
Region 1 > Specific Region 1 corridors

41-46 [blank, blank]

### **Input**

Wildlife Concerns: Golden Eagles/Raptors, Sonoran Desert Tortoise and Western Burrowing Owls. Corridor 41-46 is designated as a multi-modal corridor that could accommodate both electrical transmission and pipeline projects. The corridor regional review specifically mentioned two underground sections from MP36.9-40.5, and 45.5-58.6. The Arizona Game and Fish Department (AGFD) has concerns with pipeline trenching and avian contact with powerlines in this corridor. The AGFD recommends utilizing established Department and Industry guidelines for reducing impacts to wildlife. Department guidelines include: 1. Guidelines for Handling Sonoran Desert Tortoise encountered on development projects. 2. Desert Tortoise Survey Guidelines for Environmental Consultants. 3. Burrowing Owl Project Clearance Guidelines for Landowners.

Minimize Power Line Impacts 1. To prevent avian collisions and electrocutions, place all connecting power lines associated with development underground, unless burial of the lines would result in greater impacts to biological or archaeological resources, or the terrain is prohibitive for such action.

2. All above-ground lines, transformers, or conductors should fully comply with the Avian Power Line Interaction Committee (APLIC) 2006/2012 standards to prevent avian fatality, including use of various bird deterrents and avian protection devices. A. Reducing Avian Collisions with Power Lines 2012 (Edison Electric Institute). B. Suggested Practices for Avian Protection on Power Lines 2006 (Edison Electric Institute).



3. Follow existing disturbed areas during installation to minimize habitat alterations. In low areas where the power line crosses drainages, the soil should be compacted to reduce the potential for erosion.

Minimize Wildlife Entrapment by Open Trenches 4. Trenching and backfilling crews should be close together to minimize the amount of open trenches at any given time.

5. Trenching should occur during the cooler months (October – March) when wildlife is less active. However, there may be exceptions (e.g. critical wintering areas) that need to be assessed on a site-specific basis.

6. Avoid leaving trenches open overnight, as wildlife may become trapped. Potential precipitation events could lead to wildlife deaths when escape is not possible.

7. Where trenches cannot be back-filled immediately, escape ramps should be constructed at least every 45 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling.

### **Attachments**

Comment 10006 attachment - 2010 Tortoise Survey Guidelines.pdf, Comment 10006 attachment - Tortoise Handling Guidelines.pdf, Comment 10006 attachment - Burrowing Owl Clearance Protocol.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10010]  
**Date:** Friday, October 14, 2016 11:48:54 AM

---

Thank you for your input, Bill Knowles.

The comment tracking number that has been assigned to your comment is **10010**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:48:51 CDT

**First Name:** Bill

**Last Name:** Knowles

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Arizona Game and Fish Department

**Topics**

Corridor alignment and spacing

**Geographic Area**

Region 1 > Specific Region 1 corridors

41-46 [blank, blank]

**Input**

At Phoenix Workshop Industry representative said because of extra length, industry will not use. Should consider dropping corridor.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10011]  
**Date:** Friday, October 14, 2016 11:53:54 AM

---

Thank you for your input, Dee Kephart.

The comment tracking number that has been assigned to your comment is **10011**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:53:40 CDT

**First Name:** Dee  
**Last Name:** Kephart  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

**Topics**  
Ecological resources

**Geographic Area**  
Region 1 > Specific Region 1 corridors

41-47 [blank, blank]

### **Input**

Wildlife Concerns: Golden Eagles/Raptors, Sonoran Desert Tortoise, Western Burrowing Owl, and Desert Bighorn Sheep. Corridor 41-47 is designated as a multi-modal corridor that could accommodate both electrical transmission and pipeline projects. The Arizona Game and Fish Department (AGFD) has concerns with pipeline trenching and avian contact with powerlines in this corridor. The AGFD recommends utilizing established Department and Industry guidelines for reducing impacts to wildlife. Department guidelines include: 1. Guidelines for Handling Sonoran Desert Tortoise encountered on development projects. 2. Desert Tortoise Survey Guidelines for Environmental Consultants. 3. Burrowing Owl Project Clearance Guidelines for Landowners.

Minimize Power Line Impacts 1. To prevent avian collisions and electrocutions, place all connecting power lines associated with development underground, unless burial of the lines would result in greater impacts to biological or archaeological resources, or the terrain is prohibitive for such action.

2. All above-ground lines, transformers, or conductors should fully comply with the Avian Power Line Interaction Committee (APLIC) 2006/2012 standards to prevent avian fatality, including use of various bird deterrents and avian protection devices. A. Reducing Avian Collisions with Power Lines 2012 (Edison Electric Institute). B. Suggested Practices for Avian Protection on Power Lines 2006 (Edison Electric Institute).

3. Follow existing disturbed areas during installation to minimize habitat alterations. In low

areas where the power line crosses drainages, the soil should be compacted to reduce the potential for erosion.

Minimize Wildlife Entrapment With Open Trenches 4. Trenching and backfilling crews should be close together to minimize the amount of open trenches at any given time.

5. Trenching should occur during the cooler months (October – March) when wildlife is less active. However, there may be exceptions (e.g. critical wintering areas) that need to be assessed on a site-specific basis.

6. Avoid leaving trenches open overnight, as wildlife may become trapped. Potential precipitation events could lead to wildlife deaths when escape is not possible.

7. Where trenches cannot be back-filled immediately, escape ramps should be constructed at least every 45 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling.

In addition, Corridor 41-47 traverses through the Black Mountain Range and critical Desert Bighorn Sheep habitat. The Department would recommend keeping major project disturbances to a minimal during the Desert Bighorn Sheep lambing season, which peaks from late December to early March.

### **Attachments**

Comment 10006 9 attachment - 2010 Tortoise Survey Guidelines.pdf, Comment 10006 9 attachment - Tortoise Handling Guidelines.pdf, Comment 10006 9 attachment - Burrowing Owl Clearance Protocol.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10012]  
**Date:** Friday, October 14, 2016 11:58:24 AM

---

Thank you for your input, Dee Kephart.

The comment tracking number that has been assigned to your comment is **10012**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 11:58:11 CDT

**First Name:** Dee  
**Last Name:** Kephart  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

### **Topics**

Ecological resources  
Specially designated areas

### **Geographic Area**

Region 1 > Specific Region 1 corridors

46-269 [blank, blank]

### **Input**

Wildlife Concerns: Golden Eagle, Bald Eagle, Southwestern willow flycatcher and Sonoran Desert Tortoise. Corridor 46-269 is designated as a multi-modal corridor that can accommodate both electrical transmission and pipeline projects. Section 0.0-13.8 is designated as underground only, with the corridor rationale stating that no planned transmission lines are shown in the current plat map. To minimize wildlife becoming entrapped in open pipeline trenches, backfilling should occur close together, reducing open trench time. Avoid leaving trenches open at night, where trenches cannot be immediately backfilled, escape ramps should be constructed at least every 45 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling. Trenching should occur in cooler months (October-March) when wildlife is less active. To minimize habitat destruction of Southwestern willow flycatcher habitat, all efforts should be made during project proposal and design to minimize, and if possible avoid this critical habitat.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10013]  
**Date:** Friday, October 14, 2016 12:00:24 PM

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Thank you for your input, Dee Kephart.

The comment tracking number that has been assigned to your comment is **10013**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 12:00:22 CDT

**First Name:** Dee  
**Last Name:** Kephart  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

### **Topics**

Ecological resources  
Specially designated areas

### **Geographic Area**

Region 1 > Specific Region 1 corridors

46-270 [blank, blank]

### **Input**

Wildlife Concerns: Southwestern willow flycatcher critical habitat/Wild & Scenic River, Raptors, Golden Eagle, Bald Eagle, and Sonoran Desert Tortoise. Corridor 46-270 is designated as a multi-modal corridor that can accommodate both electrical transmission and pipeline projects. Southwestern willow flycatcher critical habitat occurs through MP23.8-24.3 within the corridor. All efforts should be made during project proposal and design to minimize, and if possible avoid this critical habitat. To minimize avian electrocutions all above-ground lines, transformers, or conductors should fully comply with the Avian Power Line Interaction Committee (APLIC) 2006 standards to prevent avian fatality, including use of various bird deterrents and avian protection devices. To minimize wildlife becoming entrapped in open pipeline trenches, backfilling should occur close together, reducing open trench time. Avoid leaving trenches open at night, where trenches cannot be immediately backfilled, escape ramps should be constructed at least every 45 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling. Trenching should occur in cooler months (October-March) when wildlife is less active.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10014]  
**Date:** Friday, October 14, 2016 12:02:10 PM

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Thank you for your input, Dee Kephart.

The comment tracking number that has been assigned to your comment is **10014**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 14, 2016 12:02:09 CDT

**First Name:** Dee  
**Last Name:** Kephart  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Arizona Game and Fish Department

**Topics**  
Ecological resources

**Geographic Area**  
Region 1 > Specific Region 1 corridors

47-231 [blank, blank]

### **Input**

Wildlife Concerns: Avian Wildlife/Raptors: Bald Eagle, Golden Eagle, American Peregrine Falcon, and the Ferruginous Hawk. Corridor 47-231 is designated as electric-only east of Lake Mead National Recreation Area (Mohave County). To minimize avian electrocutions all above-ground lines, transformers, or conductors should fully comply with the Avian Power Line Interaction Committee (APLIC) 2006 standards to prevent avian fatality, including use of various bird deterrents and avian protection devices.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10015]  
**Date:** Wednesday, October 19, 2016 3:40:06 PM

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Thank you for your input, Curtis Bradley.

The comment tracking number that has been assigned to your comment is **10015**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 19, 2016 15:39:56 CDT

**First Name:** Curtis  
**Last Name:** Bradley  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Center for Biological Diversity

**Topics**  
Ecological resources

**Geographic Area**  
Region 1 > All Region 1 corridors

### **Input**

We would like to call your attention to the following additional GIS data sources that should be added to your online corridor mapping tool and be used to analyze potential sighting impacts:

DRECP Major Land Allocations of the BLM Land Use Plan Amendment (posted October, 2016): <http://www.drecp.org/finaldrecp/>

Nevada Existing Areas of Critical environmental concern:  
[http://www.blm.gov/nv/st/en/prog/more\\_programs/geographic\\_sciences/gis/geospatial\\_data.html](http://www.blm.gov/nv/st/en/prog/more_programs/geographic_sciences/gis/geospatial_data.html)

Southern Nevada Draft Resource Management Plan that includes proposed ACECs and State Recreation Management Areas: <https://eplanning.blm.gov/epl-front-office/eplanning/planAndProjectSite.do?methodName=dispatchToPatternPage&PageId=12409>

Flat-tailed horned lizard management areas:  
<https://databasin.org/datasets/b27ce3593131451b89ad4b0d6195ea29>

Desert tortoise habitat linkages:  
<https://databasin.org/datasets/df8194c0ea964312ac4bef6a1e923ebc>

Desert tortoise habitat: <https://databasin.org/datasets/47f02745fd9443b6962d5a759ac590a8>

Mojave ground squirrel conservation area:  
<https://databasin.org/datasets/35881469712941209ca3b82b2033ee0d>

Mojave fringe-toed lizard species distribution model:

<https://databasin.org/datasets/c9d9e54057a84e769bd01e19fcbe32ae>

Mojave fringe-toed lizard conservation area: found in Solar PEIS core shapefile data at:  
<http://solareis.anl.gov/maps/gis/index.cfm>

Desert Bighorn Sheep - Intermountain & Unfiltered Core Habitat, DRECP:  
<https://databasin.org/datasets/18f70788685f4e7985d4a14915524cdd>

South Coast Missing Linkages Wildlife corridors:  
<https://databasin.org/datasets/83f67af673c34cf696001b2f284012e5>

Important bird areas:  
[http://gis.audubon.org/arcgisweb/rest/services/NAS/ImportantBirdAreas\\_Poly/MapServer/0](http://gis.audubon.org/arcgisweb/rest/services/NAS/ImportantBirdAreas_Poly/MapServer/0)

thank you, Curt Bradley

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10016]  
**Date:** Wednesday, October 19, 2016 3:55:51 PM

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Thank you for your input, Curtis Bradley.

The comment tracking number that has been assigned to your comment is **10016**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 19, 2016 15:55:49 CDT

**First Name:** Curtis  
**Last Name:** Bradley  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Center for Biological Diveristy

**Topics**  
Ecological resources

**Geographic Area**  
Region 1 > All Region 1 corridors

### **Input**

We would like to call your attention to a specific GIS data set, the California Natural Diversity Database, that contains information on the occurrence of rare and endangered speices in state. This data is available as a subscription service at <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Using this dataset we found several instances where corridors intersected observations of threatened and endangered species. I have attached spreadsheets the Federal and California listed speices that potentially could be impacted.

In addition we want to call your attention to the corridor in zone id 264-265 that crosses within 200 meters of San Francisquito canyon that is habitat for the unarmored threespine stickleback, a fish listed under the Endangered Species act.

### **Attachments**

CA\_listed\_CNDDDB.xlsx, Fed\_listed\_CNDDDB.xlsx

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

CNAME

Algodones Dunes sunflower  
Arizona bell's vireo  
California black rail  
Coachella Valley fringe-toed lizard  
desert tortoise  
elf owl  
Gila woodpecker  
gilded flicker  
least Bell's vireo  
Mohave ground squirrel  
Mohave tui chub  
Mojave tarplant  
Owens Valley checkerbloom  
Peirson's milk-vetch  
Peninsular bighorn sheep DPS  
razorback sucker  
San Diego button-celery  
slender-horned spineflower  
southern mountain yellow-legged frog  
southwestern willow flycatcher  
Yuma clapper rail

CNAME

arroyo toad

California red-legged frog

Coachella Valley fringe-toed lizard

Coachella Valley milk-vetch

desert tortoise

least Bell's vireo

Mohave tui chub

Peirson's milk-vetch

Peninsular bighorn sheep DPS

quino checkerspot butterfly

razorback sucker

San Bernardino kangaroo rat

San Diego button-celery

slender-horned spineflower

southern mountain yellow-legged frog

southwestern willow flycatcher

triple-ribbed milk-vetch

Yuma clapper rail

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10017]  
**Date:** Thursday, October 20, 2016 9:57:01 AM

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Thank you for your input, Mark Etherton.

The comment tracking number that has been assigned to your comment is **10017**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 09:56:54 CDT

**First Name:** Mark

**Last Name:** Etherton

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** NG-IV#2 Project

**Topics**

New corridor recommendation

**Geographic Area**

Region 1 > Specific Region 1 corridors

115-238 [blank, blank]

**Input**

[Blank]

**Attachments**

Comment Letter - 368 Corridors Regional Review\_STP with maps (10-20-16).pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



October 20, 2016

**Subject:**        ***368 Energy Corridors Regional Review***  
                  **Region 1**  
                  **Comments on Corridor 115-238**

To Whom It May Concern:

This letter provides comments specific to Corridor 115-238 within Region 1. More specifically, these comments address the portion of Corridor 115-238 between the existing North Gila Substation northeast of Yuma, Arizona and the existing Imperial Valley Substation southwest of El Centro, California.

These comments are being provided by Southwest Transmission Partners, LLC (STP), the applicant for the North Gila-Imperial Valley #2 Transmission Project (NGIV2 Project), a proposed 500kV AC transmission project between the North Gila (NG) and Imperial Valley (IV) Substations. STP has filed a SF-299 application for this Project and one of the proposed route alternatives utilized by this Project would follow Corridor 115-238 between the two substations identified above.

We believe that a second 500 kV line between the NG and IV substations is needed to fill a critical gap in the high-voltage transmission system between Arizona and California, and improve reliability of the southern California system. There are two existing 500 kV lines east of NG (towards Palo Verde) and west of IV (towards San Diego). The second 500 kV line between NG and IV would increase transfer capacity and improve reliability for this part of the high voltage system, and expected to add nearly 1500MW of renewable energy deliverability to the region.

Below are comments regarding this segment of Corridor 115-238 (note that Mr. Mark Etherton from STP attended the workshop on September 20, 2016 where he discussed these comments at a high level):

### **Corridor Rationale**

Regarding pending applications for use of this corridor, the Corridor Rationale mentions both Southwest Transmission Partners, LLC and the North Gila to Imperial Valley No. 2 (NGIV2) transmission project.

- As discussed above, Southwest Transmission Partners and NGIV2 are the same – with one being the applicant name and the other the Project name.
- The rationale indicates that the Project has rejected the corridor in Arizona – this is incorrect as it is part of the proposed project and alternatives being analyzed and expected to be taken forward into scoping.

### **Comments on Crossing Colorado River**

As indicated in the comments, this location is constrained. However, because a second high voltage connection is needed between the NG and IV Substations, a corridor through this area should be developed that would minimize, to the extent possible, impacts to these constraints.

- There is a need to identify a corridor to connect the designated corridors on both sides of the Colorado River and provide for the needed second high voltage line in the area.



- Connecting the existing corridors on both sides of the Colorado River would allow an additional project(s) to take advantage of following the routes of existing lines and access roads where possible to consolidate impacts, utilizing existing roads to minimize impacts, etc – the primary reasons for location of the existing corridors.
- There is a need to refine the land ownership / jurisdiction coverages at the river crossing to better identify potential corridor options.
- Potential corridors directly connecting the existing corridors on both sides of the river as well as a potential corridor circumventing some of the constraints (around Mittry Lake) should be considered. General locations of these are shown on an attached map (Figure 1).

Comments on Other Portions of the Corridor

- Lake Cahuilla ACEC – Corridor 115-238 currently includes a portion of the Lake Cahuilla ACEC but should be extended to the western border of this ACEC to include the routes and access roads associated with two existing high voltage lines in this area. We have attached a map (Figure 2) showing the location of the suggested additions to this portion of the corridor. Without these additions, a new line(s) in the area routed to follow the existing lines would require up to seven additional miles of route and associated impacts to stay within the currently designated corridor.

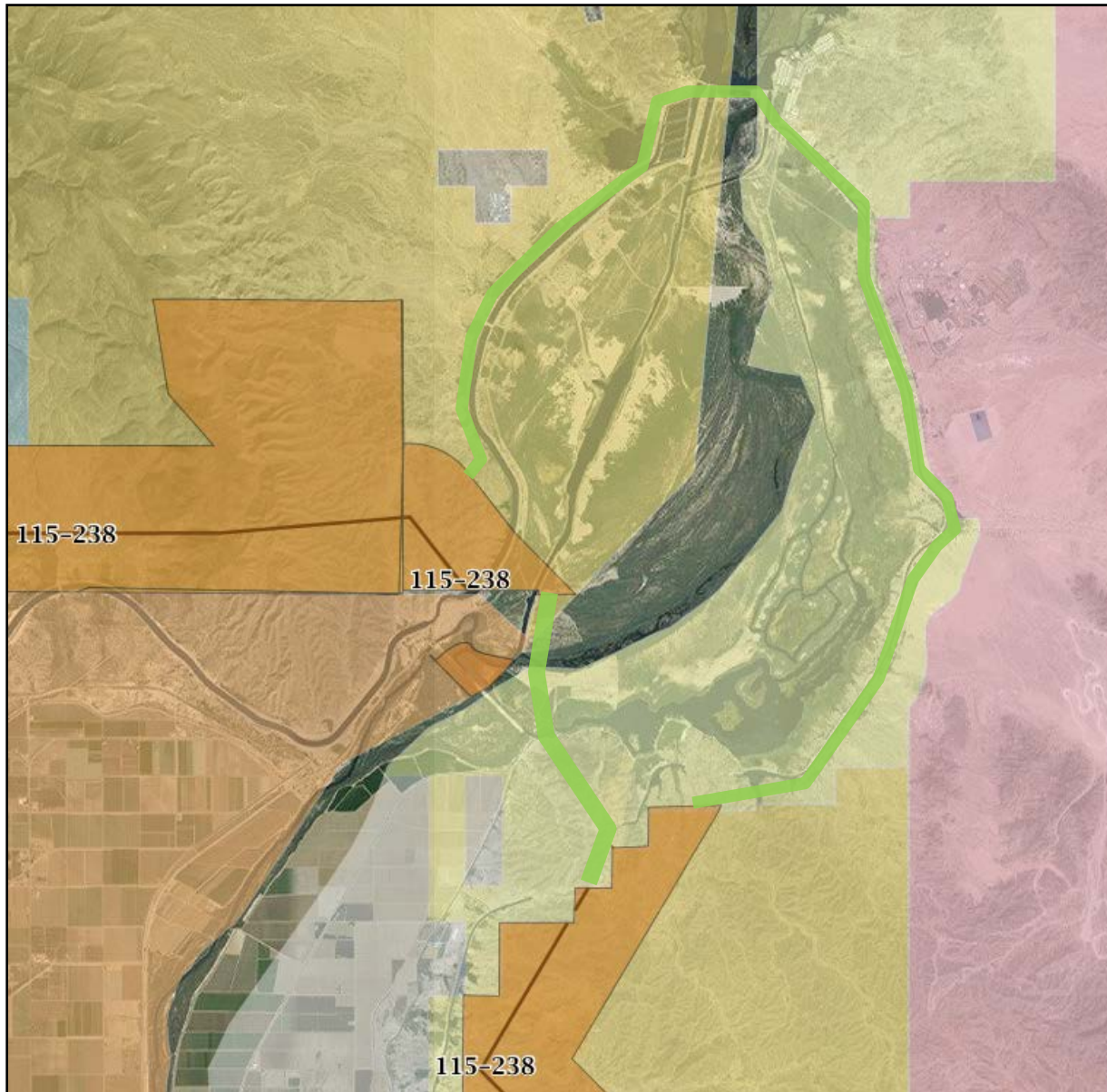
In addition, while working with the Quechan Tribe to identify potentially viable routing options for the NGIV#2 line, a possible route across the southern portion of the Fort Yuma Reservation was identified by the Quechan Tribe. If this route were to be developed, a route on BLM-administered land would be necessary west of the Reservation where no corridor currently is designated. In consultation with the El Centro BLM office, two potential options were identified – one following the US/Mexico border and another following the former and previously disturbed route of the now realigned All-American Canal. These are shown on the attached Figure 3.

Please let us know if you would like additional clarification on our comments. Thanks again for the opportunity to provide input on the 368 Corridor process.

Sincerely,

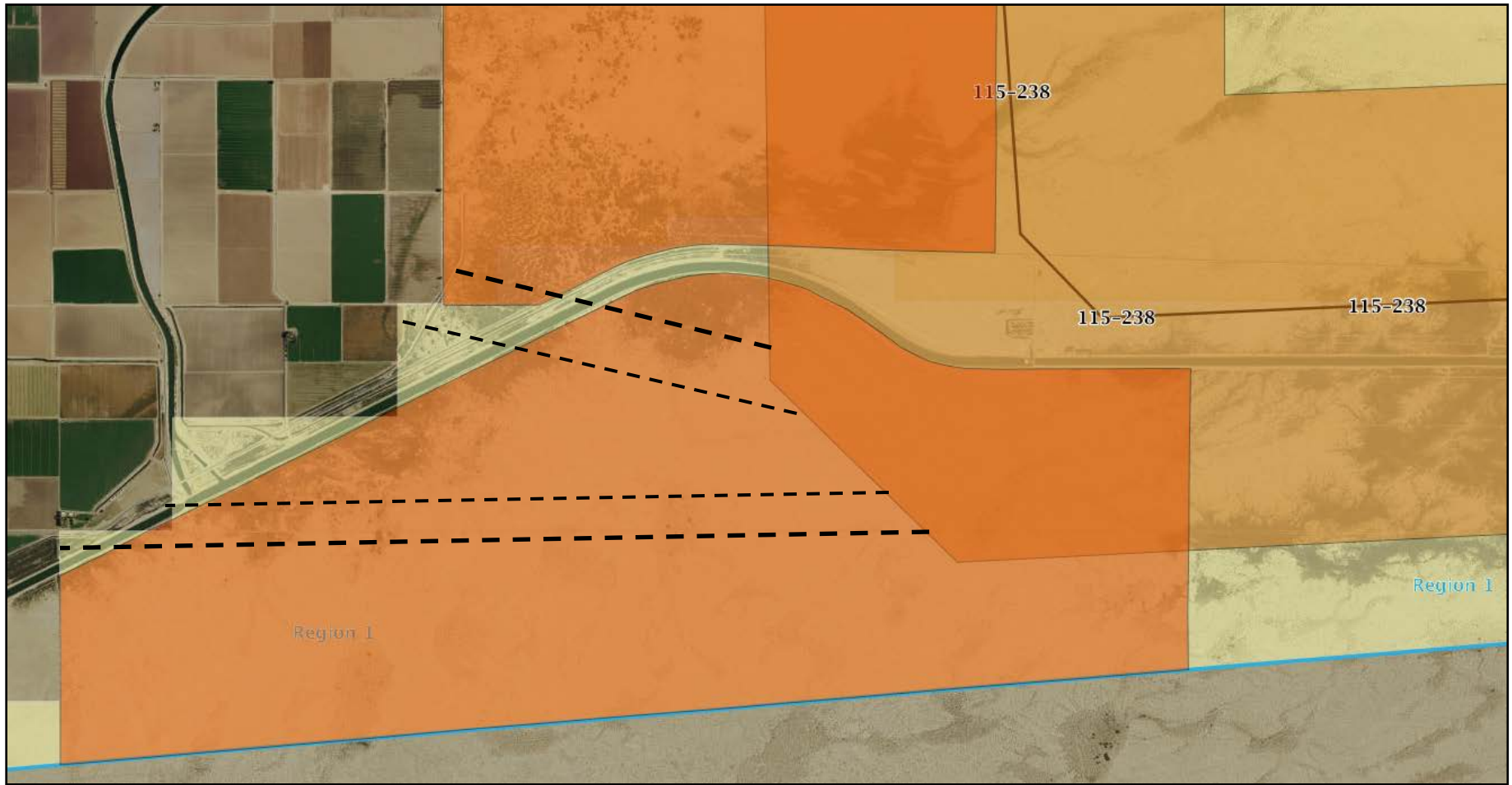
Mark L. Etherton, P.E.  
Project Manager  
North Gila – Imperial Valley #2 Project





— Potential Corridor Addition

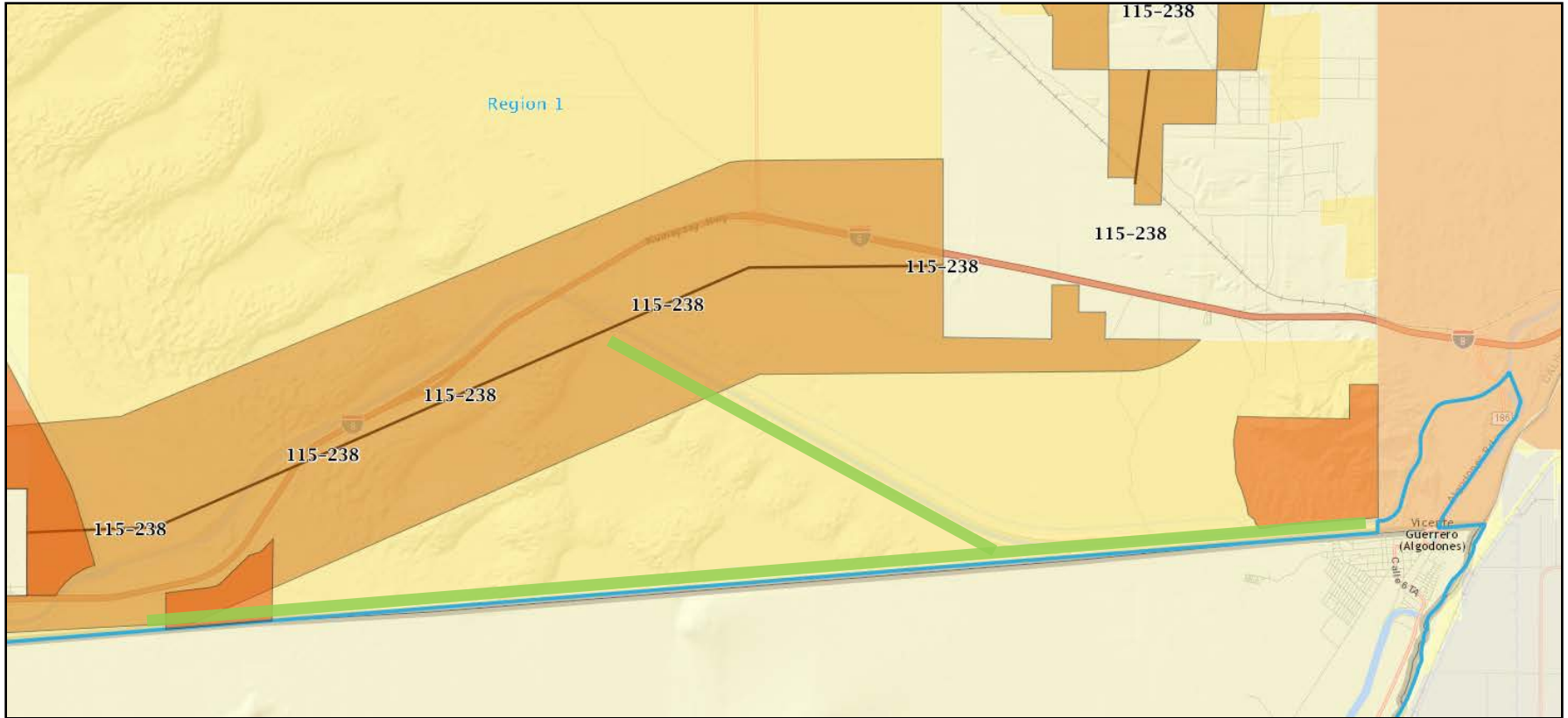
**Figure 1**  
**CORRIDOR 115-238**  
Colorado River  
Suggested Corridor Additions



Source Map: Section 368 Energy Corridor Mapping Tool

- — — Suggested Exterior Corridor Boundary
- - - - Suggested Interior Corridor Boundary  
(if two narrower corridors preferred)

**Figure 2**  
**CORRIDOR 115-238**  
Lake Cahuilla ACEC  
Suggested Corridor Modifications



Source Map: Section 368 Energy Corridor Mapping Tool

 Potential Corridor

**Figure 3**  
**CORRIDOR 115-238**  
Mexican Border  
Potential Project Corridors

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10018]  
**Date:** Thursday, October 20, 2016 11:13:31 AM

---

Thank you for your input, Barbara Graves.

The comment tracking number that has been assigned to your comment is **10018**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 11:13:20 CDT

**First Name:** Barbara

**Last Name:** Graves

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Park Service

**Topics**

Corridor alignment and spacing

Appropriate and acceptable uses

Transmission capacity

Cultural resources

Ecological resources

Lands with wilderness characteristics

Tribal concerns

Visual resources

Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

224-225 [blank, blank]

**Input**

Please see attached file.

**Attachments**

NPS Comments\_Sec 368\_224-225\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**NPS Comments to BLM Section 368 Corridor 224-225**

**October 20 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible elimination, modification or alteration prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through elimination or modification of the corridor. The corridor areas for consideration of elimination or modification could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into a future NEPA and NHPA process.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding wildlife conductivity, the presence of listed species, cultural resources, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 224-225corridor abstract. Considering that this is a mostly unoccupied corridor, the analysis should include a clear assessment of need for this corridor relative to projected energy capacity and demand. Such developments can impact an area’s scenic quality, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying the 3,500-ft corridor width. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and /or pipelines within the corridor? Are projected future energy development needs factored into the establishment of the corridor widths? What is the maximum number of transmission lines planned to be permitted in 3,500-ft wide corridor?</p>
Corridor Rationale	3	<p>The corridor review abstracts identify concerns and then determine is the concern is a “<i>Constraint</i>” or “<i>Not a Constraint</i>” to corridor development. Lack of designation of corridor concern “<i>constraints</i>” during the current</p>

**NPS Comments to BLM Section 368 Corridor 224-225  
October 20 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		analysis leads to unclear path of stakeholder input into original siting considerations. Within the current stakeholder review process, the NPS suggests clearly indicating or defining the process for possible modification or elimination of proposed corridors with unacceptable resource impacts.
Corridor Rationale	3	The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor.
Corridor Rationale	3	The corridor is currently unoccupied except for small segment crossings. What analysis has been conducted regarding the potential impacts of pipeline development along the corridor in addition to energy transmission? The NPS is concerned that mixed use of the corridor for pipelines and transmission may increase cumulative impacts and result in significant safety/environmental risks.
Corridor Analysis	3	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. For example, under the category “ <i>Energy Planning Opportunities</i> ” there are no checked boxes. It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that that the unchecked items have been assessed and deemed non-issues.
Corridor Analysis	3	<p>The NPS suggests that the main heading “<i>Interagency Operating Procedures</i>” be checked and added to the corridor analysis to include all stakeholder agencies.</p> <p>The corridor route is located near Death Valley National Park (Death Valley National Park). As recognized by DOI’s landscape-scale approaches, NPS lands and resources can be adversely impacted by land use activities outside NPS units. The NPS suggests ensuring that energy transmission is compatible, to the extent allowable under existing laws, with the purposes for which the NPS unit was established. NPS supports renewable energy projects on public lands as long as such projects can be constructed and operated in an environmentally responsible manner that serves the public interest, protects natural resources, and protects our treasured landscapes.</p>
Corridor Analysis	3	<p>Under the heading Land “<i>Management Responsibilities and Environmental Concerns,</i>” the NPS suggests adding analysis for “<i>Tribal concerns.</i>”</p> <p>The NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park boundaries. In addition to archaeologically identified resources; listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, non-feature sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p> <p>Cultural resources within and near Death Valley National Park boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p> <p>Lack of information is especially critical to resources at the landscape level</p>

**NPS Comments to BLM Section 368 Corridor 224-225**

**October 20 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>such at Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor removal or alteration. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
Corridor Analysis	3	<p>Under the heading Land “<i>Management Responsibilities and Environmental Concerns</i>,” the NPS suggests adding analysis for “<i>Lands with wilderness characteristics</i>.”</p> <p>Wilderness areas adjacent to or near Death Valley National Park and corridor 224-225 include the Resting Spring Range Wilderness Area, Nopah Ranger Wilderness Area, Pahrump Valley Wilderness Area, Kingston Ranger Wilderness Area and the Mesquite Wilderness Area. The NPS suggests that the corridor analysis include consideration of the potential impacts on wilderness characteristics of these areas.</p> <p>A proposed 3,500-ft-wide corridor will potentially allow development of multiple transmission corridors in this area that is noted for the qualities of wilderness character including being untrammelled, undeveloped, natural, and presenting an opportunity for solitude or a primitive and unconfined type of recreation.</p>
Corridor Analysis	4-5	<p>The NPS supports the possibility of eliminating or changing corridors based on stakeholder-identified concerns. Some of the identified concerns in the table already warrant reconsideration of siting, regardless of future evaluation. It seems that modification or elimination of some proposed corridors to avoid adverse impacts should occur before or during completion of the programmatic NEPA and NHPA processes. Foreclosing the process of re-siting the corridors skips an important step in the mitigation hierarchy, placing emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered from the beginning of the process.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Cultural Resources	5	<p>On page 3, “<i>Cultural Resources</i>” is checked in the “<i>Corridor Analysis</i>” section, but does not appear to be included on the analysis table that follows.</p> <p>As stated previously, the NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park boundaries. In addition to archaeologically identified resources within the cultural landscape, many eligible, listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, non-feature sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p> <p>Cultural resources contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p>

**NPS Comments to BLM Section 368 Corridor 224-225**

**October 20 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>Lack of information is especially critical to resources at the landscape level such at Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor removal or alteration. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Special Status Animal Species</p>	<p>First box under heading, no ID; and 224-225 .005</p>	<p>The abstract states, “<i>Re-route to avoid siting new facilities in TCAs without existing transmission, and minimize additional transmission siting in TCAs.</i>” The abstract also indicates that MP 0.0 to 58.9, 77.6 to 85.7 are a “<i>Desert tortoise connectivity area.</i>”</p> <p>The NPS recognizes the value of desert tortoise critical habitat in this area, and disagrees with the subsequent conclusion that the desert tortoise critical habitat is “<i>Not a constraint.</i>” The statement that “<i>Impacts to connectivity habitat can be mitigated and minimized through ESA Sec. 7 consultation with the USFWS</i>” forecloses on the option of impact avoidance through modification, elimination, or alteration the corridor.</p> <p>The NPS is concerned that deciding that concerns are “<i>Not a constraint</i>” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Terrestrial Wildlife, Big Game, Non-Migratory Birds, and Aquatic Biota</p>	<p>5, ID 224-225.006 and ID 224-225.007</p>	<p>The resources associated with Death Valley National Park are considered unique and are so identified in the California Desert Protection Act (CDPA). The CDPA’s stated policy is to “preserve unrivaled scenic, geologic, and wildlife values associated with these unique natural landscapes (CDPA Sec 2. (b)(1)(A)).” The potential development of transmission in the undeveloped corridor 224-225 could result in a broad range of impacts to the habitat and wildlife conductivity, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust.</p> <p>The NPS disagrees with the subsequent conclusion that the “<i>Priority 1 &amp; 2 Connectivity Habitat</i>” and “<i>Wildlife connectivity</i>” are “<i>Not a constraint.</i>” The statement that “<i>Impacts to connectivity habitat can be mitigated and minimized through best management practices</i>” forecloses on the option of impact avoidance through modification, elimination, or alteration the corridor.</p> <p>The NPS is concerned that deciding that concerns are “<i>Not a constraint</i>” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>
<p>Corridor Analysis, Land Management Responsibilities</p>	<p>7, ID 224-225.016 and ID 224-225.017</p>	<p>The BLM analysis for these concerns that include the Spring Mountains National Recreation Area, and Mount Sterling Wilderness Study Area is marked, “<i>Not a Constraint.</i>” The NPS suggests that not identifying each of these listed concerns as a “<i>Constraint,</i>” forecloses the possible re-siting of the corridor to avoid impacts, and moves the process directly to mitigation.</p>



**NPS Comments to BLM Section 368 Corridor 224-225**

**October 20 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
and Environmental Concerns, Specially Designated Areas		<p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible elimination, modification or alteration prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through elimination or modification of the corridor. The corridor areas for consideration of elimination or modification could be identified now, through a ranking, rather than binary process that puts all Not a Constraint concerns into a future environmental and NEPA process.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Visual Resources	7, ID 224-225.019 and ID 224- 225.020	<p>Corridor areas near Death Valley National Park are in the Visual Resource Management (VRM) Class II and III. Scenic views, including those that extend beyond park boundaries, are an important component of the visitor experience to units of the National Park system. The breadth of these views is inspirational and iconic of the American spirit, and they are often an important reason why people visit parks and trails. The resources associated with Death Valley National Park are considered unique and are so identified in the California Desert Protection Act (CDPA). The CDPA’s stated policy is to “<i>preserve unrivaled scenic, geologic, and wildlife values associated with these unique natural landscapes (CDPA Sec 2. (b)(1)(A)).</i>” The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value is not accounted for and protected.</p>

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10019]  
**Date:** Thursday, October 20, 2016 12:06:18 PM

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Thank you for your input, Barbara Graves.

The comment tracking number that has been assigned to your comment is **10019**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 12:06:16 CDT

**First Name:** Barbara

**Last Name:** Graves

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Park Service

**Topics**

Jurisdictional concern

Corridor alignment and spacing

Appropriate and acceptable uses

Transmission capacity

Cultural resources

Ecological resources

Hydrological resources

Lands and realty

Lands with wilderness characteristics

Paleontology

Specially designated areas

Tribal concerns

Visual resources

Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

223-224 [blank, blank]

**Input**

Please see attached file.

**Attachments**

NPS Comments\_Sec 368\_223-224\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**NPS Comments to BLM Section 368 Corridor 223-224**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions, of the corridor. The corridor areas for consideration of revisions or deletions could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into a future NEPA and NHPA process.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding wildlife conductivity, the presence of listed species, cultural resources, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 223-224 corridor abstract. Considering that this is a mostly unoccupied corridor, the analysis should include a clear assessment of need for this corridor relative to projected energy capacity and demand. Such developments can impact an area’s scenic quality, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying the corridor widths of 2,050 and 3,500 feet. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and /or pipelines within the corridor? Are projected future energy development needs factored into the establishment of the corridor widths? What is the maximum number of transmission lines planned to be permitted in the corridors?</p>
Corridor Rationale	3	<p>The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor. Please add Tule Springs Fossil Beds National Monument to corridor abstract figures 1 and 2. In addition, it</p>

**NPS Comments to BLM Section 368 Corridor 223-224**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		appears that the corridor location on the abstract maps and web-based mapping tool needs to be updated relative to the location of Tule Springs Fossil Beds National Monument.
Corridor Rationale	3	What analysis has been conducted regarding the potential impacts of pipeline development along the corridor in addition to energy transmission? The NPS is concerned that mixed use of the corridor for pipelines and transmission may increase cumulative impacts and result in significant safety/environmental risks.
Corridor Analysis	3	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that that the unchecked items have been assessed and deemed non-issues.
Corridor Analysis	3	<p>Under the heading Land <i>“Management Responsibilities and Environmental Concerns,”</i> the NPS suggests adding analysis for <i>“Cultural Resources”</i> and <i>“Tribal concerns.”</i></p> <p>The founding legislation for Tule Springs Fossil Beds National Monument states that the <i>“Upper Las Vegas Wash is significant to the culture and history of the native and indigenous people of the area, including the Southern Paiute Tribe (S. 974 Sec 2(a)(7)).”</i> NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond monument boundaries. In addition to archaeologically identified resources; listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, non-feature sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p> <p>Cultural resources within and near the Tule Springs Fossil Bed National Monument boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p> <p>Lack of information is especially critical to resources at the landscape level such as Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor removal or alteration. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
Corridor Analysis	3	Under the heading <i>“Land Management Responsibilities and Environmental Concerns,”</i> the NPS suggests adding analysis for <i>“Paleontology.”</i>

**NPS Comments to BLM Section 368 Corridor 223-224**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>The founding legislation for Tule Springs Fossil Beds National Monument (Tule Springs Fossil Bed National Monument) states that the <i>“the Upper Las Vegas Wash contains thousands of paleontological resources from the Pleistocene Epoch that are preserved in a unique geological context that are of national importance, including Columbian mammoth, ground sloth, American lion, 17 camels, and horse fossils; (S. 974 Sec 2(a)(3)).”</i></p> <p>Development of Corridor 223-224 includes potential impacts to paleontological resources that are contrary to the Tule Springs Fossil Bed National Monument founding legislation to <i>“...protect the unique fossil resources of the area and the geological context of those resources for present and future generations while allowing for public education and continued scientific research opportunities (S. 974 Sec 2(a)(9)).”</i> Impacts due to transmission infrastructure, new road construction and increased access can lead to destruction of fossil remains, vandalism, and irreversible damage to the geologic context of the paleontological resources.</p> <p>The NPS supports the possibility of re-siting or changing corridors based on these concerns. It seems that modification or re-siting of the 223-224 corridors to avoid adverse impacts should occur before further planning for the currently sited location of the corridor. Foreclosing the process of re-siting the corridors skips an important step in the mitigation hierarchy, placing emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered from the beginning of the process.</p>
Corridor Analysis, Energy Planning Concerns, Jurisdictional Concern	4, ID 223-224.002	<p>The NPS agrees with the conclusion that, <i>“This corridor is constrained by lands withdrawn to the National Park Service for the Tule Springs Fossil Beds National Monument and the USFWS Desert National Wildlife Range.”</i> The NPS supports the possibility of revisions or deletions of the 223-224 corridor based on the potential impacts to cultural and natural resources as identified throughout these comments.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Special Status Animal Species	4, ID 223-224.003	<p>The NPS disagrees with the conclusion that the desert tortoise conservation area is “Not a constraint.” The statement that, <i>“Impacts to connectivity habitat can be mitigated and minimized through ESA Sec. 7 consultation with the USFWS.”</i> forecloses on the option of impact avoidance through revisions or deletions of the corridor.</p> <p>Also, the NPS is concerned about corridor impacts to the desert tortoise, listed as a threatened species under the Federal Endangered Species Act (ESA). The corridor segment is proposed in an area where the desert tortoise occurs. Due to the location of the proposed corridor, associated infrastructure, and the increase in human activities that will occur if projects are constructed, a corresponding increase in common raven (<i>Corvus corax</i>) presence and predation on desert tortoises (<i>Gopherus agassizii</i>) is anticipated throughout the area. During the past few decades, the population of the common raven has increased substantially in the California desert, primarily in response to human-provided subsidies of food, water, and nest sites. Transmission towers are problematic because they provide opportunities for both nesting and predation.</p> <p>Again, the NPS is concerned that siting corridors with unacceptable resource impacts and designating them as “Not a constraint” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to</p>

**NPS Comments to BLM Section 368 Corridor 223-224  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		minimization and compensatory mitigation as the only tools available for resource protection.
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Terrestrial Wildlife, Big Game, Non-Migratory Birds, and Aquatic Biota	5, ID 223-224 .005	<p>The wildlife resources associated with are considered unique and are so identified in Tule Springs Fossil Bed National Monument founding <i>legislation</i> “...the area provides important habitat for threatened desert tortoise, endemic poppy bees, kit foxes, burrowing owls, LeConte’s thrasher, phainopepla, and a variety of reptiles; (S. 974 Sec 2(a)(5)).” The potential development of transmission in corridor 223-224 could result in a broad range of impacts to the habitat and wildlife connectivity, resulting from introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust.</p> <p>The NPS is concerned that deciding that concerns are “<i>Not a constraint</i>” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Visual Resources	7, ID 223-224.004	Scenic views, including those that extend beyond monument boundaries, are an important component of the visitor experience to units of the National Park system. The breadth of these views is inspirational and iconic of the American spirit, and they are often an important reason why people visit parks and trails. The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value is not accounted for and protected.

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10020]  
**Date:** Thursday, October 20, 2016 12:29:04 PM

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Thank you for your input, Barbara Graves.

The comment tracking number that has been assigned to your comment is **10020**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 12:28:58 CDT

**First Name:** Barbara  
**Last Name:** Graves  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Park Service

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
WVEC purpose (e.g., renewable energy)  
Transmission capacity  
Cultural resources  
Ecological resources  
Lands and realty  
Tribal concerns  
Visual resources  
Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

18-224 [blank, blank]

**Input**

Please see attached file.

**Attachments**

NPS Comments\_Sec 368\_18-224\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**NPS Comments to BLM Section 368 Corridor 18-224  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor. The corridor areas for consideration of revisions or deletions could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into future NEPA and NHPA processes.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding wildlife conductivity, the presence of listed species, cultural resources, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 18-224 corridor abstract. Considering that this is a mostly unoccupied corridor, the analysis should include a clear assessment of need for this corridor relative to projected energy capacity and demand. Such developments can impact an area’s scenic quality, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying the corridor widths of 10,560 and 3,500 feet. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and /or pipelines within the corridor? Are projected future energy development needs factored into the establishment of the corridor widths? What is the maximum number of transmission lines planned to be permitted in the corridors?</p>
Corridor Rationale	3	<p>The corridor review abstracts identify concerns and then determine is the concern is a “<i>Constraint</i>” or “<i>Not a Constraint</i>” to corridor development. Lack of designation of corridor concern “<i>constraints</i>” during the current</p>



**NPS Comments to BLM Section 368 Corridor 18-224  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		analysis leads to unclear path of stakeholder input into original siting considerations. Within the current stakeholder review process, the NPS suggests clearly indicating or defining the process for possible revisions or deletions of proposed corridors with unacceptable resource impacts.
Corridor Rationale	3	The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor.
Corridor Rationale	3	What analysis has been conducted regarding the potential impacts of pipeline development along the corridor in addition to energy transmission? The NPS is concerned that mixed use of the corridor for pipelines and transmission may increase cumulative impacts and result in significant safety/environmental risks.
Corridor Analysis	4	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that that the unchecked items have been assessed and deemed non-issues.
Corridor Analysis	4	<p>The NPS suggests that the main heading “<i>Interagency Operating Procedures</i>” be checked and added to the corridor analysis to include all stakeholder agencies.</p> <p>The corridor route is located near Death Valley National Park. As recognized by DOI’s landscape-scale approaches, NPS lands and resources can be adversely impacted by land use activities outside NPS units. The NPS suggests ensuring that energy transmission is compatible, to the extent allowable under existing laws, with the purposes for which the NPS unit was established. NPS supports renewable energy projects on public lands as long as such projects can be constructed and operated in an environmentally responsible manner that serves the public interest, protects natural resources, and protects our treasured landscapes.</p>
Corridor Analysis	4	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns</i>,” the NPS suggests adding analysis for “<i>Cultural Resources</i>” and “<i>Tribal concerns</i>.”</p> <p>The NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park boundaries. In addition to archaeologically identified resources; listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, non-feature sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p> <p>Cultural resources within and near the Death Valley National Park boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p> <p>Lack of information is especially critical to resources at the landscape level such as Traditional Cultural Properties or Cultural Landscapes. Cultural</p>

**NPS Comments to BLM Section 368 Corridor 18-224  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor removal or alteration. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
Corridor Analysis	4	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns</i>,” the NPS suggests adding analysis for “<i>Lands with wilderness characteristics</i>.”</p> <p>Wilderness areas adjacent to or near Death Valley National Park and corridor 18-224 include the Funeral Mountains Wilderness Area. The NPS suggests that the corridor analysis include consideration of the potential impacts on wilderness characteristics.</p> <p>A proposed 3,500-ft-wide corridor will potentially allow development of multiple transmission corridors in this area that is noted for the qualities of wilderness character including being untrammeled, undeveloped, natural, and presenting an opportunity for solitude or a primitive and unconfined type of recreation.</p>
Corridor Analysis	4-5	<p>The NPS supports the possibility of revisions or deletions of corridors based on stakeholder-identified concerns. Some of the identified concerns in the table already warrant reconsideration of siting, regardless of future evaluation. It seems that revisions or deletions of some proposed corridors to avoid adverse impacts should occur before or during completion of the programmatic NEPA and NHPA processes. Foreclosing the process of re-siting the corridors skips an important step in the mitigation hierarchy, placing emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered from the beginning of the process.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Terrestrial Wildlife, Big Game, Non-Migratory Birds, and Aquatic Biota	5, ID 18-224 .007	<p>The resources associated with Death Valley National Park are considered unique and are so identified in the California Desert Protection Act (CDPA). The CDPA’s stated policy is to “<i>preserve unrivaled scenic, geologic, and wildlife values associated with these unique natural landscapes (CDPA Sec 2. (b)(1)(A)).</i>” The potential development of transmission in corridor 18-224 could result in a broad range of impacts to the habitat and wildlife conductivity, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust.</p> <p>Even if concerns regarding sage grouse may not be applicable, other wildlife habitat connectivity should be analyzed.</p> <p>The NPS is concerned that deciding that concerns are “<i>Not a constraint</i>” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>
Corridor Analysis, Land	7, ID18-224.015	<p>Corridor areas near Death Valley National Park are in the Visual Resource Management (VRM) Class II and III. Scenic views, including those that extend beyond park boundaries, are an important component of the visitor experience</p>

**NPS Comments to BLM Section 368 Corridor 18-224  
October 20, 2016**

<b>Abstract Section</b>	<b>Abstract Page/Citation</b>	<b>NPS Comment</b>
Management Responsibilities and Environmental Concerns, Visual Resources		<p>to units of the National Park system. The breadth of these views is inspirational and iconic of the American spirit, and they are often an important reason why people visit parks and trails. The resources associated with Death Valley National Park are considered unique and are so identified in the California Desert Protection Act (CDPA). The CDPA’s stated policy is to <i>“preserve unrivaled scenic, geologic, and wildlife values associated with these unique natural landscapes (CDPA Sec 2. (b)(1)(A)).”</i> The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value is not accounted for and protected.</p>

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10021]  
**Date:** Thursday, October 20, 2016 2:44:50 PM

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Thank you for your input, Barbara Graves.

The comment tracking number that has been assigned to your comment is **10021**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 14:44:44 CDT

**First Name:** Barbara

**Last Name:** Graves

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Park Service

**Topics**

Jurisdictional concern

Corridor alignment and spacing

Appropriate and acceptable uses

WVEC purpose (e.g., renewable energy)

Transmission capacity

Cultural resources

Ecological resources

Hydrological resources

Lands and realty

Lands with wilderness characteristics

Specially designated areas

Tribal concerns

Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

27-41 [blank, blank]

**Input**

Please see attached file.

**Attachments**

NPS Comments\_Sec 368\_27-41\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**NPS Comments to BLM Section 368 Corridor 27-41**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor. The corridor areas for consideration of revision or deletion could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into a future NEPA and NHPA process.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding wildlife connectivity, the presence of listed species, cultural resources, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 27-41 corridor abstract. Such developments can impact an area’s scenic quality, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying the 10,560-ft width throughout except for the 3,500-ft-wide segment from Milepost (MP) 138.8 to 148.2. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and /or pipelines within the corridor? Are projected future energy development needs factored into the establishment of the corridor widths? What is the maximum number of transmission lines planned to be permitted in the 10,560-ft and 3,500-ft wide corridors?</p>
Corridor Rationale	3	<p>The corridor review abstracts identify concerns and then determine is the concern is a “<i>Constraint</i>” or “<i>Not a Constraint</i>” to corridor development. Lack of designation of corridor concern “constraints” during the current analysis leads to unclear path of stakeholder input into original siting</p>

**NPS Comments to BLM Section 368 Corridor 27-41**

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Abstract Section	Abstract Page/Citation	NPS Comment
		considerations. Within the current stakeholder review process, the NPS suggests clearly indicating or defining the process for possible revisions or deletions of proposed corridors with unacceptable resource impacts.
Corridor Rationale	3	The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor.
Corridor Rationale	3	The analysis identifies pipelines that currently follow or intersect the corridor. What analysis has been conducted regarding the potential impacts of pipeline development along the corridor in addition to intersection of the corridor? The NPS is concerned that mixed use of the corridor for pipelines and transmission may increase cumulative impacts and result in significant safety/environmental risks.
Corridor Analysis	3	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. For example, under the category “ <i>Energy Planning Opportunities</i> ” there is one checked box, “ <i>WVEC Purpose (e.g., renewable energy)</i> ” and two unchecked boxes, “ <i>Appropriate and acceptable uses,</i> ” and “ <i>Transmission and pipeline capacity opportunity.</i> ” It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that that the unchecked items have been assessed and deemed non-issues. For example since “ <i>Transmission and pipeline capacity opportunity</i> ” is unchecked does this mean that only renewable energy is permitted (or anticipated) in the corridor, or does it have a different meaning? Since the corridor currently has pipeline within and intersecting the corridor as described above, wouldn’t the analysis include “ <i>Transmission and pipeline capacity opportunity?</i> ”
Corridor Analysis	3	<p>The NPS suggests that the main heading, “<i>Interagency Operating Procedures</i>” be checked and added to the corridor analysis to include all stakeholder agencies.</p> <p>The corridor route is located near the southern boundary and directly along portions of the eastern boundary of the Mojave National Preserve. As recognized by DOI’s landscape-scale approaches, NPS lands and resources can be adversely impacted by land use activities outside NPS units. The NPS suggests ensuring that energy transmission is compatible, to the extent allowable under existing laws, with the purposes for which the NPS unit was established. NPS supports renewable energy projects on public lands as long as such projects can be constructed and operated in an environmentally responsible manner that serves the public interest, protects natural resources, and protects our treasured landscapes.</p>
Corridor Analysis	3	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns,</i>” the NPS suggests adding analysis for “<i>Tribal concerns.</i>”</p> <p>The NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park boundaries. In addition to archaeologically identified resources; listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, non-feature sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p>

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		<p>Cultural resources within and near the Mojave National Preserve boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p> <p>Lack of information is especially critical to resources at the landscape level such as Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor revision or deletion. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
Corridor Analysis	3	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns</i>,” the NPS suggests adding analysis for “<i>Lands with wilderness characteristics</i>.”</p> <p>Wilderness areas adjacent to or near Mojave National Preserve and corridor 27-41 include the Bristol Mountains Wilderness, Trilobite Wilderness, Clipper Mountain Wilderness, Piute Mountains Wilderness, and Dead Mountains Wilderness, and the Mojave Wilderness within the Mojave National Preserve. The NPS suggests that the corridor analysis include consideration of the potential impacts on wilderness characteristics of these areas.</p> <p>A proposed 10,560-ft width and 3,500-ft-wide corridors will potentially allow development of multiple transmission corridors in this area that is noted for the qualities of wilderness character including being untrammled, undeveloped, natural, and presenting an opportunity for solitude or a primitive and unconfined type of recreation.</p>
Corridor Analysis, Energy Planning Opportunities, WWEC Purpose	4, Table ID 27-41.001	<p>The NPS supports the possibility of revision or deletion of corridors based on stakeholder-identified concerns. Some of the identified concerns in the table already warrant reconsideration of siting, regardless of future evaluation. It seems that revisions or deletions of some proposed corridors to avoid adverse impacts should occur before or during completion of the programmatic NEPA and NHPA processes. Foreclosing the process of re-siting the corridors skips an important step in the mitigation hierarchy, placing emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered from the beginning of the process.</p> <p>For example, concern 27-41.001 states that, “...an alternative east-west corridor alignment would be preferable to the one chosen via the WWEC process,” due, in part, to, “the important Desert tortoise habitat east of the Mojave Preserve.” The table box titled BLM/FS Review and Analysis lists the word, “Opportunity” and, “Consider additional corridor options through regional review. Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law. Standard procedures for processing applications include developing alternate routes for consideration and analysis.” Please clarify the</p>

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Abstract Section	Abstract Page/Citation	NPS Comment
		<p>meaning of the word, “<i>Opportunity</i>,” in this context. The original statement indicated concern regarding the siting of the corridor relative to desert tortoise habitat and alignment along historic Route 66, a concern shared by the NPS. However, the tortoise habitat and Route 66 impacts are not identified as constraints. According to the Guidance for Stakeholder Review of the Section 368 corridor abstracts, identification of these constraints would trigger the assessment of modification, deletion, or moving of the corridor. NPS suggests clarification about what specific criterion and process is being used through this regional review to assess possible re-siting of a proposed corridor with unacceptable impacts.</p>
<p>Corridor Analysis, Energy Planning Concerns, Corridor Alignment and Spacing</p>	<p>5, Table ID 27-41.004, ID 27-41.005, ID 27-41.006</p>	<p>The table states, “<i>Existing infrastructure may limit the potential for additional projects.</i>” The table box titled BLM/FS Review and Analysis states, “<i>Not a constraint. Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.</i>”</p> <p>Consistent with the comment above, the infrastructure concern did not receive a designation on whether or not the concern represents a constraint to future development. The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach’</p> <p>It seems that modification or revisions or deletions of potential corridors with unacceptable resource impacts should occur as early as possible, as good landscape-scale planning practice prioritizes avoidance of impacts. Accepting siting of potential corridors without analyzing corridor siting alternatives with fewer impacts places emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered in the beginning of the process.</p>
<p>Corridor Analysis, Energy Planning Concerns, Corridor Alignment and Spacing</p>	<p>Not Listed</p>	<p>The NPS suggests reconsideration of the placement of the corridor segment from about MP 125 located adjacent to the Mojave National Preserve boundary. A 10,560-ft width corridor adjacent to the Mojave National Preserve boundary could result in cumulative impacts.</p> <p>The NPS is concerned that there will be adverse impacts to the visual resources of Mojave National Preserve and nearby Wilderness Areas should this corridor be approved, as is. Additionally, visual impacts and increased travel resulting from the presence of electric transmission infrastructure and associated new routes could adversely affect cultural resources, such as sacred and traditional sites, including burial sites, rock art, traditional trails and routes, and natural features; traditionally used plant and animal resources.</p> <p>It seems that revisions or deletions of potential corridors in response to stakeholder information should not be postponed until implementing a regulatory process through NEPA and other laws. Accepting siting of potential corridors without analysis of lower impact alternatives places emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered in the beginning of the process.</p>
<p>Corridor Analysis, Land</p>	<p>5, Table ID 27-41.007</p>	<p>The Abstract states that, “<i>Due to the important historical, cultural and natural values in this region [along Route 66] we believe this corridor needs to be eliminated and another east-west alternative selected, if feasible.</i>”</p>



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Abstract Section	Abstract Page/Citation	NPS Comment
<p>Management Responsibilities and Environmental Concerns, Cultural Resources</p>		<p>Instead of determining that this is “<i>Not a Constraint</i>,” revision or deletion of potential corridors should not be postponed until implementing project-specific NEPA and NHPA analysis. Accepting siting of potential corridors without analysis of lower impact alternatives places emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered in the beginning of the process.</p> <p>As stated previously, the NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park boundaries. In addition to archaeologically identified resources within the cultural landscape, many eligible, listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, non-feature sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p> <p>Cultural resources within and near the Mojave National Preserve boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p> <p>Lack of information is especially critical to resources at the landscape level such as Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor revision or deletion. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Special Status Animal Species</p>	<p>5, Table ID 27-41.008</p>	<p>The Abstract states that, “<i>Desert tortoise critical habitat (the Piute-Fenner Critical Habitat Unit and the corresponding BLM ACEC for tortoise conservation). It would be best to have this proposed corridor alignment removed, and especially the segment to the east that appears to cut across the Piute Valley, an area known for high density of Desert tortoise.</i>”</p> <p>The NPS also recognizes the value of desert tortoise critical habitat in this area, and disagrees with the subsequent conclusion that the desert tortoise critical habitat is “<i>Not a constraint.</i>” The statement that “<i>Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law</i>” forecloses on the option of impact avoidance through revisions or deletions of the corridor.</p> <p>Again, the NPS is concerned that siting proposed corridors without full consideration of known stakeholder concerns circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>

**NPS Comments to BLM Section 368 Corridor 27-41**

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Abstract Section	Abstract Page/Citation	NPS Comment
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Specially Designated Areas</p>	<p>5, Table ID 27-41.018 through 27-41.028</p>	<p>The BLM analysis for all of these concerns that include the presence of California Desert Conservation Areas, the new Mojave Trails National Monument, multiple ACECs and DWMAAs, the Amboy Crater National Landmark, the Mojave National Preserve, and several designated Wilderness Areas is marked, <i>“Not a Constraint.”</i> This is followed by the statement that, <i>“Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.”</i></p> <p>The NPS suggests that not identifying each of these listed concerns as a <i>“Constraint,”</i> forecloses the possible re-siting of the corridor to avoid impacts, and moves the process directly to mitigation.</p> <p>Within the current stakeholder review process, the abstract doesn’t clearly indicate or define the process for possible re-siting and avoidance of impacts, and only indicates mitigation as an option.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in <i>“favorable landscapes”</i> and avoid <i>“environmentally sensitive areas to the maximum extent practicable.”</i> In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Visual Resources</p>	<p>5, Table ID 27-41.029 and 27-41.030</p>	<p>Corridor areas near the Mojave National Preserve are in the Visual Resource Management (VRM) Class II and III. Scenic views, including those that extend beyond park boundaries, are an important component of the visitor experience to units of the National Park system. The breadth of these views is inspirational and iconic of the American spirit, and they are often an important reason why people visit parks and trails. The resources associated with Mojave National Preserve are considered unique and are so identified in the California Desert Protection Act (CDPA). The CDPA’s stated policy is to <i>“preserve unrivaled scenic, geologic, and wildlife values associated with these unique natural landscapes (CDPA Sec 2. (b)(1)(A)).”</i> The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value is not accounted for and protected.</p>

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10022]  
**Date:** Thursday, October 20, 2016 2:48:05 PM

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Thank you for your input, Barbara Graves.

The comment tracking number that has been assigned to your comment is **10022**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 14:47:52 CDT

**First Name:** Barbara

**Last Name:** Graves

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Park Service

**Topics**

Physical barrier

Corridor alignment and spacing

Appropriate and acceptable uses

WVEC purpose (e.g., renewable energy)

Transmission capacity

Cultural resources

Ecological resources

Hydrological resources

Lands and realty

Lands with wilderness characteristics

Specially designated areas

Tribal concerns

Visual resources

Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

27-225 [blank, blank]

**Input**

Please see attached file.

**Attachments**

Sec 368\_MOJA\_27-225\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

## NPS Comments to BLM Section 368 Corridor 27-225

### October 20, 2016

Abstract Section	Abstract Page/Citation	NPS Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor. The corridor areas for consideration of revisions or deletions could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into a future environmental and NEPA process.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding wildlife connectivity, the presence of listed species, cultural resources, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 27-225 corridor abstract. Such developments can impact an area’s scenic quality, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying the 10,560-ft width in California and 3,500-ft width in Nevada. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and / or pipelines within the corridor? Are projected future energy development needs factored into the establishment of the corridor widths?</p> <p>What is the maximum number of transmission lines planned to be permitted in the 10,560-ft and 3,500-ft wide corridors?</p>
Corridor Rationale	3	<p>The corridor review abstracts identify concerns and then determine if the concern is a “<i>Constraint</i>” or “<i>Not a Constraint</i>” to corridor development.</p>

## NPS Comments to BLM Section 368 Corridor 27-225 October 20, 2016

Abstract Section	Abstract Page/Citation	NPS Comment
		Lack of designation of corridor concern “ <i>constraints</i> ” during the current analysis leads to unclear path of stakeholder input into original siting considerations. Within the current stakeholder review process, the NPS suggests clearly indicating or defining the process for possible revisions or deletions of proposed corridors with unacceptable resource impacts.
Corridor Rationale	3	The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor.
Corridor Rationale	3	The analysis identifies pipelines that currently intersect the corridor in a few places. What analysis has been conducted regarding the potential impacts of pipeline development along the corridor in addition to intersection of the corridor? The NPS is concerned that mixed use of the corridor for pipelines and transmission may increase cumulative impacts and result in significant safety/environmental risks.
Corridor Analysis	3	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. For example, under the category “ <i>Energy Planning Opportunities</i> ” there is one checked box, “ <i>WVEC Purpose (e.g., renewable energy)</i> ” and two unchecked boxes, “ <i>Appropriate and acceptable uses,</i> ” and “ <i>Transmission and pipeline capacity opportunity.</i> ” It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that that the unchecked items have been assessed and deemed non-issues. For example since “ <i>Transmission and pipeline capacity opportunity</i> ” is unchecked does this mean that only renewable energy is permitted (or anticipated) in the corridor, or does it have a different meaning? Since the corridor currently has pipeline intersects as described above, wouldn’t the analysis include “ <i>Transmission and pipeline capacity opportunity?</i> ”
Corridor Analysis	3	<p>The NPS suggests that the main heading “<i>Interagency Operating Procedures</i>” be checked and added to the corridor analysis to include all stakeholder agencies.</p> <p>The corridor route is located directly along portions of the northern boundary of Mojave National Preserve and transects (via non-NPS land) two portions of the Preserve at about mile marker 80 through 90. NPS lands can be adversely impacted by various multiple land use activities adjacent to NPS units. The NPS suggests ensuring that energy transmission is compatible, to the extent allowable under existing laws, with the purposes for which the NPS unit was established. NPS supports renewable energy projects on public lands as long as such projects can be constructed and operated in an environmentally responsible manner that serves the public interest, protects natural resources, and protects our treasured landscapes.</p> <p>Development of transmission infrastructure along the northern boundary of MOJA will potentially result in impacts to cultural and natural resources.</p>
Corridor Analysis	3	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns,</i>” the NPS suggests adding analysis for “<i>Cultural resources</i>” and “<i>Tribal concerns.</i>”</p> <p>The NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park</p>

## NPS Comments to BLM Section 368 Corridor 27-225 October 20, 2016

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>boundaries. In addition to archaeologically identified resources; many eligible, listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, such historic sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p> <p>Cultural resources within and near the Mojave National Preserve boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5. This activity will occur after corridors are designated.</p> <p>Lack of information is especially critical to resources at the landscape level such as Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor removal or alteration. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
Corridor Analysis	3	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns</i>,” the NPS suggests adding analysis for “<i>Lands with wilderness characteristics</i>.”</p> <p>Wilderness areas which may be impacted by corridor 27-225 include the Stateline Wilderness Area, Mesquite Wilderness Area, Kingston Range Wilderness Area, and Hollow Hills Wilderness Area, Soda Mountain Wilderness Study Area, Cady Mountains Wilderness Study Area and the Kelso Dunes Wilderness. The NPS suggests that the corridor analysis include consideration of the potential impacts on wilderness characteristics of these areas.</p> <p>A proposed 10,560-ft width corridor in California will potentially allow development of multiple transmission corridors in this area that is noted for the qualities of wilderness character including being untrammled, undeveloped, natural, and presenting an opportunity for solitude or a primitive and unconfined type of recreation.</p>
Corridor Analysis, Energy Planning Opportunities, WWEC Purpose	4, Table ID 27-225.001	<p>It seems that revisions or deletions of some proposed corridors with unacceptable resource impacts should occur before or during completion of the programmatic NEPA and NHPA processes. Foreclosing the process of re-siting the corridors skips an important step in the mitigation hierarchy, placing emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered from the beginning of the process.</p> <p>For example, concern 27-225.001 states that, “<i>This corridor could increase transmission capacity for utility-scale renewable energy projects that are</i></p>

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Abstract Section	Abstract Page/Citation	NPS Comment
		<p><i>poorly sited within high quality habitat for desert tortoise and undermine the overall landscape intactness of the northern and eastern Mojave Desert.</i>” In the table box titled BLM/FS Review and Analysis it lists a single word, “<i>Opportunity</i>,” without designation on whether or not the concern represents a constraint to future development. Please clarify the meaning of the word, “<i>Opportunity</i>,” in this context. The original statement indicated concern regarding the siting of the corridor relative to desert tortoise habitat and landscape intactness, a concern shared by the NPS. However, this is not identified as a constraint which, according to the Guidance for Stakeholder Review of the Section 368 corridor abstracts, would trigger the assessment of modification, deletion, or moving of the corridor.</p> <p>NPS suggests clarification about how updated energy project information is being integrated into the corridor analysis process and what specific criterion are being used to assess possible re-siting of a proposed corridor with unacceptable resource impacts or is associated with energy projects that are no longer being considered.</p>
<p>Corridor Analysis, Energy Planning Concerns, Location-Specific Physical Barrier</p>	<p>4, Table ID 27-225.002</p>	<p>The table states that, “<i>Existing infrastructure and fragmented land may limit the potential for additional projects.</i>” The table box titled BLM/FS Review and Analysis states, “<i>Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project specific environmental analysis required under NEPA and other federal law.</i>”</p> <p>Consistent with the comment above, this infrastructure and fragmented land concern did not receive a designation on whether or not the concern represents a constraint to future development.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions prior to a costly NEPA and/or mitigation approach.</p> <p>Within the current stakeholder review process, the process for possible revisions or deletions of potential corridors with unacceptable resource impacts is not clearly indicated or defined.</p> <p>It seems that revisions or deletions of potential corridors with unacceptable impacts should occur as early as possible, as good landscape-scale planning practice prioritizes avoidance of impacts. Accepting siting of potential corridors with unacceptable resource impacts places emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered in the beginning of the process.</p>

## NPS Comments to BLM Section 368 Corridor 27-225

### October 20, 2016

Abstract Section	Abstract Page/Citation	NPS Comment
Corridor Analysis, Energy Planning Concerns, Corridor Alignment and Spacing	4, Table ID 27-225.005	<p>The NPS disagrees that the bottleneck between MP 49.5 to 54.1 is not a constraint. This corridor segment appears to encroach on the Mojave Wilderness to the east and the Soda Mountains Wilderness Study Area to the north. A Wilderness Study Area must be maintained as wilderness during the period of study.</p> <p>Utilizing the Section 368 Energy Corridor Mapping Tool, it appears that the corridor width of 10,560-ft encroaches on one or both of these wilderness areas. This should warrant designation of this segment as a constraint and trigger BLM evaluation of modification of width or placement; corridor deletion; or potentially corridor addition elsewhere. NPS suggests that in this corridor analysis, defaulting to a future project-specific environmental analysis and NEPA evaluation, circumvents the process of currently revising or deleting potential corridors with unacceptable resource impacts.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Special Status Animal Species	5, Table ID 27-225.006	<p>The NPS disagrees with the conclusion that the desert tortoise critical habitat is not a constraint. The statement that, "<i>Impacts to connectivity habitat can be mitigated and minimized through ESA Sec 7 consultation with the USFS,</i>" forecloses on the option of impact avoidance through revisions or deletions of the corridor.</p> <p>Again, the NPS is concerned that siting proposed corridors without full consideration of known stakeholder concerns circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>
Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Terrestrial Wildlife, Big Game, Non-Migratory Birds, and Aquatic Biota	5, Table ID 27-225.007 and ID 27-225.008	<p>Please see the comment above. High priority movement corridors for bighorn sheep and desert tortoise warrant the BLM designation of a constraint in the analysis.</p> <p>NPS's is concerned about increased risk of extinction for the South Soda Mountain bighorn herd and loss of the opportunity to restore habitat connectivity across Interstate 15 due to the loss of habitat. Protection of bighorn habitat in another location would do little or nothing to mitigate this impact.</p> <p>This corridor for ewe migration across 1-15 (Epps et al. 2013, Creech et al. 2014) is potentially restorable due to the presence of bighorn in South Soda Mountain. The construction and operation of additional transmission may impact the restoration of bighorn sheep connectivity. The greatest concern for NPS is that habitat encroachment could potentially impact the landscape-scale meta-population dynamics of the species, which has declined substantially from historic levels. Continued disruption of habitat connectivity would have long-term adverse impacts to the sustainability of desert bighorn sheep.</p> <p>Expansion of the transmission corridor is inconsistent with the central strategy of Secretarial Order No. 3330 to "<i>...use ...a landscape-scale approach to identify and facilitate investment in key conservation priorities in a region</i>" and the direction "<i>to avoid potential environmental impacts from projects through steps such as advanced landscape-level planning that identifies areas suitable for development because of low or relatively low natural and cultural resource conflicts.</i>"</p>



## NPS Comments to BLM Section 368 Corridor 27-225

### October 20, 2016

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>Also, the NPS is concerned about corridor impacts to the desert tortoise, listed as a threatened species under the Federal Endangered Species Act (ESA). The corridor is proposed in an area where the desert tortoise occurs. Due to the location of the proposed corridor, associated infrastructure, and the increase in human activities that will occur if projects are constructed, a corresponding increase in common raven (<i>Corvus corax</i>) presence and predation on desert tortoises (<i>Gopherus agassizii</i>) is anticipated throughout the area. During the past few decades, the population of the common raven has increased substantially in the California desert, primarily in response to human-provided subsidies of food, water, and nest sites. Transmission towers are problematic because they provide opportunities for both nesting and predation.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Specially Designated Areas</p>	<p>5, Table ID 27-225.018, ID 27-225.019, ID 27-225.020, ID 27-225.022, ID 27-225.023, ID 27-225.024</p>	<p>The BLM analysis for all of these concerns that include the presence of California Desert Conservation Areas, Wilderness Study Areas, the new Mojave Trails National Monument, multiple ACECs and DWMA's, the Mojave National Preserve, several designated Wilderness Areas is marked, "<i>Not a Constraint.</i>" This is followed by the statement that, "<i>Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.</i>"</p> <p>The NPS suggests that identifying each of these listed concerns as "<i>Not a Constraint,</i>" forecloses the possible avoidance of impacts from the corridor, and prematurely moves the process to compensatory mitigation. Within the current stakeholder review process, the abstract doesn't clearly indicate or define the process for possible re-siting and avoidance of impacts, and only indicates mitigation as an option.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement's relevant objectives to locate corridors in favorable landscapes and avoid environmentally sensitive areas to the maximum extent practicable. In addition, the Settlement Agreement states that revision of corridors would occur "<i>during the normal course of the land use planning process</i>" and not just during "<i>environmental review of a site-specific project that occasions reconsideration of a particular corridor.</i>" The NPS suggests that deferring many of the corridor analysis concerns to be "<i>analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law,</i>" abstract potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor. The corridor areas for consideration of revisions or deletions could be identified now, through a ranking, rather than binary process that puts all "<i>Not a Constraint</i>" concerns into a future environmental and NEPA process.</p>
<p>Corridor Analysis, Land Management</p>	<p>5, Table ID 27-225.025 and ID 27-225.026</p>	<p>Scenic views, including, those that extend beyond park boundaries, are an important component of the visitor experience to units of the National Park system. The resources associated with Mojave National Preserve are considered unique and are so identified in the California Desert Protection Act</p>

**NPS Comments to BLM Section 368 Corridor 27-225**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
Responsibilities and Environmental Concerns, Visual Resources		<p>(CDPA). The CDPA’s stated policy is to “<i>preserve unrivaled scenic, geologic, and wildlife values associated with these unique natural landscapes (CDPA Sec 2. (b)(1)(A)).</i>” The breadth of these views is inspirational and iconic of the American spirit, and they are often an important reason why people visit parks and trails. The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value is not accounted for and protected.</p>

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10023]  
**Date:** Thursday, October 20, 2016 3:22:21 PM

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Thank you for your input, Jennifer Doody.

The comment tracking number that has been assigned to your comment is **10023**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 15:22:15 CDT

**First Name:** Jennifer

**Last Name:** Doody

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** City of North Las Vegas

**Topics**

Appropriate and acceptable uses

Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

37-39 [blank, blank]

37-223N [blank, blank]

37-232 [blank, blank]

223-224 [blank, blank]

**Input**

Please see attached letter. Thanks!

**Attachments**

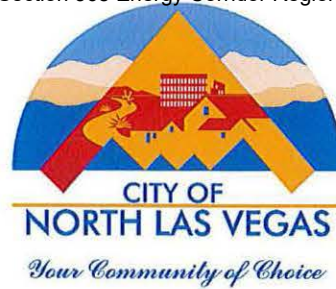
Section 368 Corridor Reveiw.BLM.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

Region 1: Stakeholder Input -  
Abstracts  
Mayor  
**John J. Lee**

Section 368 Energy Corridor Regional Review

City Manager  
**Dr. Qiong X. Liu, P.E., PTOE**



Council Members  
**Pamela A. Goynes-Brown**  
**Anita G. Wood**  
**Isaac E. Barron**  
**Richard J. Cherchio**

**City Manager Office – Dr. Qiong Liu, P.E. PTOE**  
2250 Las Vegas Boulevard, North · Suite 900 · North Las Vegas, Nevada 89030  
Telephone: (702) 633-1000 · Fax: (702) 649-4696 · TDD: (800) 326-6868  
[www.cityofnorthlasvegas.com](http://www.cityofnorthlasvegas.com)

September 27, 2016

Timothy Z. Smith  
District Manager/Southern Nevada District Office  
Bureau of Land Management  
4701 N. Torrey Pines Drive  
Las Vegas, NV 89130

RE: Section 368 Corridor Region 1 Review – Corridors 37-39, 37-223, 37-232, & 223-224

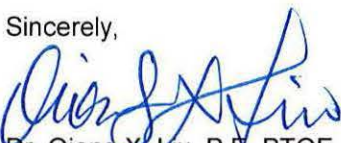
Dear Mr. Smith:

The City of North Las Vegas appreciates this opportunity to comment on the proposed Section 368 Energy Corridors that impact development within our corporate limits. After reviewing the above-noted North Las Vegas corridors, the City offers the following suggestions to further adhere to the corridor siting guiding principals of: thoughtfully sited corridors that provide maximum utility and minimum impact to the environment; 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.

In order to truly achieve maximum use of the corridors and efficient use of the landscape, the City advocates for transportation, drainage, and all utility uses, both wet and dry, are included in the appropriate and acceptable uses for the noted corridors. There are multiple symbiotic relationships between all of these uses which will allow for a more efficient use of the corridors. For example, a roadway, when placed appropriately, can also serve as an access road for the overhead transmission lines, while providing access to property and protection for underground utilities; or, a drainage facility can protect both the improvements within the corridor and the properties downstream.

The City firmly believes that modifying the acceptable uses of these corridors to encompass public infrastructure uses will further the Bureau of Land Management's ability to fully meet all of the guiding principals set in the 2012 settlement agreement.

Sincerely,



Dr. Qiong X. Liu, P.E. PTOE  
City Manager

cc: Ryann Juden, Assistant City Manager  
Gina Gavan, Director of Economic & Business Development  
Jennifer Doody, P.E. CFM, Director of Public Works

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10024]  
**Date:** Thursday, October 20, 2016 7:16:39 PM

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Thank you for your input, Barbara Graves.

The comment tracking number that has been assigned to your comment is **10024**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 20, 2016 19:16:29 CDT

**First Name:** Barbara

**Last Name:** Graves

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Park Service

**Topics**

Physical barrier

Jurisdictional concern

Corridor alignment and spacing

Appropriate and acceptable uses

WWEC purpose (e.g., renewable energy)

Transmission capacity

Air quality

Cultural resources

Ecological resources

Hydrological resources

Lands and realty

Lands with wilderness characteristics

Public access and recreation

Specially designated areas

Tribal concerns

Visual resources

Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

30-52 [blank, blank]

**Input**

Please see attached file.

**Attachments**

Sec 368\_JOTR\_30-52\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**NPS Comments to BLM Section 368 Corridor 30-52  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in favorable landscapes and avoid environmentally sensitive areas to the maximum extent practicable. In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor. The corridor areas for consideration of revisions or deletions could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into future NEPA and NHPA processes.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding wildlife connectivity, the presence of listed species, cultural resources, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 30-52 corridor abstract. Such developments can impact an area’s scenic quality, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying the 10,560-ft width in most of California and 5,280-ft width in Arizona. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and / or pipelines within the corridor? Are projected future energy development needs factored into the establishment of the corridor widths? What is the maximum number of transmission lines planned to be permitted in the 10,560-ft and 3,500-ft wide corridors?</p>
Corridor Rationale	4	<p>The corridor review abstracts identify concerns and then determine is the concern is a “<i>Constraint</i>” or “<i>Not a Constraint</i>” to corridor development. Lack of designation of corridor concern “<i>constraints</i>” for most of the current analysis leads to unclear path of stakeholder input into original siting</p>

**NPS Comments to BLM Section 368 Corridor 30-52  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		considerations. Within the current stakeholder review process, the NPS suggests clearly indicating or defining the process for possible revisions or deletions of proposed corridors with unacceptable resource impacts.
Corridor Rationale	4	The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor.
Corridor Rationale	4	The analysis identifies pipelines that currently use and/or intersect the corridor in a few places. What analysis has been conducted regarding the potential impacts of pipeline development along the corridor in addition to intersection of the corridor? The NPS is concerned that mixed use of the corridor for pipelines and transmission may increase cumulative impacts and result in significant safety/environmental risks.
Corridor Analysis	4	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. For example, under the category “ <i>Energy Planning Opportunities</i> ” there are two checked boxes, “ <i>WVEC Purpose (e.g., renewable energy)</i> ” and “ <i>Appropriate and acceptable uses,</i> ” and one unchecked box for “ <i>Transmission and pipeline capacity opportunity.</i> ” It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that that the unchecked items have been assessed and deemed non-issues. For example since “ <i>Transmission and pipeline capacity opportunity</i> ” is unchecked does this mean that only renewable energy is permitted (or anticipated) in the corridor, or does it have a different meaning? Since the corridor currently has pipeline intersects as described above, wouldn’t the analysis include “ <i>Transmission and pipeline capacity opportunity?</i> ”
Corridor Analysis	4	The NPS agrees that “ <i>Interagency Operating Procedures</i> ” should be checked for corridor analysis. The NPS has commented on other Abstracts regarding this box being unchecked. The NPS suggests clarifying the method for determining check box selection of “ <i>Interagency Operating Procedures</i> ” for all Abstracts evaluated. In areas where NPS lands are near or adjacent to corridors, this analysis is recommended. NPS lands can be adversely impacted by various multiple land use activities adjacent to NPS units. The NPS suggests ensuring that energy transmission is compatible, to the extent allowable under existing laws, with the purposes for which the NPS unit was established. NPS supports renewable energy projects on public lands as long as such projects can be constructed and operated in an environmentally responsible manner that serves the public interest, protects natural resources, and protects our treasured landscapes. Development of transmission infrastructure along the southern boundary of Joshua Tree National Park will potentially result in impacts to cultural and natural resources.
Corridor Analysis	4	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns,</i>” the NPS suggests adding analysis for “<i>Cultural resources.</i>”</p> <p>The NPS has a mandate to preserve and protect cultural resources associated with park units. Often, the context for cultural continuity expands beyond park boundaries. In addition to archaeologically identified resources; many eligible, listed, and nationally or locally designated historic sites exhibit no currently visible surface archaeological manifestations. With no tangible surface remains, such historic sites must exhibit a high degree of integrity in location, setting, feeling, and location. Any undertaking that diminishes the integrity of a site, directly or indirectly, must be considered as an adverse effect.</p>



**NPS Comments to BLM Section 368 Corridor 30-52  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>Cultural resources within Joshua Tree National Park and near the Joshua Tree National Park boundary contribute to the discussion regarding cumulative effects. Section 106 responsibilities of the National Historic Preservation Act require identification of historic properties and subsequent assessment of adverse effects as stipulated in 36 CFR Part 800.4 and 36 CFR Part 800.5.</p> <p>The NPS is concerned that transmission and associated road development may lead to resource impacts to cultural sites (campsites and artifact scatters) and rock art sites that are located on both NPS and BLM lands.</p> <p>Lack of information is especially critical to resources at the landscape level such as Traditional Cultural Properties or Cultural Landscapes. Cultural inventories involving landscape level evaluations should be completed prior to the corridor establishment in order to inform recommendations for possible corridor removal or alteration. Other cultural inventories for NPS and all federal lands should be conducted to document indirect and cumulative effects.</p> <p>Also, we support and suggest enhanced partnerships with tribes in the area as the preliminary information from these groups indicates significant but yet undocumented cultural values of the area.</p>
Corridor Analysis	4	<p>Under the heading “<i>Land Management Responsibilities and Environmental Concerns</i>,” the NPS suggests adding analysis for “<i>Lands with wilderness characteristics</i>.”</p> <p>Wilderness areas which may be impacted by corridor 30-52 include the Joshua Tree Wilderness, Chuckwalla Mountains Wilderness Area, the Orocopia Mountains Wilderness, the Palen-McCoy Wilderness Area, and the Mecca Hills Wilderness. The NPS suggests that the corridor analysis include consideration of the potential impacts on wilderness characteristics of these areas.</p> <p>A proposed 10,560-ft width corridor in California will potentially allow development of multiple transmission corridors in this area that is noted for the qualities of wilderness character including being untrammelled, undeveloped, natural, and presenting an opportunity for solitude or a primitive and unconfined type of recreation.</p>
Corridor Analysis, Energy Planning Concerns, Location-Specific Physical Barrier	4, Table ID 30-52.006 through ID 30-52.012	<p>The NPS supports the possibility of re-siting corridors based on stakeholder-identified concerns. Some of the identified concerns in the table already warrant reconsideration of siting, regardless of future evaluation. It seems that revisions or deletions of some proposed corridors with unacceptable resource impacts should occur before or during completion of future land use plans. Foreclosing the process of re-siting the corridors skips an important step in the mitigation hierarchy, placing emphasis on compensatory mitigation rather than avoidance, in situations where avoidance should be considered from the beginning of the process.</p> <p>For example, concerns ID 30-52.006 through ID 30-52.012 state that, “<i>Not a constraint. There is room for additional projects. However, recommend future land use plans present analysis of alternatives to allow future growth (widening) and make more efficient use of the corridor (for example: collocation, siting, high density technologies, etc.)</i>.”</p>

**NPS Comments to BLM Section 368 Corridor 30-52  
October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>The process for possible revisions or deletions of potential corridors with unacceptable resource impacts is not clearly indicated or defined. NPS suggests clarification about how updated energy project information is being integrated into the corridor analysis process and what specific criterion are being used to assess possible limitations for additional projects and transmission within the corridor.</p> <p>Additionally, the NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions prior to future land use plans.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Air Quality</p>	<p>8-9, Table ID 30-52.019</p>	<p>The NPS disagrees with the conclusion that the Joshua Tree air quality is “<i>Not a constraint.</i>” The statement that, “<i>Impacts would be analyzed and mitigated as part of the project-specific environmental analysis under NEPA and other federal law,</i>” forecloses on the option of early impact avoidance through revisions or deletions of the corridor.</p> <p>The Joshua Tree Wilderness is a Class I Air Quality Area. Therefore, 75 percent of the park designated as a Class I area for air quality standards. Joshua Tree National Park monitors air quality at three locations (western, central and eastern) across two air basins (Salton Sea and Mojave Deserts). In general, air quality improves in the eastern regions with the most pristine air quality in the Coxcombs and eastern Eagle Mountains (adjacent the Riverside East Solar Energy Zone).</p> <p>The NPS suggests that potential air quality impacts are included in a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of corridors prior to future land use plans.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Special Status Animal Species</p>	<p>9, Table ID 30-52.022</p>	<p>The NPS disagrees with the conclusion that the desert tortoise critical habitat is “<i>Not a constraint.</i>” The statement that, “<i>Impacts would be analyzed and mitigated as part of the project-specific environmental analysis under NEPA and consultation under ESA,</i>” forecloses on the option of impact avoidance through revisions or deletions of the corridor.</p> <p>Also, the NPS is concerned about corridor impacts to the desert tortoise, listed as a threatened species under the Federal Endangered Species Act (ESA). The corridor segment is proposed in an area where the desert tortoise occurs. Due to the location of the proposed corridor, associated infrastructure, and the increase in human activities that will occur if projects are constructed, a corresponding increase in common raven (<i>Corvus corax</i>) presence and predation on desert tortoises (<i>Gopherus agassizii</i>) is anticipated throughout the area. During the past few decades, the population of the common raven has increased substantially in the California desert, primarily in response to human-provided subsidies of food, water, and nest sites. Transmission towers are problematic because they provide opportunities for both nesting and predation.</p> <p>Again, the NPS is concerned that siting corridors with unacceptable resource impacts and designating them as “<i>Not a constraint</i>” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for</p>

**NPS Comments to BLM Section 368 Corridor 30-52**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
		<p>resource protection.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Special Status Animal Species</p>	<p>9, Table ID 30-52.023 and 30-52.024</p>	<p>The corridor from MP 28.4 to 92.4, “<i>intersects Sonoran desert tortoise Category I and II management habitat and Mojave TCAs.</i>” The NPS disagrees with the conclusion that the desert tortoise critical habitat is “<i>Not a constraint.</i>” The statement that, “<i>Impacts would be analyzed and mitigated as part of the project-specific environmental analysis required under NEPA and other federal law.</i>” forecloses on the option of impact avoidance through revisions or deletions of the corridor.</p> <p>Also, the NPS is concerned about corridor impacts to the desert tortoise, listed as a threatened species under the Federal Endangered Species Act (ESA). The corridor segment is proposed in an area where the desert tortoise occurs. Due to the location of the proposed corridor, associated infrastructure, and the increase in human activities that will occur if projects are constructed, a corresponding increase in common raven (<i>Corvus corax</i>) presence and predation on desert tortoises (<i>Gopherus agassizii</i>) is anticipated throughout the area. During the past few decades, the population of the common raven has increased substantially in the California desert, primarily in response to human-provided subsidies of food, water, and nest sites. Transmission towers are problematic because they provide opportunities for both nesting and predation.</p> <p>If the full mitigation hierarchy is used to analyze this segment of the corridor, then avoidance should be considered now for this corridor segment with unacceptable resource impacts.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Ecology: Terrestrial Wildlife, Big Game, Non-Migratory Birds, and Aquatic Biota</p>	<p>10, Table ID 30-52.026</p>	<p>This concern identifies desert bighorn sheep connectivity in the Mojave Desert. Again, the NPS is concerned that siting corridors with unacceptable resource impacts and designating them as “<i>Not a constraint</i>” circumvents the process of properly siting corridors to avoid impacts, and prematurely defaults to minimization and compensatory mitigation as the only tools available for resource protection.</p>
<p>Corridor</p>	<p>12-13, Table ID</p>	<p>Analysis for all of these concerns that include the presence of California Desert</p>

**NPS Comments to BLM Section 368 Corridor 30-52**

**October 20, 2016**

Abstract Section	Abstract Page/Citation	NPS Comment
<p>Analysis, Land Management Responsibilities and Environmental Concerns, Specially Designated Areas</p>	<p>30-52.043, ID 30-52.046 through ID 30-52.054</p>	<p>Conservation Areas, multiple ACECs and DWMAs, the Joshua Tree Wilderness, along with several other designated Wilderness Areas is marked, “<i>Not a Constraint.</i>” This is followed by the statement that, “<i>Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.</i>”</p> <p>The NPS suggests that identifying each of these listed concerns as “<i>Not a Constraint,</i>” forecloses the possible avoidance of impacts from the corridor, and moves the process directly to compensatory mitigation, without full stakeholder input into original corridor siting.</p> <p>Within the current stakeholder review process, the abstract doesn’t clearly indicate or define the process for possible re-siting and avoidance of impacts, and only indicates mitigation as an option.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible revisions or deletions of the corridor prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in favorable landscapes and avoid environmentally sensitive areas to the maximum extent practicable. In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through revisions or deletions of the corridor. The corridor areas for consideration of revisions or deletions could be identified now, through a ranking, rather than binary process that puts all “<i>Not a constraint</i>” concerns into future NEPA and NHPA processes.</p>
<p>Corridor Analysis, Land Management Responsibilities and Environmental Concerns, Visual Resources</p>	<p>14, ID 30-52.057 through ID 30-52.060</p>	<p>Scenic views, including, those that extend beyond park boundaries, are an important component of the visitor experience to units of the National Park system. The breadth of these views is inspirational and iconic of the American spirit, and they are often an important reason why people visit parks and trails. The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes, including introduction of transmission facilities and their contrasting forms, lines and colors, alteration of vegetation and landform and release of fine dust. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value is not accounted for and protected.</p>

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10025]  
**Date:** Friday, October 21, 2016 10:03:34 AM

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Thank you for your input, BriAnna Weldon.

The comment tracking number that has been assigned to your comment is **10025**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 21, 2016 10:03:33 CDT

**First Name:** BriAnna

**Last Name:** Weldon

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Park Service

### **Topics**

Corridor alignment and spacing

Appropriate and acceptable uses

Cultural resources

Ecological resources

Public access and recreation

Visual resources

Interagency Operating Procedures

### **Geographic Area**

Region 1 > Specific Region 1 corridors

115-238 [45, 210]

### **Input**

The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management's (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.

The Anza NHT supports further development of renewable energy as appropriate for the resources within the project area.

For any clarification of our comments on the Corridor 115-238 Abstract as it relates to the Juan Bautista de Anza National Historic Trail, please contact Naomi Torres, Superintendent, Anza NHT (415) 623-2340 ([naomi\\_torres@nps.gov](mailto:naomi_torres@nps.gov)) or BriAnna Weldon, Outdoor Recreation Planner (415) 623-2343 ([brianna\\_weldon@nps.gov](mailto:brianna_weldon@nps.gov)).

## **Attachments**

NPS Comments\_Sec 368\_115-238\_JUBA\_Final.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**NPS Comments to BLM Section 368 Corridor 115-238**

**October 21 2016**

Juan Bautista de Anza National Historic Trail Commentor:  
BriAnna Weldon, Outdoor Recreation Planner

Section	Page	Comment
General		<p>The National Park Service (NPS) appreciates the opportunity to comment on the description of the corridor, rationale for corridor designation, corridor of concern status, and corridor analysis for Bureau of Land Management’s (BLM) Section 368 Abstracts for Region 1. The NPS acts as a cooperating agency and stakeholder in renewable energy and transmission siting to ensure that renewable energy transmission is sited, designed, constructed, and operated in an environmentally responsible manner that serves the public interest, protects cultural and natural resources, and protects our treasured landscapes.</p> <p>The NPS recommends that the Section 368 process include a possible ranking of constraints, rather than a binary approach, so that corridor concerns that have greater potential impacts can be further assessed for possible elimination, modification or alteration prior to a costly NEPA and/or mitigation approach.</p> <p>This approach more directly meets the Settlement Agreement’s relevant objectives to locate corridors in “<i>favorable landscapes</i>” and avoid “<i>environmentally sensitive areas to the maximum extent practicable.</i>” In addition, the Settlement Agreement states that revision of corridors would occur during the normal course of the land use planning process and not just during environmental review of a site-specific project that occasions reconsideration of a particular corridor. The NPS suggests that deferring many of the corridor analysis concerns to be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law potentially puts corridors with unacceptable resource impacts through a costly and lengthy process, when currently identified concerns warrant consideration of avoidance through elimination or modification of the corridor. The corridor areas for consideration of elimination or modification could be identified now, through a ranking, rather than binary process that puts all “<i>Not a Constraint</i>” concerns into a future NEPA and NHPA process.</p> <p>While the NPS supports the development of renewable energy projects on public lands, we suggest that issues regarding cultural resources, natural resources, recreation and public access, landscape settings, impact avoidance, corridor capacity, and compensatory mitigation have not been substantially addressed in the 115-238 corridor abstract. The analysis should include a clear assessment of need for this corridor relative to projected energy capacity and demand. Such developments can impact an area’s scenic quality, high quality recreation opportunities, fragment habitat, and disrupt movement corridors essential for the viability of wildlife populations.</p>
Introduction	1	<p>The NPS suggests clarifying corridor width. Specifically, what is the basis for the width designations? Have the widths been established relative to currently proposed energy projects? What is the anticipated set-apart between transmission and /or pipelines within the corridor? Are projected future energy</p>

**NPS Comments to BLM Section 368 Corridor 115-238**

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<b>Section</b>	<b>Page</b>	<b>Comment</b>
		development needs factored into the establishment of the corridor widths? What is the maximum number of transmission lines planned to be permitted in corridor?
Corridor Rationale	4	The corridor review abstracts identify concerns and then determine if the concern is a “Constraint” or “Not a Constraint” to corridor development. Lack of designation of corridor concern “constraints” during the current analysis leads to unclear path of stakeholder input into original siting considerations. Within the current stakeholder review process, the NPS suggests clearly indicating or defining the process for possible modification or elimination of proposed corridors with unacceptable resource impacts.
Corridor Rationale	4	The NPS suggests updating the maps and abstracts to portray the existing and pending rights-of-way (ROWs) in the corridor.
Corridor Analysis	4	The NPS suggests including the rationale for selecting or not selecting the check boxes. What process was used to determine which boxes were checked for further analysis? In addition, please provide greater details regarding the implications/meaning of the checked versus unchecked boxes. For example, under the category “Energy Planning Opportunities” there are no checked boxes. It is unclear if the corridor simply is not being assessed for the unchecked boxes (for reasons not presented), or that the unchecked items have been assessed and deemed non-issues.
Corridor Map	2	Please include and label the Juan Bautista de Anza National Historic Trail centerline in <i>Figure 2. Western Portion of Corridor 115-238, including existing energy infrastructure</i> . GIS data was provided by the National Park Service.
Corridor Map	3	Please include and label the Juan Bautista de Anza National Historic Trail centerline in <i>Figure 3. Eastern Portion of Corridor 115-238, including existing energy infrastructure</i> . GIS data was provided by the National Park Service.
Corridor Analysis	4	The NPS suggests that the main heading “Interagency Operating Procedures” be checked and added to the corridor analysis to include all stakeholder agencies. The corridor route intersects with and is within the direct viewshed of the Juan Bautista de Anza National Historic Trail (Anza Trail). As recognized by DOI’s landscape-scale approaches, NPS lands and resources can be adversely impacted by land use activities outside NPS units. The NPS suggests ensuring that energy transmission is compatible, to the extent allowable under existing laws, with the purposes for which the NPS unit was established. NPS supports renewable energy projects on public lands as long as such projects can be constructed and operated in an environmentally responsible manner that serves the public interest, protects natural resources, and protects our treasured landscapes.
Corridor Analysis	4	The NPS suggests that the main heading “Public Access and Recreation Concerns” be checked and added to the corridor analysis to include the Juan Bautista de Anza National Historic Trail Recreation Retracement Route.  The NPS suggests that the corridor be analyzed for Public Access and Recreation Concerns at minimum for how it impacts the visitor experience at historic campsites and while using the recreation retracement route in addition to its inclusion as a specially designated area. This includes not only protecting the recreation trail or the historic corridor but protecting the surrounding viewshed, landscape settings, and experience that those travelling along a historic trail wish to relive.  The National Trails System Act, as amended, defines National Historic Trails



**NPS Comments to BLM Section 368 Corridor 115-238**

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		<p>as “extended trails which follow as closely as possible and practicable the original trails or routes of travel of national historical significance.” Such trails have as their purpose “the identification and protection of the historic route and its historic remnants and artifacts for public use and enjoyment.” The National Park Service, with support of community groups along the trail corridor, completed the feasibility study of the Juan Bautista de Anza National Historic Trail (Anza Trail) in 1986, determining that the Anza Trail met the following criteria of the National Trails System Act:</p> <ol style="list-style-type: none"> <li>1. It was established by historic use and is historically significant as a result of that use</li> <li>2. It is nationally significant with respect to American history.</li> <li>3. It has significant potential for historical interest based on historic interpretation and appreciation.</li> </ol> <p>With continued support from the broader public, Congress designated the trail a component of the National Trails System in August 1990. In 1996, the National Park Service, the designated federal administrator for the implementation and interpretation of the Anza Trail, completed the Comprehensive Management and Use Plan/Final Environmental Impact Statement (CMP/FEIS) responding to congressional designation of the Juan Bautista de Anza National Historic Trail and the requirements of the National Trail System Act, as amended.</p> <p>Guided by representatives from agencies, counties, municipalities in addition to non-profit partners and the interested public, the CMP/FEIS defines a vision for the Anza Trail, “a traveler will be able to hike, ride horseback, bicycle, and drive on a marked route ... and experiences landscapes similar to those the expedition saw...”. The Anza Trail is associated with the three following components as defined in the CMP/FEIS:</p> <ul style="list-style-type: none"> <li>• Historic Corridor: the historic path travelled by the Expedition</li> <li>• Recreation Retracement Route (recreation trail): a modern, multiuse continuous and commemorative trail implemented by local land managers and non-profits from Nogales, AZ to San Francisco, CA within or near the historic corridor</li> <li>• Auto Route: designated and signed driving route from Nogales, AZ to San Francisco, CA within or near the historic corridor, connecting related historic sites; it allows travel and heightens public awareness while stimulating use of the recreation trail.</li> </ul> <p>The CMP also identifies the historic campsites and high potential interpretive sites along the historic corridor. NPS also works to protect these historic and high-potential sites associated with the trail.</p> <p>Within the Region One area, the congressionally-designated historic corridor follows the Gila River from Phoenix towards Yuma, then crosses the Colorado River into California, then drops down into Mexico (avoiding the large expanse of sand dunes), and then reenters the United States southwest of El</p>

**NPS Comments to BLM Section 368 Corridor 115-238**

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		<p>Centro. The historic trail corridor continues north through the Yuha Desert, towards Borrego Valley, Coyote Canyon, Bautista Canyon and into the San Bernardino/Riverside. Metropolitan areas. The auto route travels along the southern edge of Imperial County before turning north near El Centro towards Anza-Borrego State Park. Recreation trail segments exist within the BLM Yuma District and the California Desert District as well as through various easements across private lands. While, the historic trail corridor dips into Mexico, the continuous recreation trail is planned to be entirely within the United States through the southern Imperial-Borrego Valley.</p> <p>Significant trail segments that could be impacted by the proposed transmission corridor exist in Region 1:</p> <ul style="list-style-type: none"> <li>• Yuha Wells (MP 200) – The transmission corridor intersects with both certified recreation trail and the historic corridor. The transmission corridor is about 2.5 miles away from the centerpoints of historic campsites associated with the Anza Trail (and other peoples) (Campsite 47, Wells of Santa Rosa de las Laxas, known more commonly as Yuha Wells and Campsite 48, Arroyo Seco). Yuha Wells is a significant attraction for visitors to the Imperial Valley. Impacts to the desert landscape viewshed from the recreation trail and from Yuha Wells should be analysed.</li> <li>• Near the town of Kinter (MP 100) – The transmission corridor directly intersects with the Anza Trail historic corridor on the Gila River. There is a planned high potential segment directly to the south of the transmission corridor on the southern bank of the Gila River. Campsite 38, Pass on the Banks of the Gila River, is also in this location.</li> <li>• Milepost 50 – The transmission corridor follows the northern edge of the historic corridor. There are no immediate plans for recreation trail that NPS is aware of in this area. However, the overall goal of a contiguous recreation trail will conflict with the transmission corridors all along the Gila River. In the vicinity of milepost 50 are two historic campsites, numbers 32 and 33 along the banks of the Gila River.</li> </ul> <p>The NPS recognizes that while these maps only designate corridors on BLM land that the corridors will likely or do continue on the lands between the BLM lands. Because of this, the NPS would like to comment that the Anza Trail historic corridor will continue to interface with the transmission corridors along the Gila River from Yuma towards Phoenix. Below is a list of high potential and historic sites associated with the trail:</p> <ul style="list-style-type: none"> <li>• Expedition Campsite 30 Aritoac (Milepost 25)/border of Region 1/ Region 2</li> <li>• Painted Rocks Petroglyph Site (Milepost 25)/border of Region 1/ Region 2</li> <li>• Proposed Gila Bend National Monument (Milepost 25)/border of Region 1/ Region 2</li> <li>• Expedition Campsite 31 Agua Caliente (Milepost 25, non-BLM land but directly in the path of the corridor)</li> <li>• Sears Point Archeological Area (between Milepost 25 and 50) view shed considerations</li> <li>• Expedition Campsite 32 Near the River (Milepost 50)</li> </ul>

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		<ul style="list-style-type: none"> <li>• Expedition Campsite 33 Camp on the bank of the river (Milepost 50)</li> <li>• Expedition Campsite 34 Cerro de San Pasqual (between Milepost 50-75)</li> <li>• Expedition Campsite 35 Cerrito de Santa Cecilia/Antelope Hill (Milepost 75)</li> <li>• Prison Hill, Yuma Crossing National Historic Landmark (overlooks campsites #39, 40, 41) (Milepost 100) Viewshed Considerations</li> <li>• Yuma Crossing National Heritage Area (Milepost 100)</li> <li>• Expedition Campsite 47 Wells of Santa Rosa/Yuha Wells</li> </ul>
Map Tool		Please add the Juan Bautista de Anza National Historic Trail – Recreation Retracement Route and Historic Corridor to the online mapping tool. Data provided by National Park Service.
Corridor 115-238 MP 49.5-57.5 MP 97.8-103	15	<p>Thank you for including the Juan Bautista de Anza National Historic Trail as a concern in Yuma. The BLM Yuma Field office and the National Park Service are working together to identify a contiguous trail route along the Gila River from the Phoenix area into Yuma. The proposed trail typically follows the southern bank of the river until closer to Yuma where it is likely to switch to the northern bank similarly to the expedition’s historic corridor. Please refer to the GIS data provided by the National Park Service and contact BLM-Yuma Field Office for the most up-to-date trail planning efforts, as the BLM office is the lead on trail development in this area.</p> <p>Additionally, the Anza Trail will continue to interface with proposed corridor section along the Gila River and will have visual impacts as the landscape shifts from primarily desert-agricultural to industrial.</p>
Corridor 115-238		<p>The Juan Bautista de Anza National Historic Trail is missing from the spreadsheet under specially designated areas in the Imperial Valley (close to MP 200-215). Please include this portion of the trail in the matrix and on the map (see NPS provided GIS data).</p> <p>Because the Anza expeditions took place early in the Spanish colonization of Alta California, there is an absence of built historic fabric. This absence is offset by the integrity of the trail route’s natural landscape which remains intact in parts of Arizona and in limited parts of California. In the western Imperial-Borrego Valley, transmission corridors are proposed to cross with existing certified recreation trail and the historic corridor. In this area the California desert landscape has changed very little since the time of the expedition and its integrity allows visitors the opportunity to vicariously experience a landscape very similar to that of the Anza Expedition. NPS is concerned not only with protecting the recreation trail and historic corridor, but also the viewshed, landscape settings, and experience that those travelling along a historic trail wish to relive.</p> <p>This area was designated a National Landscape Conservation System (NLCS) by the 2016 Desert Renewable Energy Conservation Plan. The DRECP also called for protections for the trail management corridors 1 mile on either side.</p> <p><i>NLCS-NSHT-2: Management Corridor – The National Trail Management Corridor, on BLM land, has a width generally 1 mile from the centerline of the trail, 2-mile total width. Where the National Trail Management Corridors overlap California Desert National Conservation Lands or other NLCS units,</i></p>

**NPS Comments to BLM Section 368 Corridor 115-238**

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		<p><i>the more protective CMAs or land use allocations will apply.</i></p> <p>There is high potential for negative impacts on the visual landscape settings and character of the trail and negative impacts on visitor experience while recreating on the Anza Trail. <b>Where transmission is within the viewshed of the trail management corridor and/or the recreation trail, visual impact analysis should be conducted to assess the impacts that can be seen across the desert landscape (not just at the crossing points).</b></p>
Corridor 115-238	15	<p>The exclusion of cultural landscapes, high potential historic sites, and high potential route segments identified along historic trail corridors from renewable energy rights-of-way will continue to preserve the landscape settings of the California desert that the Anza Expedition members experienced and provide the opportunity to “offer experiences of the colonists in settings similar to those of the 1775-76 either on or parallel to the historic route” (Comprehensive Use and Management Plan and Final Environmental Impact Statement, NPS 1996).</p> <p><b>Where development affects trail management corridors, management and mitigation actions should include provisions for recreation resources. For example, ensuring that there can be safe recreation use under or near utility corridors supports the dual goals of transmission and a continuous recreation trail. Please work with NPS to structure a dual-transmission/recreation corridor easement along the planned and existing Anza recreational trail. Please also add language that will allow compensatory mitigation dollars for recreational, cultural, and visual impacts to the Trail corridor to be used to develop and/or enhance the recreation trail.</b></p>
Corridor 115-238	No page – commentary about the recreation trail. Potential future trail impacts.	<p>The Comprehensive Management and Use Plan/Final Environmental Impact Statement (CMP/FEIS, NPS, 1996) for the Juan Bautista de Anza National Historic Trail identifies the historic trail corridor using the most current scholarly research and also envisions a continuous, multiuse recreational retracement trail in addition to a continuous auto route from Nogales, Arizona to San Francisco, California within or near the historic trail corridor. The Anza Trail historic corridor dips into Mexico south of the Imperial Valley in California, and because of the nature of the Expedition's path there is no designated trail centerline identified in Region 1 through this area.</p> <p>While much of this area today is developed urban area or farmland, the transmission could create a significant obstacle for continuous recreation trail between existing recreation trail in Yuma, Arizona and existing recreation trail in the BLM lands in the southwestern Imperial-Borrego Valley. However, early planning and work with agencies and partners could create a recreation trail within the conceptual east-west transmission line corridor. The Anza Trail CMP/FEIS identifies, a potential linkage segment identified for the recreation trail are the service roads of the All-American Canal. The NPS recommends that there be a mitigation option of developing the recreation trail throughout planning and analysis of transmission siting along the Anza Trail, include a clear analysis of potential Trail impacts, and also describe and analyze potential compensatory mitigation for Trail impacts.</p>

**NPS Comments to BLM Section 368 Corridor 115-238**  
**October 21 2016**

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**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10026]  
**Date:** Friday, October 21, 2016 3:01:54 PM

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Thank you for your input, Lisa Cole.

The comment tracking number that has been assigned to your comment is **10026**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 21, 2016 15:01:51 CDT

**First Name:** Lisa

**Last Name:** Cole

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Land Development Associates

### **Topics**

Lands and realty

Public access and recreation

Socioeconomics

Specially designated areas

Interagency Operating Procedures

### **Geographic Area**

Region 1 > Specific Region 1 corridors

37-232 [blank, 5]

37-223N [blank, 7]

37-39 [blank, 6]

### **Input**

The specific corridors indicated are co-located along an existing right-of-way (N-52787), granted by Congressional Act (Public Law 101-67). The Apex area is of critical importance to the Southern Nevada economy, with multiple economic development projects in process. The Nevada Governor's Office of Economic Development has supported this area in recent Nevada legislation in furtherance of State goals and missions. The existing N-52787 ROW provides the Utility and Transportation Corridors needed to fully develop the Apex area in the manner intended by the Congressional Act. Stephen Fusilier of the Washington D.C. BLM office confirmed that the Congressional Act is the priority and the Energy Corridors would NOT interfere with the use of N-52787 UTCs. We hereby submit our formal input to ensure that there is no interference with use of the UTCs for infrastructure projects including but not limited to: waterlines, sewer lines, reuse lines, gas, power, roadways, rail, communications, and other transportation related uses. Attached are files related to this input. It is vital to Southern Nevada that the Apex area is developed and that the processing of projects needed ROWs within the N-52787 area be granted priority over any and all projects falling into the Energy Corridors. The State of Nevada is presently planning for a bond issuance of \$174,000,000 for infrastructure to be constructed to serve Apex, much of which will be

located within the UTCs. In addition, NDOT has committed nearly \$80,000,000 for roadway expansions and interchanges to serve the area. Construction has already begun on several projects. A December 2015 Special Session of the NV Legislature was held to approve these expenditures.

### **Attachments**

Public Law 101-67.pdf, 3\_52787\_BLM\_Apex\_corridor.pdf, Official Map N-51809.pdf, 1  
Apex\_DetailedProjectSite-All.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

Public Law 101-67  
101st Congress

An Act

July 31, 1989  
[H.R. 1485]

To direct the sale of certain lands in Clark County, Nevada, to meet national defense and other needs; to authorize the sale of certain other lands in Clark County, Nevada; and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

Apex Project,  
Nevada Land  
Transfer and  
Authorization  
Act of 1989.

SECTION 1. SHORT TITLE.

This Act may be cited as the "Apex Project, Nevada Land Transfer and Authorization Act of 1989".

SEC. 2. FINDINGS AND DEFINITIONS.

(a) FINDINGS.—Congress finds the following—

(1) The only two domestic producers of ammonium perchlorate ("AP"), a principal component of solid rocket fuel essential to the Nation's defense and space programs, are Pacific Engineering and Production Company, Incorporated ("Pepcon") and Kerr-McGee Chemical Corporation ("Kerr-McGee"), which established production facilities near the city of Henderson in Clark County, Nevada ("the county"). On May 4, 1988, an explosion destroyed the Pepcon plant, thereby substantially reducing the Nation's capacity to produce solid rocket fuel.

(2) A commission subsequently appointed by the Governor of Nevada to examine the adequacy of existing policies and regulations pertaining to the manufacture and storage of certain industrial materials has recommended new policies which imply the desirability of relocating both some of Kerr-McGee's AP production and storage facilities and also other industries to a less densely populated part of Clark County, but within reasonable distance of the present work force.

(3) The Department of Defense and the National Aeronautics and Space Administration have identified an urgent need to replace the domestic ammonium perchlorate production capacity lost in the Pepcon accident and to firm up existing production capabilities in order to meet current shortages and long-term requirements.

(4) The county has identified as the preferred site for the relocation of Kerr-McGee's AP facilities approximately thirty-seven hundred acres of land ("Kerr-McGee Site"), which is part of approximately twenty-one thousand acres of Federal lands, identified by the county as the "Apex Site", managed by the Bureau of Land Management ("BLM"). The county has advised the BLM it would like to purchase some or all of the lands comprising the Apex Site for development as a heavy-industry use zone, to locate potentially hazardous facilities. Orderly and appropriate development of such an industrial zone, in a manner consistent with public safety, protection of environmental and other values, and relevant State and Federal poli-



cies and programs (including the national defense) would be preferable to development of the lands comprising the Apex Site in an unplanned manner.

(5) The Federal lands comprising the Apex Site are presently classified for retention and multiple use by the applicable BLM land use plan. At the time the current land use plan was developed, disposal of large parcels of land immediately outside the Las Vegas Valley was not identified as a possibility. However, the expeditious transfer of the Kerr-McGee Site to Clark County for resale to Kerr-McGee, and transfer of necessary associated rights-of-way to the county, will serve an important national need which cannot be served as well on non-Federal land in Clark County and which outweighs other existing and potential public uses of the lands which would be served by maintaining them in Federal ownership.

(6) Kerr-McGee has prepared an environmental assessment on the proposed transfer of the Kerr-McGee Site and supporting utility and transportation rights-of-way, dated April 1989, entitled "Apex Nevada Land Transfer Proposal and Proposed Kerr-McGee Ammonium Perchlorate Facility", which identifies certain environmental impacts likely to result from the transfer of the site and supporting rights-of-way to the county which would be mitigated with various control measures. Any transfer by the United States of lands within the Apex Site should be conditioned upon provision of all measures appropriate to prevent or mitigate adverse environmental impacts.

(7) Lands within the Apex Site provide habitat for the desert tortoise. The BLM, recognizing that the desert tortoise habitat found in Nevada, and elsewhere, is being significantly affected, especially within the Mojave Desert, by the rapid development associated with industrial growth and by other human activities, has prepared a rangewide plan for desert tortoise habitat management on the public lands. The goal of this plan is to ensure that viable desert tortoise populations will continue to exist through cooperative resource management aimed at protecting the species and its habitat. The BLM's implementation of this plan should be accelerated.

(8) Lands within the Apex Site are close to Nellis Air Force Base and to public lands withdrawn for use by the Air Force as part of the Nellis Air Force Range complex. Nellis Air Force Base is the most active military airfield in the United States (with many of the aircraft using the base carrying live ordnance) and, together with the Nellis Air Force Range, constitutes a unique facility that plays a vital role in maintaining the combat capability of the Air Force's tactical units. Maintaining the capability of Nellis Air Force Base to fulfill its mission must be a central part of any decisions concerning future use or disposition of the lands within the Apex Site.

(b) **DEFINITIONS.**—As used in this Act, the following terms shall have the following meanings—

- (1) The term "Secretary" means the Secretary of the Interior.
- (2) The term "lands" means lands and interests therein.
- (3) The term "county" or "Clark County" means Clark County, Nevada.
- (4) The term "Kerr-McGee" means the Kerr-McGee Chemical Corporation.

(5) The term "BLM's Desert Tortoise Plan" means the plan entitled "Desert Tortoise Habitat Management on the Public Lands: A Rangeland Plan", approved November 14, 1988.

(6) All other terms shall have the same meaning as such terms have when used in the Federal Land Policy and Management Act of 1976.

### SEC. 3. KERR-McGEE SITE TRANSFER.

(a) **DIRECTED SALE.**—Subject to all valid existing rights, the Secretary is directed to convey the public lands comprising approximately thirty-seven hundred acres designated as "Area 1" and "Area 2" within the "Kerr-McGee Site" on the map entitled "Apex Heavy-Industry Use Zone" dated May 1989, to Clark County, Nevada, solely for sale to Kerr-McGee, in return for payment of the lands' appraised fair market value, as determined by the Secretary in accordance with established appraisal practices. However, the lands within Area 1 shall not be conveyed unless and until the Secretary has received a written commitment from Clark County and Kerr-McGee that whichever is offered the opportunity to purchase the lands within Area 2 will do so at such lands' appraised fair market value when the lands are offered pursuant to subsection (c) of this section.

(b) **RIGHTS-OF-WAY.**—Subject to all valid existing rights, the Secretary is directed to grant utility and transportation rights-of-way to Clark County for the connection of existing electric power, water, natural gas, telephone, railroad and highway facilities to the Kerr-McGee Site, all as generally depicted on the map entitled "Rights-of-Way and Proposed Access and Utility Locations" dated May 1989. Each right-of-way shall not exceed two hundred feet in width and shall not preclude the Secretary from permitting other uses of the affected lands compatible with the uses for which such rights-of-way are granted. Clark County may permit other parties to use the lands covered by such rights-of-way for some or all of the purposes specified in this subsection.

(c) **TIMING, ETC.**—(1) Subject to subsections (a) and (b) of this section, the Secretary shall offer to sell to Clark County the lands within the Kerr-McGee Site depicted as Area 1 and shall offer to grant the rights-of-way described in subsection (b) of this section to Clark County within thirty days of the date of enactment of this Act, but the Secretary's duty to transfer such lands and rights-of-way shall not lapse if they are not offered to the county within the prescribed time. Such sale shall be for fair market value, as determined by the Secretary in accordance with established procedures of the BLM. If Clark County fails to purchase such lands within sixty days of receiving the Secretary's offer, the lands and rights-of-way shall be offered to Kerr-McGee for sale and grant on the same basis, and subject to Kerr-McGee's entering into an agreement with the Secretary similar to the agreement described in section 6(a). If within sixty days after such offer, Kerr-McGee fails to purchase such lands, the lands shall become subject to the authorization provided for in section 4 of this Act, and the total acreage authorized for disposition under this section shall be increased accordingly.

(2) If the lands within Area 1 are purchased pursuant to paragraph (1) of this subsection, upon completion of a survey of the boundaries of Area 2, the Secretary shall offer to sell to the purchaser of Area 1 the lands within Area 2 at their appraised fair

Utilities.  
Transportation.

market value, as determined by the Secretary in accordance with established procedures of the BLM.

(3) Each right-of-way granted pursuant to this section shall be subject to rental payments and other conditions provided for in applicable law, including the Federal Land Policy and Management Act of 1976 and this Act. The amounts received by the United States from sales of lands covered by this section shall be distributed pursuant to laws generally applicable to sales of public lands.

#### SEC. 4. AUTHORIZATION FOR ADDITIONAL TRANSFERS.

(a) **SALE AUTHORIZED.**—Notwithstanding any BLM land use plan calling for retention of the Apex Site and notwithstanding the reporting requirements and competitive bidding requirements of section 203 of the Federal Land Policy and Management Act of 1976, the Secretary is authorized, subject to any other requirements of law, including the conditions of this section, to sell to Clark County some or all of the lands within the Apex Site, depicted on the map referred to in section 3(a), that lie outside the boundaries of the Kerr-McGee Site (as depicted on such map) for fair market value as determined by the Secretary in accordance with established appraisal procedures.

(b) **REQUIREMENTS AND CONDITIONS.**—If, no later than one year after the date of enactment of this Act, the county demonstrates to the satisfaction of the Secretary that the county has designated the lands comprising the Apex Site as a heavy-use industrial zone, pursuant to applicable laws of the State of Nevada, and has adopted a plan for the development of some or all of such lands accordingly, the Secretary shall offer to enter into a land sales agreement with Clark County for the transfer of some or all of such lands to the county by one or more direct sales pursuant to this section over a period not to exceed ten years. Such agreement shall provide for purchasers of parcels of the lands within the Apex Site, with any specific parcels to be sold to be determined by the Secretary, in response to proposals by the county and after consultation with the Secretary of the Air Force concerning any potential impact of any such sale on activities associated with Nellis Air Force Base. The purchase price for each parcel shall be its appraised fair market value at the time of the sale, but any agreement between the county and the Secretary under this section shall provide that if the county sells any such parcel or portion thereof, the county shall pay to the United States an amount equal to 50 per centum of the amount by which the amount received by the county exceeds 110 per centum of the sum equal to the total amounts expended by the county for acquisition of such parcel or portion thereof, for improvements to such parcel or portion thereof, and for preparation of such parcel or portion thereof for sale.

Contracts.

(c) **RIGHTS-OF-WAY.**—Pursuant to applicable law, the Secretary may grant Clark County such rights-of-way on public lands as may be necessary to support the development as a heavy-use industrial zone of some or all of the lands identified in subsection (a).

(d) **PROCEDURES.**—Except as specified in subsection (a) nothing in this section shall relieve the Secretary from compliance with all laws applicable either to the transfer of some or all of the lands identified in subsection (a) or to the granting of any rights-of-way, including, but not limited to, the National Environmental Policy Act of 1969. Unless otherwise specified in this Act, sales of lands pursuant to this section shall be made and patents or other docu-

Patents and  
trademarks.

Minerals and  
mining.  
Energy.

ments of conveyance shall be issued as if such sales were made pursuant to the Federal Land Policy and Management Act of 1976.

(e) **WITHDRAWAL, ETC.**—(1) Subject to all valid existing rights, the lands within the Apex Site (depicted on the map referred to in section 3(a)) are hereby withdrawn from all forms of entry and appropriation under the public land laws, including the mining law, and from operation of the mineral leasing and geothermal leasing laws, but shall remain available for disposition under the Recreation and Public Purposes Act (43 U.S.C. 869 et seq.) and for sale under this Act or other applicable law. This withdrawal shall continue in effect until a parcel of land affected by such withdrawal is sold, if such sale includes the right, title and interest of the United States in the minerals in such parcel. If the county or another party to whom such parcel is offered, elects not to seek to purchase the minerals in any such parcel, such parcel shall remain withdrawn from entry, location, or patent under the mining laws but after receipt by the Secretary of notification that the county or other offeree does not seek to purchase such minerals, such parcel shall be open to operation of the mineral leasing and geothermal leasing laws. The withdrawal made by this subsection shall continue for twelve years after the date of enactment of this Act or until otherwise provided by an Act of Congress enacted after the date of enactment of this Act.

(2) Before offering any parcel for sale pursuant to an agreement with the county under this section, the Secretary (in addition to other requirements of law) shall consider whether development of such parcel as part of a heavy-use industrial zone, including any appropriation mitigation measures, would be inconsistent with BLM's Desert Tortoise Plan.

Claims.

(f) **COGENERATION PROJECT.**—Notwithstanding any withdrawal of the Apex Site (depicted on the map referred to in section 3(a)), and subject to the provisions of applicable law, the Secretary may grant to holders of valid existing mill-site claims on such lands such rights-of-way as may be necessary for the construction, operation, and maintenance of facilities required in the cogeneration of electricity at the site of existing mill-site operations on such claims, unless and until the land subject to such claims is transferred out of Federal ownership. No such grant shall be made unless and until all environmental studies required in connection with such construction, operation, and maintenance have been completed and any necessary mitigation measures have been agreed to.

#### SEC. 5. RESERVATION OF RIGHT-OF-WAY CORRIDORS.

The transfer of lands pursuant to section 4 of this Act shall be subject to the reservation to the United States of the right-of-way corridors depicted on a map entitled "Right-of-Way Corridors Across the Apex Heavy Industrial Zone" dated May 1989. These corridors shall be administered by the Secretary, who may grant rights-of-way over, upon, under and through the corridors consistent with applicable law. In the administration of such corridors, the Secretary shall, so far as feasible, locate rights-of-way so as to have the least possible impact on any industrial uses. Nothing in this Act shall be construed as restricting the authority of the Secretary, under the Federal Land Policy and Management Act of 1976 or other applicable law, to reserve or grant any other rights-of-way with respect to such lands, in addition to the rights-of-way described on such map.

**SEC. 6. ENVIRONMENTAL CONSIDERATIONS.**

(a) **KERR-MCGEE SITE.**—The Secretary shall not make the conveyance directed by section 3 until Kerr-McGee and Clark County have entered into a written agreement with the Secretary whereby Kerr-McGee and the county commit to undertake the measures specified in the document identified in section 2(a)(6) in order to mitigate adverse effects on wildlife and other resources and values resulting from the use of such lands for industrial purposes. At the request of the Secretary, the Attorney General of the United States may bring an appropriate legal action to enforce such agreement.

Wildlife.

(b) **BLM REPORTS.**—(1) No later than one year after the date of enactment of this Act, the Secretary shall submit to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate a report as to the funds and personnel required to fully implement BLM's Desert Tortoise Plan.

(2) As soon as possible after the date of enactment of this Act, the Secretary, acting through the Director of the Bureau of Land Management, shall arrange for a class-three soil survey of public lands in Clark County, to assist in the implementation in such county of BLM's Desert Tortoise Plan and other aspects of the management of the public lands in such county.

(3) As soon as possible after the date of enactment of this Act, the Secretary shall invite public proposals for the designation, pursuant to the Federal Land Policy and Management Act of 1976, of areas of critical environmental concern whose designation would further the implementation of BLM's Desert Tortoise Plan or otherwise assist in the protection of resources and values of public lands in Nevada. The Secretary shall provide a reasonable period for receipt of such proposals, shall evaluate all proposals received, and shall take such action thereon as the Secretary considers appropriate.

(4) As soon as possible after the date of enactment of this Act, the Secretary shall consider the desirability of restricting or eliminating uses of public lands in the Paiute Valley which may conflict with implementation of BLM's Desert Tortoise Plan with respect to those lands. No later than one year after the date of enactment of this Act, the Secretary shall submit to the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate a report concerning the results of the Secretary's actions pursuant to this paragraph.

(c) **OTHER REPORTS.**—(1) At the time that the President submits a budget request for fiscal year 1991, and annually thereafter for fifteen years, the Secretary shall submit to the Congress a statement of the total amounts received by the United States as the result of sales of public lands described in this Act, and an account of the distribution of such receipts.

(2) No later than ninety days after the date of enactment of this Act, the Secretary shall evaluate the desirability of acquisition of the lands specified in appendix A to the report of the Committee on Interior and Insular Affairs of the United States House of Representatives to accompany H.R. 1485 of the One Hundred First Congress (House Report 101-79). Such evaluation shall be based solely on the resources and values of such lands and the extent to which national policies and programs for management of such resources and values would be furthered by such acquisition.

Promptly after the completion of such evaluation, the Secretary shall report the results thereof to the Committee on Interior and Insular Affairs of the United States House of Representatives, the Committee on Energy and Natural Resources of the United States Senate, and the Representatives and Senators from the State of Nevada.

**SEC. 7. MAPS AND LEGAL DESCRIPTIONS.**

As soon as practicable after the date of enactment of this Act, the Secretary shall file maps and legal descriptions of the lands identified in sections 3, 4, and 5 with the Committee on Interior and Insular Affairs of the United States House of Representatives and the Committee on Energy and Natural Resources of the United States Senate. Such legal descriptions shall have the same force and effect as if included in this Act, except that the Secretary may correct clerical and typographical errors in such legal descriptions. The maps and legal descriptions shall be on file and available to public inspection in the offices of the Director of the BLM.

Public  
information.

Approved July 31, 1989.

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**LEGISLATIVE HISTORY—H.R. 1485:**

**HOUSE REPORTS:** No. 101-79, Pt. 1 (Comm. on Interior and Insular Affairs).

**SENATE REPORTS:** No. 101-65 (Comm. on Energy and Natural Resources).

**CONGRESSIONAL RECORD,** Vol. 135 (1989):

June 20, considered and passed House.

July 14, considered and passed Senate, amended.

July 19, House concurred in Senate amendments.

# Proposed Improvements: Apex Phase 1

Region 1: Stakeholder Input - Abstracts

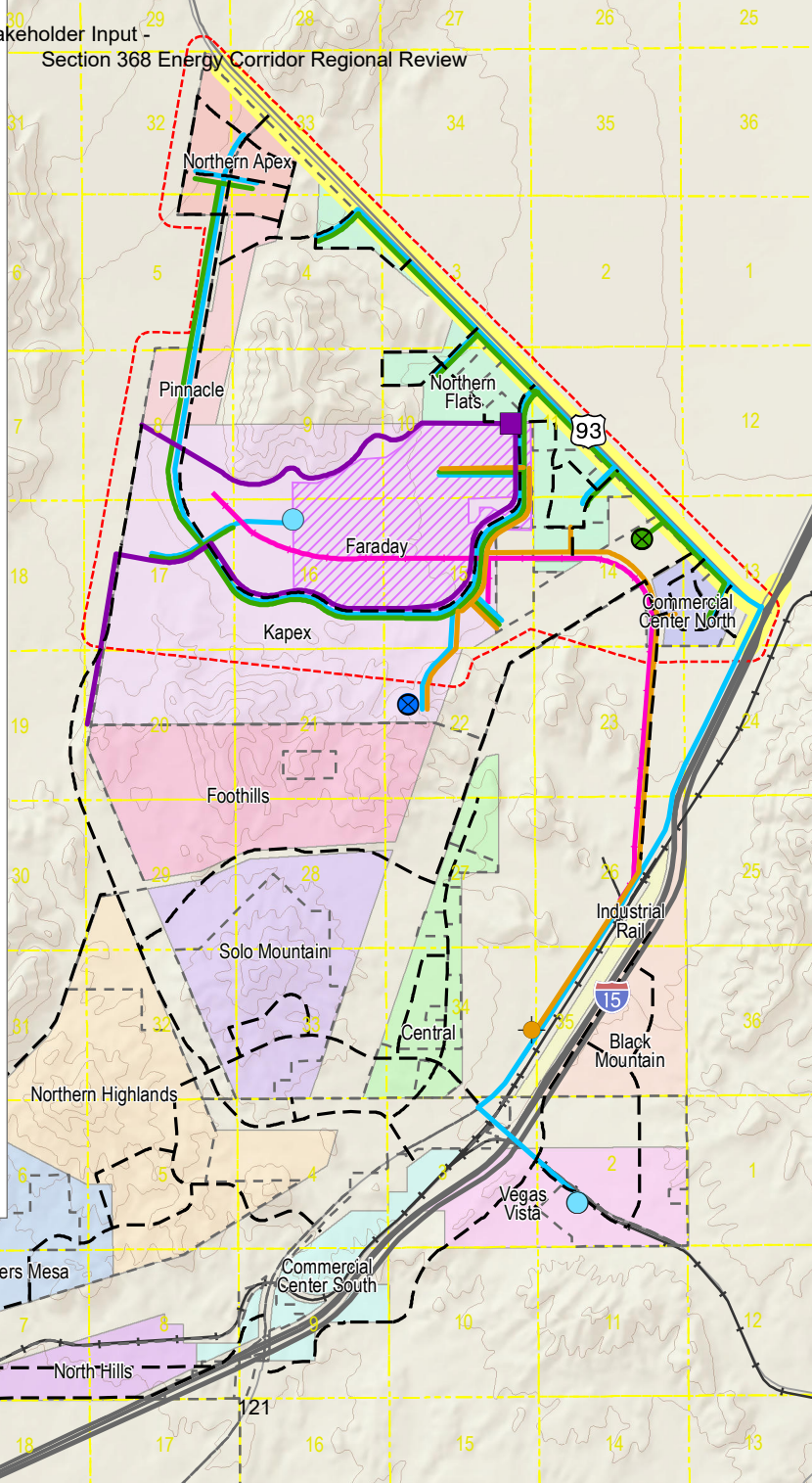
## Section 368 Energy Corridor Regional Review

**Faraday Project Site**  
 Phase 1 Influence Area  
 City of North Las Vegas Boundary  
 Interstate Highway  
 US/State Highway  
 Major Street  
 Railroad  
 Section Boundaries  
 50m Contours  
 I-15/US 93/SR 604 Improvements  
 Planned Street Network

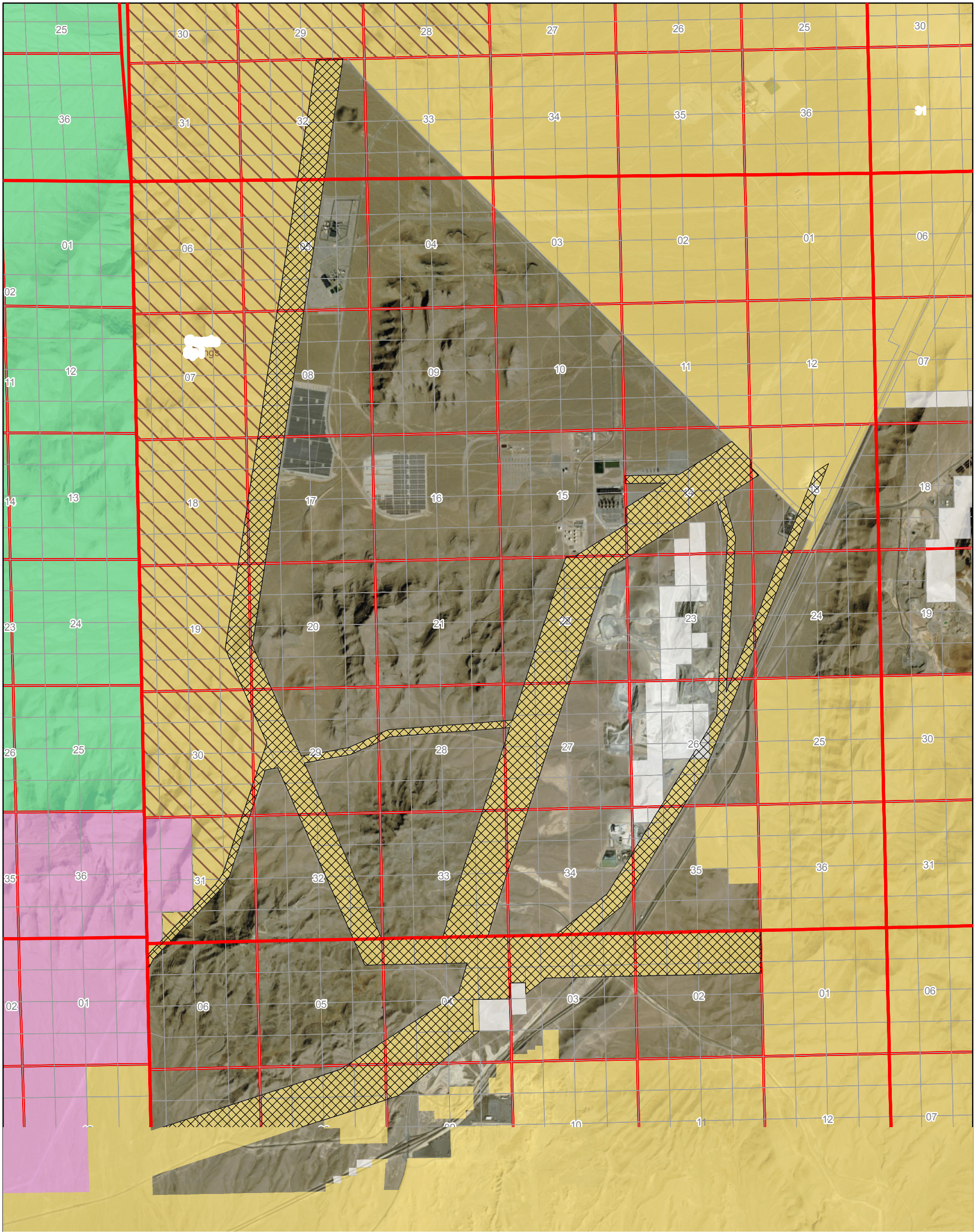
**Proposed Infrastructure**  
 Water  
 Wastewater  
 Power  
 Storm Drainage  
 Rail  
 Substation (optional)  
 Water Treatment Facility  
 Water Well  
 Wastewater Treatment Facility  
 Detention

**Apex Industrial Areas**  
 Black Mountain  
 Central  
 Commercial Center North  
 Commercial Center South  
 Foothills  
 Industrial Rail  
 Kapex  
 Miners Mesa  
 North Hills  
 Northern  
 Northern Flats  
 Northern Highlands  
 Pinnacle  
 Solo Mountain  
 Vegas Vista

0 0.25 0.5 1 1 Miles **ch2m.**




# N-52787 - BLM Apex ROW Corridor



0 0.75 1.5 Miles



**Legend**

 BLM Apex ROW Corridor **Land Status**

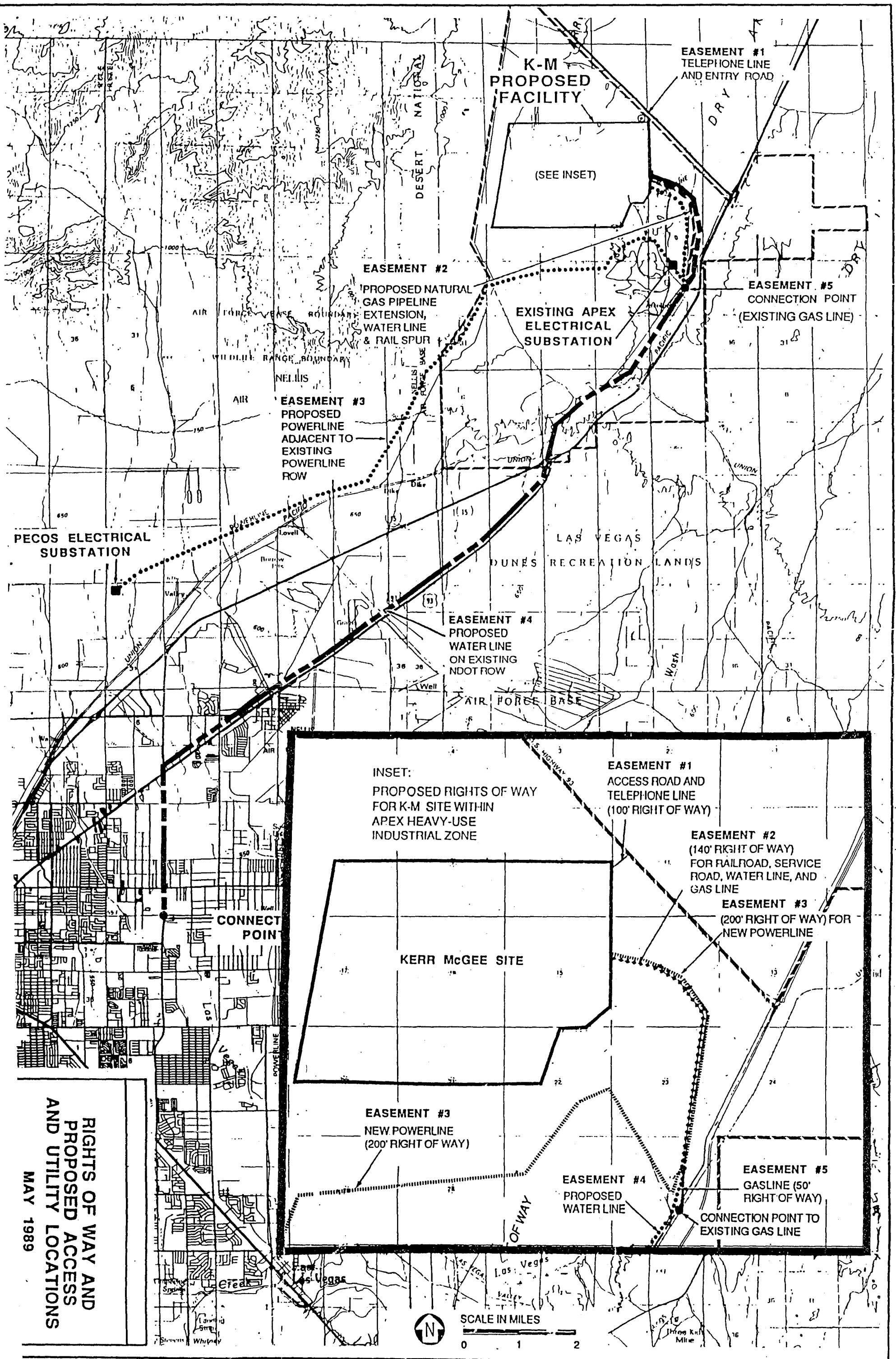
- Bureau of Land Management
- Clark County, NV
- Department of Defense
- Fish and Wildlife Service
- Private

122 Citations



No Warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data.





**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10027]  
**Date:** Monday, October 24, 2016 7:34:49 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10027**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:34:37 CDT

**First Name:** Jill

**Last Name:** Jensen

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Trails Intermountain Region, NPS

**Topics**

Jurisdictional concern

Specially designated areas

Interagency Operating Procedures

**Geographic Area**

Region 1 > Specific Region 1 corridors

108-267 [blank, blank]

**Input**

Pacific Crest National Scenic Trail is administered entirely by the United States Forest Service, not the National Park Service.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10028]  
**Date:** Monday, October 24, 2016 7:37:33 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10028**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:37:27 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

#### **Topics**

Appropriate and acceptable uses  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

#### **Geographic Area**

Region 1 > Specific Region 1 corridors

108-267 [blank, blank]

#### **Input**

There is not enough information presented to determine how placement of additional facilities may affect the cultural and historic landscape of the Old Spanish National Historic Trail, especially in those areas where the proposed corridor encompasses a much larger area than the existing infrastructure.

#### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10029]  
**Date:** Monday, October 24, 2016 7:40:18 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10029**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:40:11 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Appropriate and acceptable uses  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

108-267 [blank, blank]

**Input**

This section of the Old Spanish National Historic Trail is considered a High Potential Segment. Although the corridor is, as a whole, heavily developed there are some segments that retain enough of the historic character to facilitate a vicarious experience of the National Historic Trail. The corridor should be evaluated to determine where narrowing or shifting can take place to preserve the viewshed of these segments.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10030]  
**Date:** Monday, October 24, 2016 7:42:34 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10030**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:42:20 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Appropriate and acceptable uses  
Cultural resources  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

27-266 [blank, blank]

**Input**

The southwest end of the proposed corridor is less than a kilometer from the Old Spanish National Historic Trail, but the trail is not listed as a resource of concern. Unlikely to be a constraint given the nature of the existing infrastructure but should be included nonetheless for consistency.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10031]  
**Date:** Monday, October 24, 2016 7:44:34 AM

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Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10031**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:44:24 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Appropriate and acceptable uses  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

27-225 [blank, blank]

**Input**

A more careful analysis of the corridor, especially in the vicinity of the Mojave National Preserve, is required to ascertain potential for affect if additional infrastructure is added to the existing load on the viewshed of the Old Spanish National Historic Trail.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10032]  
**Date:** Monday, October 24, 2016 7:50:34 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10032**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:50:31 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Appropriate and acceptable uses  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

27-41 [blank, blank]

**Input**

The Old Spanish National Historic Trail is located within the proposed corridor at the northeast end of the corridor. The trail is not currently listed as a resource of concern, but should be. Analysis is required to ascertain potential for affect if additional infrastructure is added to the existing load on the viewshed of the Old Spanish National Historic Trail.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10033]  
**Date:** Monday, October 24, 2016 7:52:34 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10033**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:52:26 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

47-231 [blank, blank]

**Input**

The Old Spanish National Historic Trail is located within the proposed corridor at the intersection with US 95. The trail is not currently listed as a resource of concern, but should be. Apart from the one transmission line and US 95 this area has a highly intact viewshed.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10034]  
**Date:** Monday, October 24, 2016 7:55:34 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10034**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:55:21 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

224-225 [blank, blank]

**Input**

High potential segments of the Old Spanish National Historic Trail are crossed by the proposed corridor approximately three times: twice in Pahrump Valley and once at Wilson Pass (along Kingston Road). The Pahrump Valley is of especial concern as it is one of the longest and highest quality high potential segments of the entire National Historic Trail. Transmission lines are not considered a compatible use with National Historic Trails. We request that this corridor be removed or altered to avoid Pahrump Valley.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10035]  
**Date:** Monday, October 24, 2016 7:59:04 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10035**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 07:58:54 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

### **Topics**

Corridor alignment and spacing  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

### **Geographic Area**

Region 1 > Specific Region 1 corridors

39-231 [blank, blank]

### **Input**

The Old Spanish National Historic Trail is crossed by the proposed corridor at Las Vegas Wash, just west of Lake Las Vegas. The developed trail system at the Wash holds high potential for interpretation of the National Historic Trail. Perpendicular crossings are ideal, but given the width of the proposed corridor and the existing landscape features it would be our recommendation to keep the corridor as narrow as possible in the vicinity of the Wash and shift the corridor so that the westernmost pre-existing transmission line represents the western edge of the corridor (currently the corridor is centered on the two existing transmission lines).

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10036]  
**Date:** Monday, October 24, 2016 8:05:19 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10036**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 08:05:13 CDT

**First Name:** Jill  
**Last Name:** Jensen  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Trails Intermountain Region, NPS

**Topics**

Corridor alignment and spacing  
Cultural resources  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

37-39 [blank, blank]

**Input**

The northern point at which 37-39 intersects with 39-113 would constitute additional pressure on the viewshed and setting of the Old Spanish National Historic Trail. Less of an impact would be achieved through a similar perpendicular intersection either to the north at the first turning structure from the current proposed interchange with 39-113, but a viewshed analysis would be required to confirm this is the better option from a National Historic Trails standpoint.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10037]  
**Date:** Monday, October 24, 2016 8:06:34 AM

---

Thank you for your input, Jill Jensen.

The comment tracking number that has been assigned to your comment is **10037**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 08:06:26 CDT

**First Name:** Jill

**Last Name:** Jensen

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Trails Intermountain Region, NPS

**Topics**

Specially designated areas

**Geographic Area**

Region 1 > Specific Region 1 corridors

39-113 [blank, blank]

**Input**

Concur with BLM review. Crossing in this area should minimize (but not eliminate) impact to setting, landscape, etc of the Old Spanish National Historic Trail.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10038]  
**Date:** Monday, October 24, 2016 10:14:36 AM

---

Thank you for your input, Eric Hy.

The comment tracking number that has been assigned to your comment is **10038**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 10:14:30 CDT

**First Name:** Eric

**Last Name:** Hy

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Los Angeles Department of Water and Power

### **Topics**

Transmission capacity

Environmental Justice

### **Geographic Area**

Region 1 > Specific Region 1 corridors

264-265 [blank, blank]

### **Input**

The existing Barren Ridge Corridor includes three lines, one existing and two new 230kv double circuit lines(in-service by November of 2016). To meet the required renewables, the Departments is proposing to upgrade the existing 230kv line as well, to potentially match the new double circuit capacity. This proposal, if approved by the management, will be in-service by 2021-22.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10039]  
**Date:** Monday, October 24, 2016 10:25:21 AM

---

Thank you for your input, Eric Hy.

The comment tracking number that has been assigned to your comment is **10039**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 10:25:19 CDT

**First Name:** Eric

**Last Name:** Hy

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Los Angeles Department of Water and Power

**Topics**

Appropriate and acceptable uses

**Geographic Area**

Region 1 > All Region 1 corridors

**Input**

In Region 1, Corridor 108-267 ID # 001 description, under BLM/FS Review and analysis column, it states that LADWP owns 287kv Boulder line. This statement seems to be incorrect, please clarify.

In Corridor 225-231 rational description, it indicates that there are two planned projects. Please clarify what those projects are.

**Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10040]  
**Date:** Monday, October 24, 2016 10:30:51 AM

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Thank you for your input, Cathreen Richards.

The comment tracking number that has been assigned to your comment is **10040**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 10:30:49 CDT

**First Name:** Cathreen  
**Last Name:** Richards  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Inyo County, California

**Topics**

Jurisdictional concern  
Appropriate and acceptable uses  
Transmission capacity  
Socioeconomics  
Visual resources

**Geographic Area**

Region 1 > All Region 1 corridors

**Input**

The Inyo County Board of Supervisors respectfully submits the attached comments. Thank you

**Attachments**

WEC10-18-16 Comment Letter.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

October 18, 2016

Department of the Interior  
Department of Agriculture  
Department of Energy  
blm\_wo\_368corridors@blm.gov

**Re: West-wide Energy Corridor Regional Reviews – Abstract Nos. 18-23, 23-25, and 23-106**

To Whom It May Concern:

On behalf of the Inyo County Board of Supervisors, I wish to again convey our appreciation to the Agencies for the opportunity to participate in the development of the Regional Reviews and the Corridor Study. I wish to also thank the Agencies for their participation in our Workshop on July 15, 2014 and acknowledgement of our input in the Corridor Study. We wish to extend an invitation for another Workshop on the Regional Reviews process and specifically the Abstracts to help us understand the analysis of issues and most importantly the anticipated outcome.

We believe that coordination is paramount in development of the Regional Reviews, and confirm our earlier requests for continuing coordination between the Bureau of Land Management and the County. In response to the current outreach effort being undertaken by the Agencies, I reiterate that Inyo County's renewable energy planning should be considered in the Region 1 Reviews. In particular, the Renewable Energy General Plan Amendment<sup>1</sup> that we have adopted should be referenced in Abstracts for those portions of the Corridors that pass through Inyo County (e.g, between Olancha and the boundary with Kern County), especially with respect to County policy regarding transmission (please see pages 3, 7), as well as for those Corridors that may interact with the County's designated Solar Energy Development Areas. We would also appreciate it if the evaluations could show how the proposed configuration of the 18-23 corridor in Region 1 will influence the continuation of its path into Region 5 and visa-versa. Also, since our last correspondence, we have completed the Owens Valley Solar Energy Study,<sup>2</sup> and urge the Agencies to consider it in development of the Region 5 Reviews. We also want to convey a need for your staffs to work closely with the County on the Region 5 Reviews. This is a particularly sensitive area to our constituents where a very high value is placed on visual resources and where any impacts to these resources could have a significant effect on the County's tourist based economy.

Thank you. If you have any questions, please contact the County's Administrative Officer, Kevin Carunchio, at (760) 878-0292 or kcarunchio@inyocounty.us.

Sincerely,



Jeff Griffiths, Chair  
Inyo County Board of Supervisors

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<sup>1</sup> Refer to <http://inyoplanning.org/projects/REGPA.htm>.

<sup>2</sup> Refer to <http://inyoplanning.org/OwensValleySolarEnergyStudyOVSES.htm>



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10041]  
**Date:** Monday, October 24, 2016 12:19:53 PM

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Thank you for your input, Kathleen Yhip.

The comment tracking number that has been assigned to your comment is **10041**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 12:19:41 CDT

**First Name:** Kathleen  
**Last Name:** Yhip  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Southern California Edison company

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
WWEC purpose (e.g., renewable energy)  
Transmission capacity  
New corridor recommendation

**Geographic Area**

General (not corridor-specific)

**Input**

Please see the attached comments.

**Attachments**

Section368\_SCEcomments10242016.pdf, Section368-SCEattachment10242016.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



October 24, 2016

Georgeann Smale, Section 368 Program Lead  
James Gazewood, Project Manager, Regional Review  
Bureau of Land Management, Rights-of-Way  
20 M St. SE  
Washington, DC 20003

Re: Request for Comments on Review of Section 368 Region 1 Energy Corridors  
Southern California Edison's Comments

Dear Ms. Smale and Mr. Gazewood,

Southern California Edison Company (SCE) appreciates the opportunity to provide comments in conjunction with the Bureau of Land Management's (BLM's) priority review of the Section 368 West-wide Energy Corridors in Region 1. SCE is an investor-owned electric utility responsible for the construction, operation, and maintenance of electric transmission, distribution, and generation facilities in central and southern California. SCE's service territory encompasses 50,000 square miles with a population of over 13 million residents. SCE is working diligently to support Federal and State renewable energy goals and to facilitate delivery of safe, reliable, and cost-effective electricity, including renewable energy from third-party generators, to SCE's customers. Continued designation of energy corridors combined with robust coordination between the various Federal and State agencies would assist in improving the efficiency of the permitting process for siting new projects.

California has some of the most ambitious renewable energy goals in the country and earlier this year through California Senate bill SB350 (De Leon 2015) established a 50% renewable portfolio standard target for the state to be achieved by 2030. There are multiple planning efforts underway to identify additional renewable resources to reduce the State's greenhouse gas emissions and carbon footprint and to ensure that there will be adequate generation when California's in-state generating facilities using once-through-cooling technologies are retired by 2025. For example, the California Energy Commission is leading the Renewable Energy Transmission Initiative 2.0 effort to identify additional renewable resource locations that are likely to need either existing or new energy corridors. At a regional level, the California Independent System Operator is in the process of re-evaluating the Energy Imbalance Market over the Western Electricity Coordinating Council's (WECC's) area that may identify new transmission needs and work is also ongoing to identify new generation projects in the update to the Cluster Queue. Out of state generation and increased application of developing technologies such as energy storage or microgrids may also contribute to additional uses for energy corridors. All of these initiatives and technology changes could affect the need for regional planning and should be considered during the periodic review of the energy corridors.

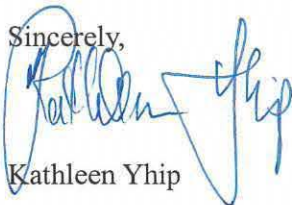
As detailed in the attached document, SCE utilizes many of the currently designated corridors in Region 1 and anticipates additional uses of some of those corridors as new renewable generating facilities are developed. More specifically, new renewable generation that is developed within the boundary of the Desert

Renewable Energy Conservation Plan (DRECP) or within the BLM-defined solar energy zones will need to be interconnected to the electricity grid and transferred into population centers for customer use. SCE cannot predict with certainty where new development will occur or where additional transmission lines will be needed in the future. However, in the attached comments, we indicate the energy corridors where we are receiving requests from developers for interconnection and where there are constraints on the capacity of the existing infrastructure. In addition to retaining the designation on the energy corridors that are in use, SCE requests the BLM consider extending corridor 27-41 approximately 10 miles roughly east-northeast to include SCE's substation just outside Laughlin. Extending corridor 27-41 could allow for a new diverse transmission right of way between existing substations.

During the workshop held in Palm Desert on September 22, 2016, the BLM requested information in industry standards or regulations establishing engineering specifications for transmission lines. The WECC defines transmission circuits that are not separated by at least 250 feet between the centerlines as "adjacent circuits." Additional terms and criteria established by the WECC for electricity systems can be found at <https://www.wecc.biz/Reliability/WECC%20Glossary%20of%20Terms%20and%20Naming%20Conventions%20Updated%203-8-2016.pdf> or <https://www.wecc.biz/Reliability/TPL-001-WECC-CRT-2.2.pdf>.

Please feel free to contact me if you have any questions about our comments.

Sincerely,



Kathleen Yhip

Attachment

Corridor	Region	SCE Transmission & Interconnection Planning Notes
23-25	Little Lake - Adelanto	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - eight 115 kV lines                      - five 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 2,559 MW  <b>SCE queued gen near or which could use the corridor:</b> 186 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      1. New 115 kV or 220 kV line                      2. New 500 kV line                      *****</p> <p><b>Likely to be used:</b> Yes, due to historically queued generation in this area.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, existing transmission and subtransmission facilities cross or are located within this corridor.  <b>Effect of corridor gaps:</b> Minor effect due to all the existing transmission and subtransmission ROWs present.  <b>Capacity for new transmission projects:</b> Minimal capacity for new generation projects due to low capacity conductors in the area and one developer retaining approximately 636 MW of deliverability capacity.                      Provides connectivity to renewable generation while ensuring reliability: Yes, this area continues to have many generation interconnection requests.                      State/local/industry/developer efforts for generation to intersect with corridor: Queued generation present and this corridor resides in a RETI 2.0 Transmission Assessment Focus Area (TAFA).</p>
23-106	Little Lake to Mojave	<p><b>No existing SCE transmission and/or subtransmission facilities in this corridor.</b>  <b>CAISO queued gen near or which could use the corridor:</b> 0 MW  <b>SCE queued gen near or which could use the corridor:</b> 79 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      New 115 kV or 220 kV line                      *****</p> <p><b>Likely to be used:</b> Yes, due to historically queued generation in this area.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, existing LADWP transmission facilities present.  <b>Effect of corridor gaps:</b> Minor impact to SCE, corridor is more applicable to LADWP's 220 kV line and 500 kV DC line.  <b>Capacity for new transmission projects:</b> Unknown. LADWP would need to be contacted for the capacity on their transmission facilities.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, existing LADWP facilities present and 115 kV SCE facilities nearby.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> RETI 2.0 identified a TAFA near this corridor.</p>
27-41	Daggett – Bullhead City	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 500 kV lines                      - four 220 kV lines                      - one 220 kV substation  <b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      1. two new 500 kV lines                      2. one 500 kV substation upgrade  <b>Proposed out of State projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project, 2. Transwest Express, 3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Low probability, since "energy only" instead of "full capacity" is being strongly considered to meet the 50% RPS. Out of state projects would likely trigger large and expensive transmission facilities in this corridor.  <b>Sited to provide max utility &amp; min environmental impact:</b> Two SCE substations cross but are not located in the corridor for a significant distance. This corridor could provide a new diverse transmission ROW between two SCE existing substations.  <b>Effect of corridor gaps:</b> Minimal but western gap may impact the possibility of a new 500 kV line; consider extending approx. 10 miles E-NE to include an existing SCE substation.  <b>Capacity for new transmission projects:</b> Currently no SCE transmission/substation in this corridor for any significant distance. If this corridor is used, significant downstream upgrades to SCE's system may be needed.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Could help support interconnection of out of state projects, but upgrades would likely be needed.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Corridor partially located in RETI 2.0 TAFA. Some queued generation at east end of corridor.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
27-225	Interstate-15	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 220 kV lines                      - one 115 kV line                      - three 115 kV substations</p> <p><b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW</p> <p><b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 115 kV line</p> <p><b>Proposed out of State projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project, 2. Transwest Express, 3. Zephyr                      *****</p> <p><b>Likely to be used:</b> East side of corridor more likely to be used due to capacity provided by SCE's previous Eldorado-Ivanpah Transmission Project (EITP). West side of corridor is limited by existing low capacity conductor.</p> <p><b>Sited to provide max utility &amp; min environmental impact:</b> Yes, SCE facilities in and beyond each end of corridor.</p> <p><b>Effect of corridor gaps:</b> Gaps exist between SCE substations at the ends of corridor 27-266 east and 27-225 west, which could affect a potential rebuild of the low capacity conductors.</p> <p><b>Capacity for new transmission projects:</b> Some capacity exists on the east side of the corridor, due to the capacity provided by the EITP.</p> <p><b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, queued generation exists in this corridor.</p> <p><b>State/local/industry/developer efforts for generation to intersect with corridor:</b> RETI 2.0 identified in this corridor and queued generation exists in this corridor.</p>
27-266	Daggett-Victorville	<p><b>Subtransmission facilities in this corridor include:</b>                      - two 115 kV lines</p> <p><b>CAISO queued gen near or which could use the corridor:</b> 1,095 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW</p> <p><b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - upgrade 220 kV line                      *****</p> <p><b>Likely to be used:</b> Northeast end of corridor could be used if previously proposed upgrade is retriggered.</p> <p><b>Sited to provide max utility &amp; min environmental impact:</b> Yes, LADWP has four transmission lines in this corridor.</p> <p><b>Effect of corridor gaps:</b> Minimal effect, since LADWP has a large existing ROW in this corridor.</p> <p><b>Capacity for new transmission projects:</b> SCE facilities have low capacity conductors. LADWP should be contacted to speak to the capacity of their four transmission lines.</p> <p><b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, multiple LADWP transmission facilities in this corridor.</p> <p><b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Existing queued generation at northeast end of corridor and RETI 2.0 has identified a TAFE in this area.</p>
30-52	Palo Verde - Palm Springs	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - five 500 kV lines</p> <p><b>CAISO queued gen near or which could use the corridor:</b> 4,690 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW</p> <p><b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 500 kV line</p> <p><b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. SunZia                      2. Southline                      *****</p> <p><b>Likely to be used:</b> Yes, lots of queued generation in this corridor.</p> <p><b>Sited to provide max utility &amp; min environmental impact:</b> Yes, multiple SCE 500 kV, 220 kV, and 115 kV facilities in this corridor.</p> <p><b>Effect of corridor gaps:</b> Minimal effect since SCE has an existing 500 kV ROW.</p> <p><b>Capacity for new transmission projects:</b> SCE Project in progress to provide increased capacity in this corridor, but Generation Interconnection Studies and RETI 2.0 have identified that upgrades beyond the project may be needed for continued generation development in this corridor.</p> <p><b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, multiple SCE 500 kV, 220 kV, and 115 kV facilities in this corridor.</p> <p><b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Queued generation present in this corridor and this corridor resides in a RETI 2.0 TAFE.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
37-39	East Apex Connector	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
37-223(N)(S)	West Apex	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
37-232	Coyote Springs	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
39-113	East Apex/Mormon Mesa to St. George	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
39-231	East Las Vegas/Sunrise Mountain	<p><b>No existing or anticipated SCE facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
41-46	Davis Dam Southeast	<p><b>No existing or anticipated SCE facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
41-47	Davis - Prescott	<p><b>No existing or anticipated SCE Transmission or Subtransmission facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
46-269	Bill Williams Corridor	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. SunZia                      2. Southline                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
46-270	Bagdad Corridor	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities near this corridor.</b>                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
47-231	near Junction US89 and 64, AZ to Boulder City, NV	<p><b>No existing or anticipated SCE transmission or subtransmission facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****  <b>Likely to be used:</b> Yes.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Yes, capacity for new transmission line(s).  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Yes.</p>
107-268	Angeles National Forest Southeast	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - four 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 9,989 MW  <b>SCE queued gen near or which could use the corridor:</b> 496 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 500 kV line                      *****  <b>Likely to be used:</b> A few miles of the northeast section of this corridor could be used, since it parallels an existing SCE ROW.  <b>Sited to provide max utility &amp; min environmental impact:</b> Could provide a diverse path if extended north approximately 1.5 miles. Southern end of corridor is near an existing 220 kV line and not a substation. A new line in this corridor would have to loop into an existing line on the southern end with a new looping substation, or would need to continue northwest to LADWP's substation or southeast to one of two SCE's substations.  <b>Effect of corridor gaps:</b> Gaps appear to be minor.  <b>Capacity for new transmission projects:</b> Most of this corridor does not have SCE facilities in it and previously identified need for 500 kV line from north end of corridor near Palmdale to a new substation almost due south near Rosemead.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Could provide a diverse path from substation near north end of corridor to the south for Tehachapi area generation accumulating at existing SCE substation.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Existing queued generation that would accumulate at existing SCE substation at north end of corridor. This corridor is located in a RETI 2.0 TAFE.</p>
108-267	Cajon Pass	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - three 500 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 6,516 MW  <b>SCE queued gen near or which could use the corridor:</b> 416 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 500 kV lines                      *****  <b>Likely to be used:</b> Yes, generation from the north and east of corridor 108-267 accumulates at an existing SCE substation and heads south to the Ontario area through the Cajon Pass.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, this corridor contains three SCE transmission lines and two LADWP transmission lines.  <b>Effect of corridor gaps:</b> Gaps within corridor our minimal, but corridor stops 3.5 miles an existing SCE substation on the north side and stops 7 miles from another SCE substation on the south side.  <b>Capacity for new transmission projects:</b> Some capacity exists on SCE's three existing 500 kV lines south of the SCE substation north of the corridor, but large amounts of new generation into that substation could trigger the need for a new 500 kV line between the SCE substation north of the corridor to a SCE substation south of the corridor in a substation in either Etiwanda or Ontario.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, this corridor is located in a major SCE 500 kV ROW.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Large amounts of queued generation would flow in this corridor and this corridor resides in a RETI 2.0 TAFE.</p>
115-238	Palo Verde- San Diego	<p><b>No existing or anticipated SCE transmission or subtransmission facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. SunZia                      2. Southline                      *****  <b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>



Corridor	Region	SCE Transmission & Interconnection Planning Notes
223-224	Junction US-95/Hwy-160 to Northwest Las Vegas	<p><b>No existing or anticipated SCE facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
224-225	North Pahrump/US-95 to Las Vegas/Ivanpah Valley	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unlikely to be used by SCE, since ETIP is an east/west ROW and this corridor is north/south.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, out of state and out of EITP ROW.  <b>Effect of corridor gaps:</b> Unsure, out of state and out of EITP ROW.  <b>Capacity for new transmission projects:</b> Unsure, out of state and out of EITP ROW.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, out of state and out of EITP ROW.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, out of state and out of EITP ROW.</p>
225-231	South McCullough Wilderness	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, out of state and mostly out of EITP ROW. A new SCE transmission line would likely parallel the existing EITP ROW.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, out of state and mostly out of EITP ROW.  <b>Effect of corridor gaps:</b> Unsure, out of state and mostly out of EITP ROW.  <b>Capacity for new transmission projects:</b> Unsure, out of state and mostly out of EITP ROW.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, out of state and mostly out of EITP ROW.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, out of state and mostly out of EITP ROW.</p>
236-237	Cleveland National Forest	<p><b>SCE transmission and subtransmission facilities in this corridor include:</b>                      - one 500 kV line  <b>CAISO queued gen near or which could use the corridor:</b> 6,015 MW  <b>SCE queued gen near or which could use the corridor:</b> 666 MW                      *****</p> <p><b>Likely to be used:</b> Yes, existing 500 kV line in corridor.  <b>Sited to provide max utility &amp; min environmental impact:</b> Corridor only covers 6.5 miles of the existing 41 mile 500 kV line.  <b>Effect of corridor gaps:</b> Minor effect since corridor does not cover much of the existing 500 kV line.  <b>Capacity for new transmission projects:</b> Limited capacity on existing 500 kV line due to queued generation.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Corridor is located on mountainous terrain and has not historically provided access to new generation; however, SCE's existing 500 kV line passes through this corridor and carries large amounts of generation from the RETI 2.0 Riverside TAFE.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Located in RETI 2.0 Riverside TAFE.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
264-265	Angeles National Forest Northwest	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 500 kV lines                      - one substation that is not in the Corridor but is 5 miles to the northeast  <b>CAISO queued gen near or which could use the corridor:</b> 7,418 MW  <b>SCE queued gen near or which could use the corridor:</b> 496 MW                      *****</p> <p><b>Likely to be used:</b> More applicable to LADWP system.  <b>Sited to provide max utility &amp; min environmental impact:</b> More applicable to LADWP system  <b>Effect of corridor gaps:</b> More applicable to LADWP system  <b>Capacity for new transmission projects:</b> More applicable to LADWP system  <b>Provides connectivity to renewable generation while ensuring reliability:</b> More applicable to LADWP system  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> More applicable to LADWP system</p>
18-23	395 Corridor for Priority Region 1 only, or Eastern Sierra	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - three 115 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 0 MW  <b>SCE queued gen near or which could use the corridor:</b> 79 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 115 kV or 220 kV lines                      *****</p> <p><b>Likely to be used:</b> Yes, currently queued generation would make use of this corridor.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, multiple SCE 115 kV facilities exist in this corridor.  <b>Effect of corridor gaps:</b> Since SCE has an existing 115 kV ROW, gaps would have a minor effect.  <b>Capacity for new transmission projects:</b> Marginal capacity for new generation projects due to the low capacity of the existing 115 kV SCE facilities.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, multiple SCE 115 kV facilities exist in this corridor.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Yes, currently queued generation would make use of this corridor.</p>
18-224	Crater Flat to Las Vegas	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities near this corridor.</b>                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>



October 24, 2016

Georgeann Smale, Section 368 Program Lead  
James Gazewood, Project Manager, Regional Review  
Bureau of Land Management, Rights-of-Way  
20 M St. SE  
Washington, DC 20003

Re: Request for Comments on Review of Section 368 Region 1 Energy Corridors  
Southern California Edison's Comments

Dear Ms. Smale and Mr. Gazewood,

Southern California Edison Company (SCE) appreciates the opportunity to provide comments in conjunction with the Bureau of Land Management's (BLM's) priority review of the Section 368 West-wide Energy Corridors in Region 1. SCE is an investor-owned electric utility responsible for the construction, operation, and maintenance of electric transmission, distribution, and generation facilities in central and southern California. SCE's service territory encompasses 50,000 square miles with a population of over 13 million residents. SCE is working diligently to support Federal and State renewable energy goals and to facilitate delivery of safe, reliable, and cost-effective electricity, including renewable energy from third-party generators, to SCE's customers. Continued designation of energy corridors combined with robust coordination between the various Federal and State agencies would assist in improving the efficiency of the permitting process for siting new projects.

California has some of the most ambitious renewable energy goals in the country and earlier this year through California Senate bill SB350 (De Leon 2015) established a 50% renewable portfolio standard target for the state to be achieved by 2030. There are multiple planning efforts underway to identify additional renewable resources to reduce the State's greenhouse gas emissions and carbon footprint and to ensure that there will be adequate generation when California's in-state generating facilities using once-through-cooling technologies are retired by 2025. For example, the California Energy Commission is leading the Renewable Energy Transmission Initiative 2.0 effort to identify additional renewable resource locations that are likely to need either existing or new energy corridors. At a regional level, the California Independent System Operator is in the process of re-evaluating the Energy Imbalance Market over the Western Electricity Coordinating Council's (WECC's) area that may identify new transmission needs and work is also ongoing to identify new generation projects in the update to the Cluster Queue. Out of state generation and increased application of developing technologies such as energy storage or microgrids may also contribute to additional uses for energy corridors. All of these initiatives and technology changes could affect the need for regional planning and should be considered during the periodic review of the energy corridors.

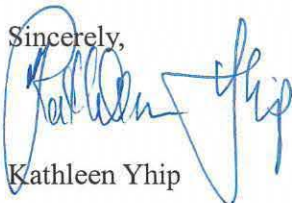
As detailed in the attached document, SCE utilizes many of the currently designated corridors in Region 1 and anticipates additional uses of some of those corridors as new renewable generating facilities are developed. More specifically, new renewable generation that is developed within the boundary of the Desert

Renewable Energy Conservation Plan (DRECP) or within the BLM-defined solar energy zones will need to be interconnected to the electricity grid and transferred into population centers for customer use. SCE cannot predict with certainty where new development will occur or where additional transmission lines will be needed in the future. However, in the attached comments, we indicate the energy corridors where we are receiving requests from developers for interconnection and where there are constraints on the capacity of the existing infrastructure. In addition to retaining the designation on the energy corridors that are in use, SCE requests the BLM consider extending corridor 27-41 approximately 10 miles roughly east-northeast to include SCE's substation just outside Laughlin. Extending corridor 27-41 could allow for a new diverse transmission right of way between existing substations.

During the workshop held in Palm Desert on September 22, 2016, the BLM requested information in industry standards or regulations establishing engineering specifications for transmission lines. The WECC defines transmission circuits that are not separated by at least 250 feet between the centerlines as "adjacent circuits." Additional terms and criteria established by the WECC for electricity systems can be found at <https://www.wecc.biz/Reliability/WECC%20Glossary%20of%20Terms%20and%20Naming%20Conventions%20Updated%203-8-2016.pdf> or <https://www.wecc.biz/Reliability/TPL-001-WECC-CRT-2.2.pdf>.

Please feel free to contact me if you have any questions about our comments.

Sincerely,



Kathleen Yhip

Attachment

Corridor	Region	SCE Transmission & Interconnection Planning Notes
23-25	Little Lake - Adelanto	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - eight 115 kV lines                      - five 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 2,559 MW  <b>SCE queued gen near or which could use the corridor:</b> 186 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      1. New 115 kV or 220 kV line                      2. New 500 kV line                      *****  <b>Likely to be used:</b> Yes, due to historically queued generation in this area.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, existing transmission and subtransmission facilities cross or are located within this corridor.  <b>Effect of corridor gaps:</b> Minor effect due to all the existing transmission and subtransmission ROWs present.  <b>Capacity for new transmission projects:</b> Minimal capacity for new generation projects due to low capacity conductors in the area and one developer retaining approximately 636 MW of deliverability capacity.                      Provides connectivity to renewable generation while ensuring reliability: Yes, this area continues to have many generation interconnection requests.                      State/local/industry/developer efforts for generation to intersect with corridor: Queued generation present and this corridor resides in a RETI 2.0 Transmission Assessment Focus Area (TAFA).</p>
23-106	Little Lake to Mojave	<p><b>No existing SCE transmission and/or subtransmission facilities in this corridor.</b>  <b>CAISO queued gen near or which could use the corridor:</b> 0 MW  <b>SCE queued gen near or which could use the corridor:</b> 79 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      New 115 kV or 220 kV line                      *****  <b>Likely to be used:</b> Yes, due to historically queued generation in this area.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, existing LADWP transmission facilities present.  <b>Effect of corridor gaps:</b> Minor impact to SCE, corridor is more applicable to LADWP's 220 kV line and 500 kV DC line.  <b>Capacity for new transmission projects:</b> Unknown. LADWP would need to be contacted for the capacity on their transmission facilities.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, existing LADWP facilities present and 115 kV SCE facilities nearby.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> RETI 2.0 identified a TAFA near this corridor.</p>
27-41	Daggett – Bullhead City	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 500 kV lines                      - four 220 kV lines                      - one 220 kV substation  <b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      1. two new 500 kV lines                      2. one 500 kV substation upgrade  <b>Proposed out of State projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project, 2. Transwest Express, 3. Zephyr                      *****  <b>Likely to be used:</b> Low probability, since "energy only" instead of "full capacity" is being strongly considered to meet the 50% RPS. Out of state projects would likely trigger large and expensive transmission facilities in this corridor.  <b>Sited to provide max utility &amp; min environmental impact:</b> Two SCE substations cross but are not located in the corridor for a significant distance. This corridor could provide a new diverse transmission ROW between two SCE existing substations.  <b>Effect of corridor gaps:</b> Minimal but western gap may impact the possibility of a new 500 kV line; consider extending approx. 10 miles E-NE to include an existing SCE substation.  <b>Capacity for new transmission projects:</b> Currently no SCE transmission/substation in this corridor for any significant distance. If this corridor is used, significant downstream upgrades to SCE's system may be needed.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Could help support interconnection of out of state projects, but upgrades would likely be needed.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Corridor partially located in RETI 2.0 TAFA. Some queued generation at east end of corridor.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
27-225	Interstate-15	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 220 kV lines                      - one 115 kV line                      - three 115 kV substations</p> <p><b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW</p> <p><b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 115 kV line</p> <p><b>Proposed out of State projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project, 2. Transwest Express, 3. Zephyr                      *****</p> <p><b>Likely to be used:</b> East side of corridor more likely to be used due to capacity provided by SCE's previous Eldorado-Ivanpah Transmission Project (EITP). West side of corridor is limited by existing low capacity conductor.</p> <p><b>Sited to provide max utility &amp; min environmental impact:</b> Yes, SCE facilities in and beyond each end of corridor.</p> <p><b>Effect of corridor gaps:</b> Gaps exist between SCE substations at the ends of corridor 27-266 east and 27-225 west, which could affect a potential rebuild of the low capacity conductors.</p> <p><b>Capacity for new transmission projects:</b> Some capacity exists on the east side of the corridor, due to the capacity provided by the EITP.</p> <p><b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, queued generation exists in this corridor.</p> <p><b>State/local/industry/developer efforts for generation to intersect with corridor:</b> RETI 2.0 identified in this corridor and queued generation exists in this corridor.</p>
27-266	Daggett-Victorville	<p><b>Subtransmission facilities in this corridor include:</b>                      - two 115 kV lines</p> <p><b>CAISO queued gen near or which could use the corridor:</b> 1,095 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW</p> <p><b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - upgrade 220 kV line                      *****</p> <p><b>Likely to be used:</b> Northeast end of corridor could be used if previously proposed upgrade is retriggered.</p> <p><b>Sited to provide max utility &amp; min environmental impact:</b> Yes, LADWP has four transmission lines in this corridor.</p> <p><b>Effect of corridor gaps:</b> Minimal effect, since LADWP has a large existing ROW in this corridor.</p> <p><b>Capacity for new transmission projects:</b> SCE facilities have low capacity conductors. LADWP should be contacted to speak to the capacity of their four transmission lines.</p> <p><b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, multiple LADWP transmission facilities in this corridor.</p> <p><b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Existing queued generation at northeast end of corridor and RETI 2.0 has identified a TAFE in this area.</p>
30-52	Palo Verde - Palm Springs	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - five 500 kV lines</p> <p><b>CAISO queued gen near or which could use the corridor:</b> 4,690 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW</p> <p><b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 500 kV line</p> <p><b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. SunZia                      2. Southline                      *****</p> <p><b>Likely to be used:</b> Yes, lots of queued generation in this corridor.</p> <p><b>Sited to provide max utility &amp; min environmental impact:</b> Yes, multiple SCE 500 kV, 220 kV, and 115 kV facilities in this corridor.</p> <p><b>Effect of corridor gaps:</b> Minimal effect since SCE has an existing 500 kV ROW.</p> <p><b>Capacity for new transmission projects:</b> SCE Project in progress to provide increased capacity in this corridor, but Generation Interconnection Studies and RETI 2.0 have identified that upgrades beyond the project may be needed for continued generation development in this corridor.</p> <p><b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, multiple SCE 500 kV, 220 kV, and 115 kV facilities in this corridor.</p> <p><b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Queued generation present in this corridor and this corridor resides in a RETI 2.0 TAFE.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
37-39	East Apex Connector	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
37-223(N)(S)	West Apex	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
37-232	Coyote Springs	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
39-113	East Apex/Mormon Mesa to St. George	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
39-231	East Las Vegas/Sunrise Mountain	<p><b>No existing or anticipated SCE facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
41-46	Davis Dam Southeast	<p><b>No existing or anticipated SCE facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
41-47	Davis - Prescott	<p><b>No existing or anticipated SCE Transmission or Subtransmission facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
46-269	Bill Williams Corridor	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities in or near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. SunZia                      2. Southline                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
46-270	Bagdad Corridor	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities near this corridor.</b>                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>



Corridor	Region	SCE Transmission & Interconnection Planning Notes
47-231	near Junction US89 and 64, AZ to Boulder City, NV	<p><b>No existing or anticipated SCE transmission or subtransmission facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Yes.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Yes, capacity for new transmission line(s).  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Yes.</p>
107-268	Angeles National Forest Southeast	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - four 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 9,989 MW  <b>SCE queued gen near or which could use the corridor:</b> 496 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 500 kV line                      *****</p> <p><b>Likely to be used:</b> A few miles of the northeast section of this corridor could be used, since it parallels an existing SCE ROW.  <b>Sited to provide max utility &amp; min environmental impact:</b> Could provide a diverse path if extended north approximately 1.5 miles. Southern end of corridor is near an existing 220 kV line and not a substation. A new line in this corridor would have to loop into an existing line on the southern end with a new looping substation, or would need to continue northwest to LADWP's substation or southeast to one of two SCE's substations.  <b>Effect of corridor gaps:</b> Gaps appear to be minor.  <b>Capacity for new transmission projects:</b> Most of this corridor does not have SCE facilities in it and previously identified need for 500 kV line from north end of corridor near Palmdale to a new substation almost due south near Rosemead.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Could provide a diverse path from substation near north end of corridor to the south for Tehachapi area generation accumulating at existing SCE substation.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Existing queued generation that would accumulate at existing SCE substation at north end of corridor. This corridor is located in a RETI 2.0 TAFE.</p>
108-267	Cajon Pass	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - three 500 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 6,516 MW  <b>SCE queued gen near or which could use the corridor:</b> 416 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 500 kV lines                      *****</p> <p><b>Likely to be used:</b> Yes, generation from the north and east of corridor 108-267 accumulates at an existing SCE substation and heads south to the Ontario area through the Cajon Pass.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, this corridor contains three SCE transmission lines and two LADWP transmission lines.  <b>Effect of corridor gaps:</b> Gaps within corridor our minimal, but corridor stops 3.5 miles an existing SCE substation on the north side and stops 7 miles from another SCE substation on the south side.  <b>Capacity for new transmission projects:</b> Some capacity exists on SCE's three existing 500 kV lines south of the SCE substation north of the corridor, but large amounts of new generation into that substation could trigger the need for a new 500 kV line between the SCE substation north of the corridor to a SCE substation south of the corridor in a substation in either Etiwanda or Ontario.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, this corridor is located in a major SCE 500 kV ROW.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Large amounts of queued generation would flow in this corridor and this corridor resides in a RETI 2.0 TAFE.</p>
115-238	Palo Verde- San Diego	<p><b>No existing or anticipated SCE transmission or subtransmission facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. SunZia                      2. Southline                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
223-224	Junction US-95/Hwy-160 to Northwest Las Vegas	<p><b>No existing or anticipated SCE facilities near this corridor.</b>  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>
224-225	North Pahrump/US-95 to Las Vegas/Ivanpah Valley	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unlikely to be used by SCE, since ETIP is an east/west ROW and this corridor is north/south.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, out of state and out of EITP ROW.  <b>Effect of corridor gaps:</b> Unsure, out of state and out of EITP ROW.  <b>Capacity for new transmission projects:</b> Unsure, out of state and out of EITP ROW.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, out of state and out of EITP ROW.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, out of state and out of EITP ROW.</p>
225-231	South McCullough Wilderness	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 220 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 3,041 MW  <b>SCE queued gen near or which could use the corridor:</b> 0 MW  <b>Proposed Out of State Transmission Projects that could affect this corridor:</b>                      1. Southwest Inter-tie Project                      2. Transwest Express                      3. Zephyr                      *****</p> <p><b>Likely to be used:</b> Unsure, out of state and mostly out of EITP ROW. A new SCE transmission line would likely parallel the existing EITP ROW.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, out of state and mostly out of EITP ROW.  <b>Effect of corridor gaps:</b> Unsure, out of state and mostly out of EITP ROW.  <b>Capacity for new transmission projects:</b> Unsure, out of state and mostly out of EITP ROW.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, out of state and mostly out of EITP ROW.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, out of state and mostly out of EITP ROW.</p>
236-237	Cleveland National Forest	<p><b>SCE transmission and subtransmission facilities in this corridor include:</b>                      - one 500 kV line  <b>CAISO queued gen near or which could use the corridor:</b> 6,015 MW  <b>SCE queued gen near or which could use the corridor:</b> 666 MW                      *****</p> <p><b>Likely to be used:</b> Yes, existing 500 kV line in corridor.  <b>Sited to provide max utility &amp; min environmental impact:</b> Corridor only covers 6.5 miles of the existing 41 mile 500 kV line.  <b>Effect of corridor gaps:</b> Minor effect since corridor does not cover much of the existing 500 kV line.  <b>Capacity for new transmission projects:</b> Limited capacity on existing 500 kV line due to queued generation.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Corridor is located on mountainous terrain and has not historically provided access to new generation; however, SCE's existing 500 kV line passes through this corridor and carries large amounts of generation from the RETI 2.0 Riverside TAFE.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Located in RETI 2.0 Riverside TAFE.</p>

Corridor	Region	SCE Transmission & Interconnection Planning Notes
264-265	Angeles National Forest Northwest	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - two 500 kV lines                      - one substation that is not in the Corridor but is 5 miles to the northeast  <b>CAISO queued gen near or which could use the corridor:</b> 7,418 MW  <b>SCE queued gen near or which could use the corridor:</b> 496 MW                      *****</p> <p><b>Likely to be used:</b> More applicable to LADWP system.  <b>Sited to provide max utility &amp; min environmental impact:</b> More applicable to LADWP system  <b>Effect of corridor gaps:</b> More applicable to LADWP system  <b>Capacity for new transmission projects:</b> More applicable to LADWP system  <b>Provides connectivity to renewable generation while ensuring reliability:</b> More applicable to LADWP system  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> More applicable to LADWP system</p>
18-23	395 Corridor for Priority Region 1 only, or Eastern Sierra	<p><b>SCE transmission and/or subtransmission facilities in this corridor include:</b>                      - three 115 kV lines  <b>CAISO queued gen near or which could use the corridor:</b> 0 MW  <b>SCE queued gen near or which could use the corridor:</b> 79 MW  <b>Previously triggered and/or proposed projects near this corridor that did not move forward include:</b>                      - New 115 kV or 220 kV lines                      *****</p> <p><b>Likely to be used:</b> Yes, currently queued generation would make use of this corridor.  <b>Sited to provide max utility &amp; min environmental impact:</b> Yes, multiple SCE 115 kV facilities exist in this corridor.  <b>Effect of corridor gaps:</b> Since SCE has an existing 115 kV ROW, gaps would have a minor effect.  <b>Capacity for new transmission projects:</b> Marginal capacity for new generation projects due to the low capacity of the existing 115 kV SCE facilities.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Yes, multiple SCE 115 kV facilities exist in this corridor.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Yes, currently queued generation would make use of this corridor.</p>
18-224	Crater Flat to Las Vegas	<p><b>No existing or anticipated SCE transmission and/or subtransmission facilities near this corridor.</b>                      *****</p> <p><b>Likely to be used:</b> Unsure, outside of SCE service territory.  <b>Sited to provide max utility &amp; min environmental impact:</b> Unsure, outside of SCE service territory.  <b>Effect of corridor gaps:</b> Unsure, outside of SCE service territory.  <b>Capacity for new transmission projects:</b> Unsure, outside of SCE service territory.  <b>Provides connectivity to renewable generation while ensuring reliability:</b> Unsure, outside of SCE service territory.  <b>State/local/industry/developer efforts for generation to intersect with corridor:</b> Unsure, outside of SCE service territory.</p>

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10042]  
**Date:** Monday, October 24, 2016 2:09:55 PM

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Thank you for your input, Emily Schneider.

The comment tracking number that has been assigned to your comment is **10042**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 14:09:49 CDT

**First Name:** Emily

**Last Name:** Schneider

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Valley Electric Association, Inc.

**Topics**

Corridor alignment and spacing

Appropriate and acceptable uses

Public access and recreation

**Geographic Area**

Region 1 > Specific Region 1 corridors

223-224 [blank, blank]

224-225 [blank, blank]

18-224 [blank, blank]

**Input**

[Blank]


**Attachments**

VEA Comments\_BLM 368 Corridor Region 1 (10-24-16).pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



# Valley Electric Association, Inc.

A Touchstone Energy® Cooperative 

October 24, 2016

## BLM Section 368 Stakeholder Input Region 1

Valley Electric Association, Inc. (VEA) submits the following comments in response to the request for stakeholder input on the BLM Section 368 West-wide Energy Corridors. VEA appreciates the opportunity to provide input on this important initiative and looks forward to the results of this project. This document includes comments on Corridors 223-224, 224-225, and 18-224.

### Corridor 223-224

#### I. Corridor Rationale

Correction: The electric transmission line that crosses at MP 17.3 and located within the corridor from MP 33.4 to 39.9 is a VEA transmission line, not a Nevada Power Company line.

#### 2. Corridor Alignment and Spacing

Abstract ID	VEA Comment
None	<p>VEA has sited and built 230 kV transmission facilities through the corridor area, but not completely within the corridor because VEA followed existing NV Energy powerlines when possible and positioned the line near existing access. Additionally, portions of the corridor are over rough terrain that would pose a challenge for construction and access. VEA recommends generally that this corridor be realigned to follow existing transmission facilities wherever possible.</p> <p>VEA also has the following more specific notes:</p> <ol style="list-style-type: none"> <li>1. The corridor passes over US-95 a number of times between MP 10 and 20. This would pose a challenge for construction, access and could potentially be impacted by a future I-11. Additionally, a portion of this section is close to USAF managed lands, so future electric transmission facilities will have to be coordinated with USAF due to the potential impact</li> </ol>

	<p>on USAF operations and potential limitation of USAF expansion opportunities.</p> <ol style="list-style-type: none"> <li>2. VEA recommends to realign the corridor east of MP 25 to better align with the rugged terrain.</li> <li>3. VEA suggests that the corridor path between MP 40 and 47.2 be reviewed with respect to the terrain. VEA has already constructed facilities through this area and did not follow the corridor because of terrain issues.</li> </ol>
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**Corridor 224-225**

**I. Corridor Alignment and Spacing**

Abstract ID	VEA Comment
224-225.002	BLM/FS Review and Analysis states that a power facility and an inactive material site traverse the corridor. VEA would note that the power facility and the material site are adjacent to the corridor, but do not overlap with the corridor.
None	<p>The majority of this corridor runs through VEA’s service territory. VEA has sited and built 138 kV and 230 kV transmission facilities through the area, but not within the corridor because the existing corridor route crosses some unfavorable terrain and sensitive areas. VEA recommends generally that this corridor be realigned to follow existing transmission facilities wherever possible.</p> <p>VEA also has the following more specific notes:</p> <ol style="list-style-type: none"> <li>1. The corridor should follow Highway 160 as much as practicable, but especially between corridor mileposts 60 and 30. This section of the corridor currently crosses through undisturbed Mojave Desert and through the Old Spanish Trail. VEA’s recommended modification would provide better access to corridor facilities (from Highway 160) and would lessen the environmental, historical, and visual impact.</li> <li>2. VEA also recommends realignment east of Jean (near MP 84) to follow the existing transmission facilities.</li> </ol>

	<p>3. Between MP 10 and 30, the corridor sits very high on the fan outside of Pahrump. This will create a greater visual impact than facilities closer to town. Additionally, it will create more disturbance by requiring extensive access roads to be graded through that land. A portion by MP 30 crosses a very deep wash and would pose a challenge for constructability. VEA recommends moving the corridor closer to town.</p> <p>4. VEA suggests that the corridor path between MP 0 and 10 be reviewed with respect to the terrain. VEA has already constructed facilities through this area and did not follow the corridor because of terrain issues. The routing would also be more favorable and provide better access if it was moved west to be closer to SR-160.</p>
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## 2. Public Access and Recreation

Abstract ID	VEA Comment
224-225.013	BLM/FS Review and Analysis recommends realigning the corridor north behind the mountain to avoid the dry lake bed. VEA notes that existing transmission lines appear to follow the southern route and recommends realigning the corridor to follow existing lines instead.

## Corridor 18-224

### I. Appropriate and Acceptable Uses

Abstract ID	VEA Comment
18-224.003	This 138 kV transmission line is VEA's; it does not belong to Sierra Power Pacific Co. (This will also need to be changed in the Corridor Rationale.)
18-224.004	There is no 345 kV transmission line between MP 224.5 and 231.5 – only VEA's 138 kV line. The line that crosses at 239.1 is also a VEA 138 kV transmission line. (This will also need to be changed in the Corridor Rationale.)
18-224.005	As mentioned in comment 18-224.004, this is VEA's 138 kV transmission line. (This will also need to be changed in the Corridor Rationale.)

Valley Electric Association, Inc.

BLM Section 368 Stakeholder Input – Region 1

## 2. Corridor Alignment and Spacing

Abstract ID	VEA Comment
None	VEA recommends additional review of terrain for this corridor, particularly around MP 225 to 190 (around the town of Beatty). This terrain will pose challenges for construction and access roads that might be avoided by rerouting the corridor closer to US 95.

Submitted by:

Valley Electric Association, Inc.

Kristin Mettke (kristinm@vea.coop)

Emily Schneider (eschneider@vea.coop)



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10043]  
**Date:** Monday, October 24, 2016 2:27:55 PM

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Thank you for your input, Kevin Emmerich.

The comment tracking number that has been assigned to your comment is **10043**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 14:27:53 CDT

**First Name:** Kevin  
**Last Name:** Emmerich  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Basin and Range Watch

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
WVEC purpose (e.g., renewable energy)  
Transmission capacity  
Air quality  
Cultural resources  
Ecological resources  
Environmental Justice  
Hydrological resources  
Lands and realty  
Lands with wilderness characteristics  
Public access and recreation  
Socioeconomics  
Soils/erosion  
Specially designated areas  
Tribal concerns  
Visual resources

**Geographic Area**

Region 1 > All Region 1 corridors

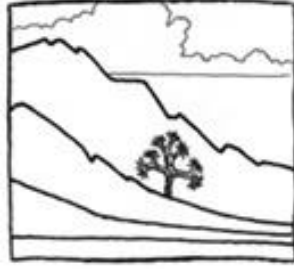
**Input**

[Blank]

**Attachments**

Section 368.pdf, Section 368.pdf, Section 368.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



## Basin and Range Watch

**October 17<sup>th</sup>, 2016**

**To:** West-Wide Energy Corridor Information Center – Region One Corridors

**Subject:** Comments on Region One Section 368 Corridors

Basin and Range Watch is a [501\(c\)\(3\) non-profit](#) working to conserve the deserts of Nevada and California and to educate the public about the diversity of life, culture, and history of the ecosystems and wild lands of the desert. Federal and many state agencies are seeking to open up millions of acres of unspoiled habitat and public land in our region to energy development. Our goal is to identify the problems of energy sprawl and find solutions that will preserve our natural ecosystems, open spaces, and quality of life for local communities. We support energy efficiency, better rooftop solar policy, and distributed generation/storage alternatives, as well as local, state and national planning for wise energy and land use following the principles of conservation biology.

**Introduction:** Based upon the information and analyses developed in the PEIS, the Secretaries of the Interior and Agriculture signed Records of Decision (RODs) in 2009 designating Section 368 corridors by amending land and resource management plans on lands administered by their respective agencies in the eleven Western states. In July 2009, several environmental organizations filed a complaint against the Agencies challenging the PEIS, DOI and FS RODs, and associated energy corridor designations (*Wilderness Society, et al. v. United States Department of the Interior, et al.*, No. 3:09-cv-03048-JW [N.D. Cal.]) pursuant to the Energy Policy Act, National Environmental Policy Act, Endangered Species Act, and the Federal Land Policy and Management Act. In July 2012, the BLM, FS, Department of Energy (DOE), and the Department of Justice developed a Settlement Agreement with the Plaintiffs that contains specific actions to resolve the challenges in the Complaint.

The Settlement Agreement also identifies specific Section 368 "Corridors of Concern" and directs the agencies to consider five general principles for the revision, deletion, or addition of future corridors.

Since the designation of these Energy Corridors in 2009, there have been several changes regarding land management actions, energy policies and new information on cultural and biological resources should be considered. Because Basin and Range Watch has identified viable alternatives to remotely sited large-scale energy projects, we would like to ask for several of these corridors to be deleted. Below is a list of corridors that we request be deleted and some reasons why.

Transmission line construction has not changed in 100 years, and is now an expensive, land-use-intensive, and outmoded form of energy distribution. Basin & Range Watch supports Advanced Energy Resources such as residential and commercial rooftop solar systems paired with local battery storage, community solar projects, microgrids, efficiency, load-shifting technologies, and distributed energy services. These do not require large transmission infrastructure with accompanying line losses, and high construction costs which are passed on to utility customers. Energy corridors often fragment sensitive ecosystems, open up new roads, damage mountainous terrain, cause significant visual impacts to wild lands, and impact raptor, sage grouse, and other bird populations.

We do not support the designation of any new energy corridors, especially through new national monuments in the California Desert. No new corridors should be added for utility-scale renewable energy into remote wild lands. Since we support a Distributed Generation Alternative to the Desert Renewable Energy Conservation Plan (DRECP), we do not support adding or enhancing corridors in the California Desert. We would prefer to delete corridors that fragment desert ecosystems and new national monuments. Minimizing environmental impacts of energy corridors does not satisfy the need to truly conserve the California desert and other ecosystems in the Western states, avoidance should be the first considered option. A giant web of huge transmission lines across the West is not an efficient use of the landscape.

**Corridor 224 – 225 should be deleted because:** (Runs from Highway 95 along 160 past Pahrump, Goodsprings and Jean)

The agencies should delete this corridor because it would have a 3,500 foot width and would bring direct and cumulative negative impacts to the area.

A potential transmission line would be built in close proximity to Ash Meadows National Wildlife Refuge which could cause direct impacts to avian wildlife. Ash Meadows receives over 300 migratory birds per year. Towers that support overhead transmission lines are spaced up to 190 feet in height and span up to 1,500 feet apart (4-5 structures per mile), In addition, there are substation converters and construction and maintenance access roads approximately 30 feet wide.

Even with the best mitigation, many birds are killed by transmission line through collision and electrocution. Birds will often be killed by guy wires as well.

This transmission line would also be built partially in the Amargosa Valley which has a very healthy population of burrowing owls. Any new transmission would directly disturb their habitat and pose a risk for collision. A great write-up on the avian diversity of Amargosa Valley can be viewed here: <https://www.amargosaconservancy.org/birding/>

Under the National Environmental Policy Act, agencies are required to consider **Cumulative Impacts**. From the NEPA Handbook from the Bureau of Land Management:

***“6.8.3.1 Cumulative Effects Issues***

*Determine which of the issues identified for analysis (see section 6.4, Issues) may involve a cumulative effect with other past, present, or reasonably foreseeable future actions. If the proposed action and alternatives would have no direct or indirect effects on a resource, you do not need a cumulative effects analysis on that resource. Be aware that minor direct and indirect effects can potentially contribute to*

*synergistic cumulative effects that may require analysis (see section 6.8.3.5 Analyzing the Cumulative Effects)."*

In 2009, when these corridors were established, very little information was available or known about the Avian Polarized Glare effect that has become a problem from large-scale solar energy facilities.

Large solar projects are creating a polarized glare or lake effect and are causing birds and insects to be deceived and collide with solar panels or simply dehydrate. The avian impacts are not fully understood, but everyone seems to agree that this problem was underestimated during the initial boom to fast track big solar on both public and private lands in the Southwestern US. The polarized "lake effect" is now well known from the Genesis, Desert Sunlight and Ivanpah Projects, all in California. Bird species that have collided (or dehydrated) with solar panels and heliostats include the Endangered Yuma clapper rail, peregrine falcon, American kestrel and a host of water birds.

Recently, the US Fish and Wildlife Service released a report called "Avian Mortality at Solar Energy Facilities in Southern California: A Preliminary Analysis" Rebecca A. Kagan, Tabitha C. Viner, Pepper W. Trail, and Edgard O. Espinoza National Fish and Wildlife Forensics Laboratory

The report has enough information to tell us that incidental and even focused reporting of bird mortality from solar projects does not really give the complete numbers. The report finds that "Trauma was the leading cause of death documented for remains at the Desert Sunlight and Genesis sites."

In fact, a Multiagency avian-solar collaborative working group has been formed because this has become a big problem. It can be seen here: <http://blmsolar.anl.gov/program/avian-solar/>

The desert tortoise and other wildlife will also be impacted by plans to develop an energy corridor in this location.

There are many proposed solar energy project along this corridor that have not been identified in the abstract.

At the north side is a potential new Solar Energy Zone called the Ash Meadows Solar Energy Zone for the pending update of the Southern Nevada Resource Management Plan. It would be about 5,000 acres and located next to Ash Meadows National Wildlife Refuge – bad idea.

On the Nye and Clark County line, First Solar is proposing to build the South Ridge Solar Project on BLM land. It would be 200 MW and built on 2,500 acres of public land. There is recent activity on this project with the Nevada Public Utilities Commission: <http://pucweb1.state.nv.us/PUC2/DktDetail.aspx>

There are two dormant solar applications for public lands near Johnnie.

To the south is the Stump Spring Area of Critical Environmental Concern. There are also private lands in the region. The Old Spanish Trail is located here and managed by the National Park Service.

#### **Sky Island Ranges:**

The Kingston Range, the Clark Range and the Spring Range support montane sky-island fir forests believed to be refugial habitats from wetter climatic periods. These ranges attract birds that

generally are not associated with the Mojave Desert and can be considered rare and even endemic to these habitats.

Sky island montane endemic birds and neo-tropical migrants may use the surrounding mountain ranges such as Clark Mountain, the Kingston Range, and the Spring Range for nesting and migration. We have seen some of these, such as gray vireos (*Vireo vicinior*), migrate through low-lying creosote habitats in the basins, as they access higher mountain ranges. These could be impacted by hitting solar panels or colliding with transmission lines. Other montane sky island endemic in the region are Mexican whippoorwill (*Antrostomus arizonae*), painted redstart (*Myioborus pictus*), and hepatic tanager (*Piranga lava*).

#### **Desert Tortoise:**

The BLM approved the Stump Spring Translocation Area for the desert tortoise about a year ago. The Corridor 224 – 225 runs right through this region. The translocation area compensated for the recent closure of the Desert Tortoise Conservation Center run by Fish and Wildlife and Clark County.

How will development of a major transmission line impact this newly designated translocation area? Please evaluate the number of tortoises that would be disturbed by this.

When the BLM designated the translocation area, they also grandfathered in 4 applications for large-scale solar projects. In total, about 25,000 acres of the new translocation area could be developed for large-scale solar projects!! This seems very disorganized. The translocation plan can be viewed here: [http://www.blm.gov/style/medialib/blm/nv/field\\_offices/las\\_vegas\\_field\\_office/desert\\_tortoise\\_translocation.Par.77457.File.dat/20140626.Stump%20Springs%20Translocation%20Plan.draft.pdf](http://www.blm.gov/style/medialib/blm/nv/field_offices/las_vegas_field_office/desert_tortoise_translocation.Par.77457.File.dat/20140626.Stump%20Springs%20Translocation%20Plan.draft.pdf)

The region has experienced a long-term drought over the years. While it supports a good tortoise population, this is a very bad time to allow such huge, intrusive development projects. Since the BLM has spent so much time and committed much effort into establishing the translocation area, it is time to retire this energy corridor.

Nextera Energy has an application in with the Nevada Public Utilities Commission for the Yellow Pine Solar Project, a 3,000 acre single axis tracking photovoltaic project that would be built in the middle of the translocation area. <http://pucweb1.state.nv.us/PUC2/DktDetail.aspx> They are also getting ready to submit their plan to BLM.

#### **Visual Resources:**

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Fugitive dust will be kicked up by construction activity from transmission and large-scale energy projects. It is very difficult to control dust in arid regions, especially in warm months when water evaporates. This is further complicated by the fact that more and more water is usually required to control dust in these regions. The water resources in the region are in over-draft.

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**Conclusion:** Evolving technology and falling prices of photovoltaics are reducing a need to build unsightly, expensive transmission lines all over the west. The built environment can produce gigawatts of this kind of energy. A no large-scale energy alternative can be justified for transmission with plans like The California Energy Efficiency Strategic Plan (CEESP). This plan already exists as California state law and it can be fully implemented now. For more background see [www.basinandrangewatch.org/DRECP-CEESP-Alternative.html](http://www.basinandrangewatch.org/DRECP-CEESP-Alternative.html) It is a state plan that prioritizes implementing rooftop solar and energy efficiency prior to developing large-scale, remote solar and wind projects.

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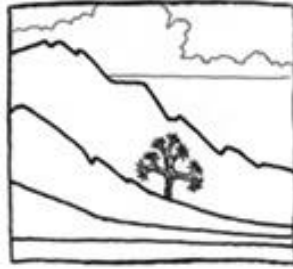
Laura Cunningham

Basin and Range Watch

P.O, Box 70

Beatty, NV 89003





## Basin and Range Watch

**October 17<sup>th</sup>, 2016**

**To:** West-Wide Energy Corridor Information Center – Region One Corridors

**Subject:** Comments on Region One Section 368 Corridors

Basin and Range Watch is a [501\(c\)\(3\) non-profit](#) working to conserve the deserts of Nevada and California and to educate the public about the diversity of life, culture, and history of the ecosystems and wild lands of the desert. Federal and many state agencies are seeking to open up millions of acres of unspoiled habitat and public land in our region to energy development. Our goal is to identify the problems of energy sprawl and find solutions that will preserve our natural ecosystems, open spaces, and quality of life for local communities. We support energy efficiency, better rooftop solar policy, and distributed generation/storage alternatives, as well as local, state and national planning for wise energy and land use following the principles of conservation biology.

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The Settlement Agreement also identifies specific Section 368 "Corridors of Concern" and directs the agencies to consider five general principles for the revision, deletion, or addition of future corridors.

Since the designation of these Energy Corridors in 2009, there have been several changes regarding land management actions, energy policies and new information on cultural and biological resources should be considered. Because Basin and Range Watch has identified viable alternatives to remotely sited large-scale energy projects, we would like to ask for several of these corridors to be deleted. Below is a list of corridors that we request be deleted and some reasons why.

Transmission line construction has not changed in 100 years, and is now an expensive, land-use-intensive, and outmoded form of energy distribution. Basin & Range Watch supports Advanced Energy Resources such as residential and commercial rooftop solar systems paired with local battery storage, community solar projects, microgrids, efficiency, load-shifting technologies, and distributed energy services. These do not require large transmission infrastructure with accompanying line losses, and high construction costs which are passed on to utility customers. Energy corridors often fragment sensitive ecosystems, open up new roads, damage mountainous terrain, cause significant visual impacts to wild lands, and impact raptor, sage grouse, and other bird populations.

We do not support the designation of any new energy corridors, especially through new national monuments in the California Desert. No new corridors should be added for utility-scale renewable energy into remote wild lands. Since we support a Distributed Generation Alternative to the Desert Renewable Energy Conservation Plan (DRECP), we do not support adding or enhancing corridors in the California Desert. We would prefer to delete corridors that fragment desert ecosystems and new national monuments. Minimizing environmental impacts of energy corridors does not satisfy the need to truly conserve the California desert and other ecosystems in the Western states, avoidance should be the first considered option. A giant web of huge transmission lines across the West is not an efficient use of the landscape.

**Corridor 224 – 225 should be deleted because:** (Runs from Highway 95 along 160 past Pahrump, Goodsprings and Jean)

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Even with the best mitigation, many birds are killed by transmission line through collision and electrocution. Birds will often be killed by guy wires as well.

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In 2009, when these corridors were established, very little information was available or known about the Avian Polarized Glare effect that has become a problem from large-scale solar energy facilities.

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At the north side is a potential new Solar Energy Zone called the Ash Meadows Solar Energy Zone for the pending update of the Southern Nevada Resource Management Plan. It would be about 5,000 acres and located next to Ash Meadows National Wildlife Refuge – bad idea.

On the Nye and Clark County line, First Solar is proposing to build the South Ridge Solar Project on BLM land. It would be 200 MW and built on 2,500 acres of public land. There is recent activity on this project with the Nevada Public Utilities Commission: <http://pucweb1.state.nv.us/PUC2/DktDetail.aspx>

There are two dormant solar applications for public lands near Johnnie.

To the south is the Stump Spring Area of Critical Environmental Concern. There are also private lands in the region. The Old Spanish Trail is located here and managed by the National Park Service.

#### **Sky Island Ranges:**

The Kingston Range, the Clark Range and the Spring Range support montane sky-island fir forests believed to be refugial habitats from wetter climatic periods. These ranges attract birds that

generally are not associated with the Mojave Desert and can be considered rare and even endemic to these habitats.

Sky island montane endemic birds and neo-tropical migrants may use the surrounding mountain ranges such as Clark Mountain, the Kingston Range, and the Spring Range for nesting and migration. We have seen some of these, such as gray vireos (*Vireo vicinior*), migrate through low-lying creosote habitats in the basins, as they access higher mountain ranges. These could be impacted by hitting solar panels or colliding with transmission lines. Other montane sky island endemic in the region are Mexican whippoorwill (*Antrostomus arizonae*), painted redstart (*Myioborus pictus*), and hepatic tanager (*Piranga lava*).

#### **Desert Tortoise:**

The BLM approved the Stump Spring Translocation Area for the desert tortoise about a year ago. The Corridor 224 – 225 runs right through this region. The translocation area compensated for the recent closure of the Desert Tortoise Conservation Center run by Fish and Wildlife and Clark County.

How will development of a major transmission line impact this newly designated translocation area? Please evaluate the number of tortoises that would be disturbed by this.

When the BLM designated the translocation area, they also grandfathered in 4 applications for large-scale solar projects. In total, about 25,000 acres of the new translocation area could be developed for large-scale solar projects!! This seems very disorganized. The translocation plan can be viewed here: [http://www.blm.gov/style/medialib/blm/nv/field\\_offices/las\\_vegas\\_field\\_office/desert\\_tortoise\\_translocation.Par.77457.File.dat/20140626.Stump%20Springs%20Translocation%20Plan.draft.pdf](http://www.blm.gov/style/medialib/blm/nv/field_offices/las_vegas_field_office/desert_tortoise_translocation.Par.77457.File.dat/20140626.Stump%20Springs%20Translocation%20Plan.draft.pdf)

The region has experienced a long-term drought over the years. While it supports a good tortoise population, this is a very bad time to allow such huge, intrusive development projects. Since the BLM has spent so much time and committed much effort into establishing the translocation area, it is time to retire this energy corridor.

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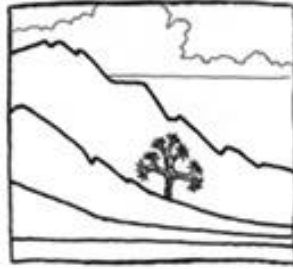
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Basin and Range Watch

P.O, Box 70

Beatty, NV 89003



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At the north side is a potential new Solar Energy Zone called the Ash Meadows Solar Energy Zone for the pending update of the Southern Nevada Resource Management Plan. It would be about 5,000 acres and located next to Ash Meadows National Wildlife Refuge – bad idea.

On the Nye and Clark County line, First Solar is proposing to build the South Ridge Solar Project on BLM land. It would be 200 MW and built on 2,500 acres of public land. There is recent activity on this project with the Nevada Public Utilities Commission: <http://pucweb1.state.nv.us/PUC2/DktDetail.aspx>

There are two dormant solar applications for public lands near Johnnie.

To the south is the Stump Spring Area of Critical Environmental Concern. There are also private lands in the region. The Old Spanish Trail is located here and managed by the National Park Service.

#### **Sky Island Ranges:**

The Kingston Range, the Clark Range and the Spring Range support montane sky-island fir forests believed to be refugial habitats from wetter climatic periods. These ranges attract birds that

generally are not associated with the Mojave Desert and can be considered rare and even endemic to these habitats.

Sky island montane endemic birds and neo-tropical migrants may use the surrounding mountain ranges such as Clark Mountain, the Kingston Range, and the Spring Range for nesting and migration. We have seen some of these, such as gray vireos (*Vireo vicinior*), migrate through low-lying creosote habitats in the basins, as they access higher mountain ranges. These could be impacted by hitting solar panels or colliding with transmission lines. Other montane sky island endemic in the region are Mexican whippoorwill (*Antrostomus arizonae*), painted redstart (*Myioborus pictus*), and hepatic tanager (*Piranga lava*).

#### **Desert Tortoise:**

The BLM approved the Stump Spring Translocation Area for the desert tortoise about a year ago. The Corridor 224 – 225 runs right through this region. The translocation area compensated for the recent closure of the Desert Tortoise Conservation Center run by Fish and Wildlife and Clark County.

How will development of a major transmission line impact this newly designated translocation area? Please evaluate the number of tortoises that would be disturbed by this.

When the BLM designated the translocation area, they also grandfathered in 4 applications for large-scale solar projects. In total, about 25,000 acres of the new translocation area could be developed for large-scale solar projects!! This seems very disorganized. The translocation plan can be viewed here: [http://www.blm.gov/style/medialib/blm/nv/field\\_offices/las\\_vegas\\_field\\_office/desert\\_tortoise\\_translocation.Par.77457.File.dat/20140626.Stump%20Springs%20Translocation%20Plan.draft.pdf](http://www.blm.gov/style/medialib/blm/nv/field_offices/las_vegas_field_office/desert_tortoise_translocation.Par.77457.File.dat/20140626.Stump%20Springs%20Translocation%20Plan.draft.pdf)

The region has experienced a long-term drought over the years. While it supports a good tortoise population, this is a very bad time to allow such huge, intrusive development projects. Since the BLM has spent so much time and committed much effort into establishing the translocation area, it is time to retire this energy corridor.

Nextera Energy has an application in with the Nevada Public Utilities Commission for the Yellow Pine Solar Project, a 3,000 acre single axis tracking photovoltaic project that would be built in the middle of the translocation area. <http://pucweb1.state.nv.us/PUC2/DktDetail.aspx> They are also getting ready to submit their plan to BLM.

#### **Visual Resources:**

All of the corridor should be re-evaluated to examine impacts on visual resources. The cumulative impacts of all of these solar applications should be included. For example: How would the development of new transmission and 4 potential large scale solar energy projects impact the Old Spanish Trail and the National Park Service mission of preservation?

#### **Socio- Economics, Environmental Justice:**

Pahrump Nevada has grown since this corridor was designated. How would the corridor impact new properties, property values and visual resources at this time in the Pahrump Valley? Would an increased demand for large scale solar cause soil disturbance and spread Valley Fever?

### **Air Quality:**

Fugitive dust will be kicked up by construction activity from transmission and large-scale energy projects. It is very difficult to control dust in arid regions, especially in warm months when water evaporates. This is further complicated by the fact that more and more water is usually required to control dust in these regions. The water resources in the region are in over-draft.

Dust control in hot, arid climates is very problematic. The removal of established vegetation communities, biological soil crusts, and centuries old desert pavement creates opportunities for dust to be airborne every time the wind blows. Not only does fugitive dust create problems for visual and biological resources, it creates issues for public health as well.

We are seeing this problem with several of the recently approved, prioritized large energy projects. The community of Pahrump, Nevada reported cases of Coccidioidomycosis (Valley Fever) in 2004. Valley fever is spread when spores in soil are transported by blowing dust. Disturbances of soil on a large scale can be the cause of this.

This is documented on the web site for the Pahrump, Nevada Town Board:  
<http://www.pahrumpnv.org/pahrump-nevada/documents/agendas-minutes/june-22-2004/#minutes>

We are worried that industrial construction in the region will compromise the air quality to the point where not only visual resources, but public health will be impacted.

These situations usually require more water sometimes in over-drafted aquifers to control the large disturbances they have created.

**Cultural:** How would the development of the corridor and potential solar projects impact cultural resources and Native American values in the region?

**Desert Renewable Energy Conservation Plan:** The Bureau of Land Management recently issued a Record of Decision approving several new National Conservation Areas and Areas of Critical Environmental Concern in the California Desert. Many of these regions border the Nevada region near Sandy Valley, Clark Mountain, Mesquite Dry Lake, etc. and energy sprawl in Nevada would be visible from these areas. Equally, wildlife connectivity between these conservation areas and the Nevada desert could be impacted. This needs to be considered for this corridor and adds another reason to delete it.

**Cumulative Energy Sprawl:** Development of any new large transmission line with a 3,500 foot wide corridor will create a cumulative Pandora's Box of new solar projects, gen-tie lines, substations and new roads. None of these impacts were fully evaluated in the abstract. This corridor should be deleted. If all of the impacts are adequately looked over, there is good justification to remove this energy corridor.

### **Corridor 18-224 should be deleted because:**

It would have too many environmental impacts to western Nevada ecosystems. The town of Beatty is already squeezed between the Nellis Test and Training Range (and proposed expansion) and Death Valley National Park; an energy corridor would cut through this narrow area that area which has become an important eco-tourism and low-impact recreational area on public land (Bureau of Land

Management) for the town economy. Recreational needs encompass natural desert vistas and relatively undisturbed desert trails that tourists explore. Large transmission lines would impact this need and use. Moving an energy corridor west may require taking private properties. Moving transmission closer to the Amargosa River would easily cause more mortality for migrating birds.

**Corridor 223 – 224 should be deleted because:**

The Tule Springs Fossil Beds National Monument was recently established. This constricts this corridor between a national monument the Red Rock National Conservation Area.

The Nellis AFB wants to expand. The military land will be pushed closer to this corridor.

For biological resources – terrestrial wildlife, the abstract states that corridor would not be a constraint, but ignores a potential cumulative scenario. If a large transmission project is built in the region, large-scale solar applications could easily disrupt connectivity habitat. It is not wise to only evaluate this without looking at a cumulative scenario. The Snow Mountain Solar Project would be built on the Las Vegas Paiute Reservation and build its own transmission line to a substation, but this project will be 1,000 acres and remove a big chunk of high Mojave Desert habitat. It will cut off connectivity for desert tortoise, bighorn sheep and other species.

The corridor will create a potential development scenario for the upper Las Vegas Valley which contains Corn Creek. Indian Springs is to the north and Cold Creek is to the northwest. Please evaluate the potential effects of Coccidioidomycosis (Valley Fever) on these communities from transmission construction and cumulative energy projects.

If the corridor is developed, visual resources will be impacted for Tule Springs Fossil Beds National Monument, Red Rock National Conservation Area, The Desert National Wildlife Refuge, residents of Corn Creek, residents of Indian Springs, residents of Cold Creek and visitors to the Spring Mountains National Recreation Area. Please evaluate how this would impact their quality of life.

The corridor may create a cumulative polarized glare scenario if solar plants are developed there.

**Corridor 39-113 should be deleted because:**

It cuts through desert tortoise habitat and scenic desert landscapes. The corridor as mapped goes through the popular Valley of Fire State Park in Nevada, and should be removed from this park completely.

**Corridor 27-225 should be deleted because:**

Desert tortoise and bighorn sheep have already seen enough habitat fragmentation due to transmission, Interstate highways, large-scale solar projects and large mining operations. Wildlife linkage has already been compromised by these developments. Any new transmission along with cumulative scenarios will not be good for wildlife linkage.

Fugitive dust is already an issue from development for Primm, Baker, Barstow and other communities. New transmission and cumulative uses will add to this.

The San Bernardino County Supervisors voted to REJECT construction of the Soda Mountain Solar Project along this corridor in the Soda Valley. The supervisors recognized that the Bureau of Land Management used poor judgement to approve this project. If a new transmission line is built here, it would open up the potential to develop even more unsightly large-scale energy projects in this location.

The county rejected the Soda Mountain Solar Project because:

The project would be built only one quarter mile from the Mojave National Preserve. An unsightly project like this is bad for tourism.

The project would impact linkage habitat for desert bighorn sheep.

The project would create fugitive dust issues for the community of Baker, California.

The project would use fossil groundwater and potentially impact the Soda Springs complex and threatened the Federally Endangered Mojave tui chub.

Building new transmission would only promote more damage to this region.

**Conclusion:** Evolving technology and falling prices of photovoltaics are reducing a need to build unsightly, expensive transmission lines all over the west. The built environment can produce gigawatts of this kind of energy. A no large-scale energy alternative can be justified for transmission with plans like The California Energy Efficiency Strategic Plan (CEESP). This plan already exists as California state law and it can be fully implemented now. For more background see [www.basinandrangewatch.org/DRECP-CEESP-Alternative.html](http://www.basinandrangewatch.org/DRECP-CEESP-Alternative.html) It is a state plan that prioritizes implementing rooftop solar and energy efficiency prior to developing large-scale, remote solar and wind projects.

Thanks,

Kevin Emmerich

Laura Cunningham

Basin and Range Watch

P.O, Box 70

Beatty, NV 89003

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10044]  
**Date:** Monday, October 24, 2016 3:34:56 PM

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Thank you for your input, Stuart Coles.

The comment tracking number that has been assigned to your comment is **10044**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 15:34:42 CDT

**First Name:** Stuart  
**Last Name:** Coles  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** The Wilderness Society

### **Topics**

Lands with wilderness characteristics

### **Geographic Area**

Region 1 > Specific Region 1 corridors

27-41 [blank, 3]

27-41 [25, 32]

27-41 [32, 40]

27-41 [32, 50]

### **Input**

Corridor 27-41; - Milepost 0-3: Our analysis identified a constraint– overlap with citizen-inventoried lands with wilderness characteristics. The LWC unit identified in this area is the Newberry Mountains additions LWC unit. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units that we will provide for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies.

- Milepost 25-32: Our analysis identified a constraint– overlap with citizen-inventoried lands with wilderness characteristics. In this area, there is identified overlap with the Argos LWC. The Argos LWC unit encompasses roughly 10,000 acres of lands with wilderness characteristics. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units that we will provide for the

Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies.

- Mile post 32-40: Our analysis identified a constraint– overlap with citizen-inventoried lands with wilderness characteristics. In this area, there is identified overlap with the Ash Hill LWC. The Ash Hill LWC unit encompasses roughly 19,155 acres of lands with wilderness characteristics. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units that we will provide for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies.

- Milepost 32-50: Our analysis identified a constraint– overlap with citizen-inventoried lands with wilderness characteristics. In this area, there is identified overlap with the Ragtown LWC. The Ragtown LWC unit encompasses roughly 21,182 acres of lands with wilderness characteristics. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units that we will provide for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10045]  
**Date:** Monday, October 24, 2016 3:51:56 PM

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Thank you for your input, Stuart Coles.

The comment tracking number that has been assigned to your comment is **10045**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 15:51:55 CDT

**First Name:** Stuart

**Last Name:** Coles

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** The Wilderness Society

### **Topics**

Appropriate and acceptable uses

Lands with wilderness characteristics

### **Geographic Area**

Region 1 > Specific Region 1 corridors

223-224 [blank, blank]

224-225 [blank, blank]

225-231 [blank, blank]

47-231 [blank, blank]

41-47 [blank, blank]

39-113 [blank, blank]

37-232 [blank, blank]

39-231 [blank, blank]

### **Input**

1. BLM Inventory of lands with wilderness characteristics: BLM has updated its lands with wilderness characteristics inventory since the release of the draft Southern Nevada Resource Management Plan. While this information has not been released to the public, BLM has made determinations on units that qualify as having wilderness characteristics. Regardless of whether information has been released to the public or management decisions have been made, Corridor Abstracts must detail segments of corridors that have overlap with BLM-inventoried lands with wilderness characteristics. This is recent resource data that can be obtained internally at the BLM and must be considered in the Regional Review process. Once lands with wilderness characteristics reports are released to the public, then the Agencies should also add this GIS data to the corresponding Mapping Tool.

Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for

corridor deletions, modifications, additions and mitigation measures address them.

2. Recommendations made in the draft SNDO RMP: We submitted recommendations on energy corridors in the ongoing SNDO RMP. The agencies should review and fully consider these comments when making recommendations for WWEC. As noted in the Corridor Study, there are number of changes in the preferred alternative of the draft plan that may improve the system of WWEC. Information submitted by the public during this process has relevance to Agency recommendations developed through Regional Reviews and should be reflected in this process. We have attached the Energy Corridor section of our Southern Nevada RMP comments.

### **Attachments**

Corridor Pages from LV-P DRMP - TWS comments.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

increase predictability on mitigation requirements and costs for developers and increase the value of conservation and other benefits from compensatory, off-site mitigation.

**b. BLM should refine the “open” and “avoidance” areas to better avoid conflicts with wildlands and wildlife habitat.**

BLM should build on the important refinements proposed in the Draft RMP. One key tool BLM should use in refining these areas is the upcoming BLM West-wide Wind Mapping Project (WWMP), expected to be published in spring 2015.<sup>18</sup>

***Recommendations:*** BLM should expand wind exclusion areas to include:

- Areas that BLM or citizens have identified LWC – because of the important resources and values that are present on LWC lands, they are inappropriate for wind development. Our LWC comments detail specific areas we have identified wilderness characteristics that should be excluded from wind energy development as well as areas we believe may likely contain wilderness characteristics that BLM must inventory prior to determining whether they are compatible with wind energy development.
- Areas that overlap important wildlife habitat and other sensitive resources and values.
- Areas identified as excluded or highly constrained in the WWMP.

BLM should expand wind avoidance areas to include:

- Areas identified as significantly constrained in the WWMP.

## **V. Utility Corridors**

Along with the opportunities which a guided development approach provides for wind and solar development, BLM also has an opportunity to make similar and equally important advances for transmission and pipeline development on public lands through the re-evaluation and improvement of the West-wide Energy Corridors (WVEC). We believe that creation of a truly useful system of corridors that helps us meet our clean energy goals while protecting our natural heritage is well within BLM’s reach. Success will require that BLM maintain its focus on meeting the terms of the Settlement Agreement (included as Attachment 6).

BLM is making important progress in this effort, including developing new guidance for field staff, requesting input from the public through a Request for Information in the spring of 2014, and focusing on the desert southwest as a priority region for review. The Las Vegas-Pahrump RMP is a key opportunity for BLM to make improvements to corridor designations on the ground. Congress’ continued failure to fulfill BLM’s funding requests for the first stand-alone Regional Review of corridors makes it even more important that BLM take advantage of the opportunity that the Las Vegas-Pahrump RMP provides to make timely improvements to corridors.

We appreciate BLM’s efforts to make adjustments to the WVEC in the Draft RMP, including adjusting and eliminating some Corridors of Concern (COCs). The draft RMP also proposes changes to corridors designated as “Southern Nevada District Office” (SNDO) corridors. Overall, these changes have improved the corridors in the planning area; BLM should make further improvements in the final RMP.

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<sup>18</sup> See: [http://www.blm.gov/wo/st/en/prog/energy/wind\\_energy/west-wide\\_wind\\_mapping.html](http://www.blm.gov/wo/st/en/prog/energy/wind_energy/west-wide_wind_mapping.html)

**a. BLM should use the RMP revision to help meet the terms of the WWEC Settlement Agreement.**

Our May 2014 comments on BLM's Request for Information for the WWEC Review (Attachment 2) provided a number of recommendations for meeting the terms of the Settlement Agreement which BLM can advance through the RMP revision. As described in detail in Attachment 2, BLM should use the RMP revision to:

- **Ensure the corridors are functional so that they are *used* by developers, thus limiting impacts from transmission and pipeline development and accessing renewable energy.** This requires going beyond improving the locations of the WWEC to also addressing other issues such as non-federal lands the WWEC may cross, incentivizing development in the corridors, and capitalizing on near-term opportunities to improve the corridors through ongoing land use planning efforts.
- **Assess the existing and potential future WWEC to justify if and how they will facilitate appropriately-sited renewable energy development and analyzing the WWEC to identify and address environmental conflicts.** This assessment should include new and relevant data for transmission needs and potential environmental impacts; an improved screening and analysis process for WWEC using BLM Arizona's Restoration Design Energy Project as a model; screening and analysis on non-federal lands the WWEC may cross; engagement in other relevant planning efforts; and a robust stakeholder outreach program. The RFDS recommended for wind and solar in these comments would also inform this assessment.
- **Improve the Interagency Operating Procedures (IOPs)** by incorporating the Design Features from the BLM Solar Programmatic Environmental Impact Statement. These design features could be incorporated as IOPs for corridors in the Las Vegas-Pahrump planning area through the RMP revision.
- **Make specific changes to the WWEC to better avoid environmental conflicts and impacts and access renewable energy.** Specific recommendations are provided below.
- **Involve counties and communities affected by the WWEC in meaningful ways.** Public engagement through the RMP revision provides an opportunity to do this.

Though the SNDO corridors are not specifically addressed by the Settlement Agreement, BLM should use the RMP revision to make improvements to the SNDO corridors as well.

**b. BLM should analyze potential impacts from development in proposed corridors.**

BLM does provide some limited information on potential impacts from development in WWEC. Draft RMP at 1209-1212. However, this information does not adequately detail potential impacts, and it also does not specify the location of existing transmission and pipeline infrastructure, which makes it very difficult to understand the tradeoffs between potential corridor designations. Further, it does not include corridor-by-corridor information on the SNDO corridors.

**Recommendation:** BLM should conduct significantly more detailed analysis of potential impacts from development in proposed corridors and provide information on the location of existing transmission and pipeline infrastructure.

**c. BLM should make specific changes to WWEC and SNDO corridors to better avoid environmental conflicts and access renewable energy.**

Again, we appreciate that BLM has recommended changes to WWEC and SNDO corridors in the draft RMP. BLM should make further improvements in the proposed and final RMP.

- i. BLM should focus potential WWEC and SNDO designations on areas that would facilitate responsible renewable energy development.

***Recommendation:*** If BLM designates low-conflict, priority development areas for solar and/or wind in appropriate locations through the RMP revision, BLM should focus potential WWEC and SNDO designations on areas that would help facilitate renewable energy development there. These WWEC designations should be consistent with the exclusion and avoidance screens detailed below.

- ii. BLM should refine the WWEC and SNDO corridors to better avoid environmental conflicts and support responsible renewable energy development.

BLM should also make the following specific changes to WWEC and SNDO corridors to avoid impacts to wildlands and wildlife habitat. We have also noted changes proposed in the Draft RMP which we support.

Again, we appreciate that BLM has recommended changes to WWEC and SNDO corridors in the draft RMP. BLM should make further improvements in the final RMP. We generally support the numerous proposed changes to corridor routes, widths, and linear ROW-authorizations in the BLM-preferred alternative that limit impacts to important resources, including lands with wilderness characteristics, wildlife habitat and other sensitive values. With that said, we have significant concerns with some proposed corridors due to potential impact on sensitive resources and incompatibility with management objectives for other resources and land-uses.

Our recommendations are based on the information and GIS data provided with the Draft RMP and citizen LWC inventory data; we note that it is difficult to weigh tradeoffs between different potential corridor alignments without information on the location of existing transmission and pipeline infrastructure. BLM should make this information available to the public, and we would appreciate the opportunity to discuss the potential corridor designations with the BLM to better understand the context in which BLM has proposed potential corridors.

We are also very interested in discussing potential corridors which could help support renewable energy development. As detailed in the solar and wind sections of our comments, the Draft RMP does not provide enough information on potential low-conflict, priority areas for development for us to fully evaluate them, but as BLM makes progress towards identifying such areas, we look forward to discussing potential corridors to serve those areas.

***Recommendations:*** BLM should relocate the WWEC and SNDO corridors to exclude the following types of lands which are inappropriate for transmission and pipeline development:

- Areas that overlap LWC – because of the important resources and values that are present on LWC lands; and

- Areas that overlap important wildlife habitat and other sensitive resources and values

Other screens that BLM should employ include BLM Arizona's Restoration Design Energy Project, which identified Renewable Energy Development Areas for both wind and solar development; these screens are also helpful for energy corridors. BLM also identified additional screens for refining the variance areas in the Desert Renewable Energy Conservation Plan; these screens are included as Attachment 3, and should be used to screen energy corridors. We note that these DRECP screens include all areas with BLM inventoried wilderness characteristics.

**Overton:** The BLM-preferred alternative proposes designating this new SNDO corridor through three roadless areas that are inappropriate for corridor designation; BLM should not designate a corridor through these areas. The proposed corridor would cross the BLM-identified Arrow Canyon Addition (Subunit B) LWC unit, a unit BLM proposes to manage for protection in the BLM-preferred alternative. Management prescriptions include making the unit a ROW avoidance area. Designating a corridor through the unit is counter to both managing it for preservation or enhancement of wilderness characteristics and managing it as a ROW avoidance area. The corridor would also run over thirteen miles of the Meadow Valley Range Citizen LWC Inventory unit (described in detail in our LWC comments). Finally, the corridor would cross the Mormon Mountains Addition BLM LWC Inventory unit.

The Overton corridor would traverse significant portions of the Mormon Mesa ACEC. This ACEC is an exclusion area for linear ROWs outside designated corridors in the range of alternatives. As this management prescription recognizes, it is inappropriate to authorize linear ROWs in this area because of critical desert tortoise habitat. Instead of designating this new, problematic corridor, BLM should focus potential future transmission or pipeline development in the existing SNDO corridors in the region. In particular, the Mormon Mesa and Moapa Indian Reservation SNDO corridors already include significant infrastructure and run parallel to Interstate 15, making them a much better place for additional infrastructure.

**Moapa-Apex:** The BLM-preferred alternative in the Draft RMP proposes designating this new SNDO corridor along the easterly and southerly boundary of the Moapa River Indian Reservation. The proposed corridor crosses the North Muddy Mountains Citizen LWC Inventory unit as well as the Muddy Mountains ACEC proposed in the BLM Preferred Alternative and the California Wash and Old Spanish Trail ACECs proposed in Alternative 2, which are inappropriate for corridor designation; BLM should not designate the corridor through these areas. Presumably, the location of this proposed corridor played a role in the omission of the California Wash and Old Spanish Trail ACECs proposed in Alternative 2 from the BLM Preferred alternative. California Wash and the Old Spanish Trail both hold important values for cultural resources and sensitive species and should be protected as ACECs.

BLM acknowledges the high sensitivity of the land in this region by proposing in the Preferred Alternative to delete the nearby Corridor of Concern (COC) 39-113 to avoid impacts to several specially-designated areas including the Old Spanish Trail ACEC, Lower Mormon Mesa ACEC, Mesa Milkvetch ACEC, Muddy Mountains ACEC, and the California Wash ACEC. Draft RMP at 1211. We support BLM deleting COC 39-113, as well as BLM's proposed re-alignment of COC 39-113 to follow the existing Mormon Mesa, Moapa Indian Reservation and Black Mountain-Crystal SNDO corridors. However, BLM significantly reduces the benefits of deleting COC 39-113 by proposing the new Moapa-Apex corridor through other sensitive lands in the area in the Preferred Alternative. Again, BLM does not in fact propose designating the Old Spanish Trail and California Wash ACECs in the Preferred Alternative, presumably because the proposed Moapa-Apex corridor would traverse them. BLM should use the

corridor designations in Alternative 2 which delete COC 39-113 and do not propose designating the Moapa-Apex corridor, focusing potential future development in the existing Mormon Mesa, Moapa Indian Reservation and Black Mountain-Crystal SNDO corridors instead.

**COC 39-113:** As described above, we support deleting COC 39-113 as proposed in the Preferred Alternative to limit impacts to ACECs and citizen LWC inventory units.

**COC 223-224:** We recommend that BLM delete this COC because of the impacts described in the Settlement Agreement, including impacts to the Desert National Wildlife Range, as well as impacts to the Upper Las Vegas Wash ACEC proposed in the Preferred Alternative.

**COC 39-231:** The Preferred Alternative proposes “re-aligning this COC to the 1998 RMP designated corridor” (Rainbow Gardens), effectively deleting the COC. However, the Preferred Alternative also proposes widening the 1998 RMP Rainbow Gardens designated corridor to the width of the COC, effectively making no change in the corridor designation. BLM should carefully consider whether the wider corridor is necessary.

**US 95 Crater Flat:** We support BLM deleting this corridor, as proposed in the Preferred Alternative, because doing so would eliminate conflicts with Rock Valley Wash citizen LWC inventory unit.

**Las Vegas-Goodspring:** The Preferred Alternative proposes designating a new corridor to the southeast of the Red Rock NCA through sensitive lands; BLM should not designate this new proposed corridor. This new corridor would run through the Bird Spring Valley ACEC found in both Alternative 2 and Alternative 3. This ACEC is proposed to manage desert tortoise habitat, burrowing owl habitat, yellow two-tone beardtongue populations, and other important vegetation communities. The management for the area would include avoidance for linear ROWs, except in designated corridors. Draft RMP at 196. The high sensitivity of the Bird Spring Valley ACEC for numerous species listed in the Draft RMP is incompatible with designation of a utility corridor. The proposed corridor would also intersect the Arden Quarries citizen LWC inventory unit, which is inappropriate for corridor designation. BLM should adopt Alternative 2, which does not propose designating this corridor in such a high-value ACEC, a citizen LWC inventory unit, and a highly-regarded recreation area.

**Goodspring-Primm:** Just south of the Las Vegas-Goodspring corridor, the Preferred Alternative is the only alternative to propose an additional SNDO corridor, the Goodspring-Primm corridor, in roadless lands in the Spring Mountain Area; BLM should not designate this new proposed corridor. This corridor would transect the Bird Spring Valley ACEC proposed in Alternative 2, an area inappropriate for corridor designation. As the Draft RMP recognizes, the corridor would also intersect the Old Spanish Trail. Draft RMP at 1215. It would also traverse the Spring Mountain citizen LWC inventory unit, which is inappropriate for corridor designation. Cultural and environmental sensitivity in this area necessitates following the corridor designations found in both Alternatives 2 and 4, which do not propose designating the Goodspring-Primm corridor.

**Amargosa-Roach:** We support the BLM’s proposal to eliminate this corridor in the Preferred Alternative; eliminating it would significantly reduce potential impacts to citizen-identified LWC. Alternative 2 proposes running this corridor across the Resting Springs Wilderness Adjacent citizen LWC inventory unit, which is inappropriate for corridor designation. Running the corridor through the Amargosa Valley, as in Alternative 4, would scar this expansive valley and its wilderness characteristics (see comments on

lands with wilderness characteristics). We encourage BLM to proceed with the Preferred Alternative and to not designate a corridor through these areas with sensitive and important resources.

**WEC 224-225:** The Preferred Alternative proposes adjusting this WVEC by shifting it to the north, a change we support because it will significantly decrease impacts to LWC units. The Preferred Alternative also proposes this as the only corridor through this region, as opposed to the two duplicative corridors included in this region in other alternatives which would have higher impacts. That said, the proposed alignment still intersects five citizen LWC inventory units including Lowell Wash South, Arden Quarries, North of Wilson Pass, and Potosi Wash, as well as the Appaloosa Springs BLM LWC inventory unit. As indicated throughout these comments, in general, BLM should not designate corridors or permit transmission development in LWC units. If a corridor is needed through this region, BLM should align it to limit impacts to LWC as much as possible, and should require transmission development to also avoid, minimize and mitigate impacts to LWC. Consistent with BLM's guidance on regional mitigation, BLM should analyze specific unavoidable impacts that potential development would have on LWC and other resources and values and require compensatory mitigation to off-set those impacts, such as managing other nearby lands for conservation, including establishing ROW exclusion areas to protect against future impacts.

We believe the Alternative 3 corridor may be the lowest impact route for transmission in this part of the planning area, and therefore if a corridor is needed through this part of the planning area to support renewable energy development, we support restricting additional transmission development to within this corridor. In order for the corridor designation to effectively avoid and minimize impacts to other resources, BLM must ensure that surrounding lands with conservation values are managed as ROW exclusion areas to ensure transmission development occurs only in the corridor. ROW exclusion management should apply at least to lands with wilderness characteristics and sensitive species habitat, as well as any other identified sensitive resources in this area.

**Eldorado-California:** Found only in Alternative 4, this corridor would impact three BLM LWC inventory units which BLM found to have wilderness characteristics: Highland Range, South McCullough Addition, and McCullough Mountains. The proposed corridor would also intersect the Wee Thump Joshua Tree Wilderness Area, which is closed to transmission development. BLM should not designate corridors in these areas. We support the Preferred Alternative which recommends excluding this corridor in the final RMP.

***Additional Utility Corridors:***

In addition, we are concerned about potential impacts to LWC in the range of alternatives from the following corridors:

- Searchlight-Laughlin: transects the Bridge Canyon Wilderness Adjacent: Juniper Mine and Dead Mountains Wilderness Adjacent: Newberry Mountains Citizen LWC Inventory units
- Kyle Canyon-Pahrump: traverses Northwest of Lee Canyon, Indian Range, and North of Sterling Mine Citizen LWC Inventory units
- Fort Mojave: crosses the Nevada border into contiguous CA Wilderness (Dead Mountains) and traverses the Bridge Canyon Wilderness Adjacent: Juniper Mine and Dead Mountains Wilderness Adjacent: Newberry Mountains Citizen LWC Inventory units

**Recommendations:** BLM should complete LWC inventories prior to designating corridors and should not designate corridors in areas with wilderness characteristics. BLM should mitigate impacts from corridor designations where necessary by protectively managing comparable lands and values in nearby areas.



BLM should also adjust or delete corridors as recommended above to limit environmental impacts. BLM should work with stakeholders to identify additional corridors in appropriate places to support renewable energy development.

- iii. BLM should consider the width of WVEC and SNDO corridors to better avoid environmental conflicts.

The width of corridors varies between alternatives as well as between corridors themselves in the Draft RMP. We broadly support efforts by BLM to minimize impact on the surrounding environment by limiting the size of utility corridors to only what is necessary. For example, in Alternative 2, WEC 37-39 would be reduced to a width of 2,640 feet within the Coyote Springs ACEC. Draft RMP at 1210. If avoiding the ACEC altogether is not possible, limiting the width can reduce impacts by concentrating future transmission development, especially in areas of high environmental sensitivity. BLM should mitigate such potential development by applying highly protective management prescriptions to the remaining lands in the ACEC.

We note that Alternative 4 would expand many of the utility corridors to 5,280 feet. Although the Draft RMP asserts that in doing so, land would be compatible for multiple uses, BLM should consider the overall viability of multiple land uses in areas with wide utility corridors. Oftentimes, pipelines or power lines can prevent multiple use of the land as well as affect conservation management objectives. For example, our analyses find over 100,000 acres of potential conflict with citizen LWC inventory units under Alternative 4, whereas Alternative 3 has just over 50,000 acres of conflict. BLM should consider the width of corridors in meeting conservation objectives or protections for other resources such as the Old Spanish Historic Trail. The final RMP should incorporate these considerations and give rationale to corridor widths in sensitive areas.

**Recommendation:** BLM should designate corridors that sufficiently concentrate transmission lines and pipelines as per the intended purpose of utility corridor designation. Where corridors are necessary that affect sensitive resources such as ACECs and LWC, BLM should mitigate those impacts by protectively managing lands with similar identified values in the same area outside of the corridor. Extra precaution for utility corridor width should be taken in the final RMP for places that transect areas with sensitive environmental or cultural resources.

## **VI. Recreation**

Recreation is an increasingly prevalent land use in the Southern Nevada District and accordingly, the BLM should incorporate the full range of recreation opportunities into its management objectives. Planning efforts should protect and enhance values essential for quiet recreation alongside other forms of recreation and land uses. As it stands in the Preferred Alternative of the Draft RMP, much of the planning area would be prioritized for motorized use, which significantly affects opportunities for non-motorized and quiet recreation.

### **a. Planning for Recreation and Visitor Services**

In the Draft RMP, we note that there is an apparent lack of background data conducted or provided by BLM to inform the recreation analysis and alternatives development. As indicated in Manual 8320, planning, management and monitoring of recreation and visitor services is an iterative process.

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10046]  
**Date:** Monday, October 24, 2016 3:55:41 PM

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Thank you for your input, Stuart Coles.

The comment tracking number that has been assigned to your comment is **10046**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 15:55:29 CDT

**First Name:** Stuart  
**Last Name:** Coles  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** The Wilderness Society

### **Topics**

Lands with wilderness characteristics

### **Geographic Area**

Region 1 > Specific Region 1 corridors

46-269 [8, 12]  
46-270 [30, 32]  
46-270 [30, blank]  
47-231 [42, 45]

### **Input**

Corridor 46-269 - Milepost 8-12: Planet LWC - Our analysis identified a constraint– overlap with citizen-inventoried lands with wilderness characteristics. There is overlap with the Planet lands with wilderness characteristics unit. The Planet unit encompasses 14,930 acres of lands with wilderness characteristics. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units that we will provide for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies.

Corridor 46-270 - Milepost 30-32: Aquarius Cliffs LWC - Our analysis identified a constraint– overlap with citizen-inventoried lands with wilderness characteristics. The Aquarius Cliffs unit encompasses 61,687 acres of lands with wilderness characteristics. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have

GIS data on citizen inventory units that we will provide for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies.

- Milepost 30: Lower Burro Creek LWC - Our analysis identified a constraint— overlap with citizen-inventoried lands with wilderness characteristics. There is overlap with the Lower Burro Creek lands with wilderness characteristics unit which encompasses 22,632 acres of public lands. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units that we will provide for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies. -

Corridor 47-231 - Milepost 42-45: Mount Perkins - Our analysis identified a constraint— overlap with citizen-inventoried lands with wilderness characteristics. There is overlap with the Mount Perkins lands with wilderness characteristics unit (termed as the Mockingbird, Mount Davis unit by BLM). The Mockingbird, Mount Davis unit encompasses 49,367 acres of lands with wilderness characteristics. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. We have GIS data on citizen inventory units for the Agencies; the Mile Posts indicated are an estimate based on a comparison with the Mapping Tool and do not represent a geographically precise measurement. Citizen inventory of lands with wilderness characteristics in the Kingman Field Office is ongoing. As additional citizen inventory is completed in the area, we will provide GIS data to the Agencies, who should consider the new information and update the Mapping Tool accordingly. Finally, we note that this area is also included in the Black Mountains Area of Critical Environmental Concern; further underling its conservation importance.

## **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10047]  
**Date:** Monday, October 24, 2016 4:34:11 PM

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Thank you for your input, Kimberley Jenkins.

The comment tracking number that has been assigned to your comment is **10047**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 16:34:08 CDT

**First Name:** Kimberley

**Last Name:** Jenkins

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Clark County Desert Conservation Program

### **Topics**

Jurisdictional concern

Appropriate and acceptable uses

Ecological resources

Specially designated areas

### **Geographic Area**

Region 1 > Specific Region 1 corridors

39-231 [blank, blank]

47-231 [blank, blank]

225-231 [blank, blank]

### **Input**

The three corridors indicated (39-231; 47-231; and 225-231) intersect the Boulder City Conservation Easement, which is managed by the Clark County Desert Conservation Program as partial mitigation for impacts to desert tortoise under a regional Section 10 incidental take permit. When the Boulder City Conservation Easement was established, the easement was subject to several existing BLM utility corridors that traverse the easement. According to BLM's Regional Review for corridor 39-231 (refer to comment ID 39-231.009), these corridors are considered to occur on private property where they traverse the easement. However, BLM maintains administrative authority over the utility corridors located in the easement; therefore, any disturbance within these corridors would be permitted and mitigated through Section 7 processes, not Section 10 as stated in BLM's review and analysis. Furthermore, it should be noted that the Desert Conservation Program would be strongly opposed to any proposed action that would result in disturbance outside of established BLM utility corridors within the easement. A GIS shapefile of the Boulder City Conservation Easement has been previously submitted to the BLM for consideration in this planning process.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10048]  
**Date:** Monday, October 24, 2016 4:38:11 PM

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Thank you for your input, Ashley Hall.

The comment tracking number that has been assigned to your comment is **10048**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 16:37:59 CDT

**First Name:** Ashley

**Last Name:** Hall

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Old Spanish Trail Association

**Topics**

Corridor alignment and spacing

Appropriate and acceptable uses

Cultural resources

Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

224-225 [40, 85.9]

**Input**

Comments in attached letter

**Attachments**

NV OSTA Letter to BLM 10.24.16.docx

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



# OLD SPANISH TRAIL ASSOCIATION

[www.oldspanishtrail.org](http://www.oldspanishtrail.org)

October 24, 2016

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Mr. Stan Plum  
Las Vegas Field Office  
Bureau of Land Management  
Las Vegas, NV

Dear Mr. Plum:

We are aware that the public comment period for the proposed Energy Corridor through Southern Nevada closes on October 24, 2016. We apologize for not accomplishing the compilation of our comments and submission of such by an earlier date; however, we hope that our comments will be accepted and considered at this time.

In "recognition of . . . contributions" that "private, nonprofit trail groups have made to the development and maintenance of the Nation's trails", including the Old Spanish Trail Association (OSTA), the National Trails System Act (NTSA) specifically states "it is further the purpose of this Act to encourage and assist volunteer citizen involvement [by reference including such groups as OSTA] in the **planning, development, maintenance, and management**, where appropriate, of trails" (emphasis added) (16 U.S.C. §1241(c)). Clearly, the NTSA directed significant importance to involvement of trail organizations, including the OSTA, in any planning and management for - specifically, in this instance - the OSNHT. Furthermore, the OSTA, and its assistance in contributing to the administration and management of the OSNHT is officially acknowledged, and supported by and through, a long standing cooperative agreement and yearly task agreements with the OSNHT Co-Administrator, the National Park Service (NPS), and in addition, through explicit project agreements and implicit acknowledgement in its dealings with the other Co-Administrator, the Bureau of Land Management (BLM). Therefore, we emphasize the importance of special attention by the Department of the Interior, and its Co-Administrators of the OSNHT (the NPS and the BLM) to the following comments on potential impacts to the OSNHT related to the current BLM undertaking.

Both OSNHT resources and values enumerated in the NTSA must be considered under National Environmental Policy Act analysis. In addition, OSNHT resources must be considered under National Historic Preservation Act, §106 analysis. The OSNHT was statutorily authorized as a National Historic Trail to be administered and managed pursuant to the NTSA by enabling legislation congressionally passed and executed in 2002 (see Pub. L. No. 107-325 & 16 U.S.C. 1244(a)(23)). The OSNHT designated routes were established at the time "as generally depicted on the maps numbered 1 - 9 as contained in th--2--2--2-e report entitled 'Old Spanish Trail National Historic Trail Feasibility Study,' dated July 2001" . 16 U.S.C. 1244(a)(23)(A). The entirety of those routes was continuously included as part of the OSNHT based on the whole Trail meeting the NTSA historic criteria for said route(s) as assessed in the feasibility study.

*John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741  
Phone: 435-689-1620 E-Mail: [ostamgr@gmail.com](mailto:ostamgr@gmail.com)*

The OSNHT, on federal lands in the vicinity of the subject undertaking is, therefore, established as a "Federal protection component" of the OSNHT pursuant to NTSA. See 16 U.S.C. §1242(a)(3). Consequently, federal land management agencies, such as the BLM, are obligated to protect the resources and values of the OSNHT, as described in NTSA for said sections of the Trail.

The resources and values protected on Federal protection components of NHTs include: "protection of the historic route and its historic remnants and artifacts for public use and enjoyment" (see 16 U.S.C. §1242(a)(3)). NHT values to be protected are further described in the introduction to the NTSA which states: "In order to provide for the ever-increasing outdoor recreation needs of an expanding population **and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation . . . .** 16 U.S.C. §1241(a) (emphasis added). NTSA also limits allowable uses on federal lands along NHTs (Federal protection components") to "campsites, shelters, and related-public-use facilities" and "[o]ther uses which will not substantially interfere with the nature and purposes of the trail . . . permitted by the Secretary charged with the administration of the trail." 16 U.S.C. 1246(c).

Observations:

The Old Spanish Trail Association is very concerned with the standing proposal. which is not an appropriate and acceptable use according to existing law.

First, a National Historic Trail, as established by Congress in 2002, is intended to take the visitor back in time to the period of its establishment and use. Whenever possible, modern intrusions which impact that goal are to be avoided. Pipelines, transmission lines, roads and other physical intrusions are perhaps the most visible public projects that fall into this category.

Second, proposed corridor 224-225 as an energy corridor would directly affect the earliest route of the Old Spanish Trail – The Armijo Route of 1829-1830. Armijo passed through the Las Vegas Valley, crossed the Black Mountains to Hidden Valley and Jean Dry Lake, then headed up today's Goodsprings Valley to its plentiful spring. He next headed over the Spring Mountains to Sandy Valley, to Emigrant Pass, and on into Southern California.

In conclusion, at a minimum, OSTA recommends BLM's complete analysis of NTSA OSNHT values under its NEPA analysis of its undertaking, including "high quality recreation experience," opportunities "to vicariously share the experience of the original users of a historic route," opportunities "to interpret the historic significance of the trail during the period of its major use," "historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion," and, opportunities for "enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation" acknowledged by Congress in its authorization of the Trail. And, that BLM comprehensively assess the potential impact of its undertaking pursuant to NHPA, §106, on the OSNHT and its specific sites as eligible for listing on the National Register.

Thank you for your consideration and we look forward to further consultation on these proposed actions. Association Manager, John Hiscock (info. below) will be our contact on this matter.

Sincerely,

*Ashley J. Hall*  
Ashley Hall, President  
OSTA

*Nicole Marie Dominguez*  
Nicole Marie Dominguez, President  
NV Chapter – OSTA

*Dr. Liz Warren*  
Dr. Liz Warren, Vice President  
NV Chapter - Vice President

CC: John Hiscock, OSTA Manager



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10049]  
**Date:** Monday, October 24, 2016 4:52:27 PM

---

Thank you for your input, Lynn Davis.

The comment tracking number that has been assigned to your comment is **10049**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 16:52:13 CDT

**First Name:** Lynn

**Last Name:** Davis

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** National Parks Conservation Association

### **Topics**

Physical barrier

Jurisdictional concern

Corridor alignment and spacing

Appropriate and acceptable uses

WWEC purpose (e.g., renewable energy)

Transmission capacity

Cultural resources

Ecological resources

Lands and realty

Paleontology

Socioeconomics

Specially designated areas

Interagency Operating Procedures

New corridor recommendation

### **Geographic Area**

Region 1 > All Region 1 corridors

### **Input**

Thank you for this opportunity to comment. The National Parks Conservation Association submits one document as regards review processes and another specific to some corridors within Nevada. (Our California Desert submits comments related to southern California separately.) Thank you for your consideration.

### **Attachments**

2016 - 1024 NPCA COMMENTS RE WWEC PROCESS.pdf, 2016 - 1024 NPCA COMMENTS RE NEVADA-SPECIFIC COMMENTS.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



TO: Section 368 Stakeholder Input  
Submitted Via Web Form

FROM: Lynn Davis, Senior Program Manager  
Nevada Field Office  
National Parks Conservation Association  
10161 Park Run Drive  
Las Vegas, NV 89145  
(702) 318-6524  
[ldavis@npca.org](mailto:ldavis@npca.org)

Submitted: 24 October 2016

Regarding: **West-Wide Energy Corridors Review, Region 1**

The National Parks Conservation Association (NPCA) thanks the Bureau of Land Management (BLM), the U.S. Forest Service (FS), the Department of Energy (DOE) and Argonne National Laboratory for opportunity to participate in the review of West-Wide Energy Corridors (WWEC).

In this document, NPCA's Nevada Field Office provides brief comments on four West-Wide Corridors located entirely or partially within Nevada, in Region 1. We base our comments on potential conflicts with nearby national park units and other concerns. We understand that specific projects within these corridors will be examined thoroughly with additional opportunity for public input through NEPA processes.

### **National Parks Conservation Association (NPCA)**

NPCA's mission is to protect and enhance America's National Parks for present and future generations. Founded in 1919, NPCA has been the leading public voice for National Parks, representing more than one million supporters who care deeply about America's shared natural and cultural heritage preserved by the National Park System

## **Corridor 39-231**

### ***East Las Vegas/Sunrise Mountain***

NPCA's Nevada Field Office provides the following comments on Corridor 39-231 which extends north-south in southern Nevada in the Sunrise Mountain area, on the western border of the National Park Service-managed Lake Mead National Recreation Area.

We note that:

- This corridor has "Corridor of Concern" status. Per the settlement agreement, concerns include: Black Mountain tortoise habitat, the Rainbow Gardens Area of Critical Environmental Concern (ACEC), the proposed Gold Butte National Monument, and concerns related to the Pahranaagat National Wildlife Refuge.
- The Southern Nevada District Office of the BLM is currently in the process of revising their Las Vegas/Pahrump resource management plan, which is proposing corridor revisions.
- RECOMMENDATION: We request that all concerns identified in the settlement agreement be addressed with updated and thorough data.
- RECOMMENDATION: We request that no decision on this corridor be made until the conclusion of the Southern Nevada BLM Resource Management Plan, and that information within the RMP be applied to this corridor.
  
- NPCA supported the release of the Sunrise Mountain Instant Study Area through legislation passed in December 2014, for the purposes of broadening a 500-foot "pinch point" that constricts additional (if needed) transmission lines in the area.
- Current projects within this corridor include transmission lines operated by Intermountain Power Agency (500 kV DC), Los Angeles Department of Power (500kV DC), Great Basin Transmission LLC (500kV TL), all following the full length of the corridor, and Nevada Power Company (500 kV A/C).
- The corridor currently has two pending applications for 600kV and 230kV transmission lines, and potential interest of a 500kV DC/AC transmission line (Zephyr) from Wyoming to southern Nevada.
- RECOMMENDATION: We request that an analysis of current load (power) being transmitted through this corridor be presented to establish need and/or opportunity to retrofit existing infrastructure. Additionally, we question whether Great Basin Transmission is the same line known as the Online Transmission project, and ask for clarification.
- RECOMMENDATION: We request detailed information on pending applications including outcome and timeframe. We also question whether the proposed Zephyr project is the same as the proposed TransWest Express, and ask for clarification.
  
- The eastern boundary of this corridor borders the western boundary of congressionally designated Lake Mead National Recreation Area.
- RECOMMENDATION: We request that should there be need to build additional infrastructure – following analysis of current load and new technologies – the corridor should be expanded west, and not into Lake Mead NRA.

## **Corridor 47-231**

### ***Moenkopi Substation, AZ to Eldorado Substation, NV***

NPCA's Nevada Field Office provides comments on Corridor 47-231 which extends east-west from the Hualapai Reservation 30 miles north of Kingman, AZ, through the Lake Mead National Recreation Area (NRA), and into southern Nevada. The route crosses Lake Mead National Recreation Area in a 1660-ft wide National Park Service (NPS) utility corridor, but was not designated as a Section 368 corridor on NPS-administered land. It also includes corridors of significant width on both the eastern and western boundaries of Lake Mead NRA.

We note that:

- This corridor has "Corridor of Concern" status. Per the settlement agreement, concerns include: desert tortoise and bonytail chub critical habitat, (an unidentified) Area of Critical Environmental Concern (ACEC), and Lake Mead NRA.
- The Southern Nevada District Office of the BLM is currently in the process of revising their Las Vegas/Pahrump resource management plan, which is proposing corridor revisions.
- RECOMMENDATION: We request that all concerns identified in the settlement agreement be addressed with updated and thorough data.
- RECOMMENDATION: We request that no decision on this corridor be made until the conclusion of the Southern Nevada BLM Resource Management Plan, and that information within the RMP be applied to this corridor.
  
- The corridor currently has an existing 500-kV transmission line and intersects with two other utility corridors. It also is crossed by several transmission lines and pipelines.
- Rationale for this corridor indicates two planned 500-kV projects, both proposed by Navajo groups, and proposed solar and natural gas power plants.
- RECOMMENDATION: We request that an analysis of current load (power) being transmitted through this corridor be presented to establish need and/or opportunity to retrofit existing infrastructure.
- RECOMMENDATION: We request detailed information on pending applications including outcome and timeframe.
  
- The 47-231 corridor borders and transects the congressionally designated Lake Mead National Recreation Area.
- RECOMMENDATION: We request that the need for additional infrastructure should be established, new technologies to retrofit existing infrastructure should be explored before allowing new projects in this corridor.

## **Corridor 223-224** ***Junction US-95/Hwy-160 to Northwest Las Vegas***

NPCA's Nevada Field Office comments on Corridor 223-224 which extends east-west along U.S. Highway 95 to the south of Desert National Wildlife Range and Nellis Air Force Range and north of Red Rock Canyon National Conservation Area (RRCNCA) and the Spring Mountains National Recreation Area.

Notably, the WWEC abstract does not mention the proximity of the Tule Springs Fossil Beds National Monument, which was congressionally designated in December 2014, nearly two years ago. Omission of this designation brings into question if abstracts in Region 1 contain thorough and up-to-date information.

We note that:

- This corridor has "Corridor of Concern" status. Per the settlement agreement, concerns include: desert tortoise, (unidentified) Areas of Critical Environmental Concern (ACECs), and the Desert National Wildlife Refuge.
- The Southern Nevada District Office of the BLM is currently in the process of revising their Las Vegas/Pahrump resource management plan, which is proposing corridor revisions.
- RECOMMENDATION: We request that all concerns identified in the settlement agreement be addressed with updated and thorough data including the addition of Tule Springs Fossil Beds National Monument.
- RECOMMENDATION: We request that no decision on this corridor be made until the conclusion of the Southern Nevada BLM Resource Management Plan, and that information within the RMP be applied to this corridor.
  
- Currently there are at least two Nevada Power Company lines within the corridor, and several ROWS which intersect including three 138-kV transmission lines; 69-kV, 12.5-kV, 7.2-kV, and 4-kV power distribution lines; a 12-kV underground distribution line; telephone and fiber optic communication lines; and several pending ROWS.
- During scoping for the WWEC PEIS, this corridor route was not suggested. It was later suggested to provide connection across the northern Las Vegas Valley.
- RECOMMENDATION: We request that an analysis of current load (power) being transmitted in this area be presented to establish need\_and/or opportunity to retrofit existing infrastructure.
- RECOMMENDATION: We request detailed information on pending applications including outcome and timeframe.
- RECOMMENDATION: We request that the need for connection across the northern part of the Las Vegas Valley be scrutinized by analyzing other transmission projects and Nevada Public Utilities Commission review of transmission projects in Nevada.
- RECOMMENDATION: We request that factors which include fossil resources in Tule Springs National Monument and wildlife connectivity, given the proximity of the Desert National Wildlife Refuge, should be added to the abstract, with analysis.
- RECOMMENDATION: We request that all "pending ROW applications," as outlined in the WWEC should be examined to see if they remain viable given the new monument status.
- RECOMMENDATION: We request that a 15-year sunset provision in the Tule Springs legislation which disallows transmission development along the Sheep Mountain Range should be factored into decision-making and mentioned in the abstract.

**Corridor 224-225**  
***North Pahrump/US-95 to Las Vegas/Ivanpah Valley***

NPCA's Nevada Field Office comments on Corridor 224-225 which extends northwest to southeast along the southwest border of Nevada,

We note that:

- The Southern Nevada District Office of the BLM is currently in the process of revising their Las Vegas/Pahrump resource management plan, which is proposing corridor revisions.
- Alternative 2 in the Southern Nevada RMP proposes the establishment of Areas of Ecological Importance to "exclude new energy development"<sup>1</sup> to "provide the greatest benefit to riparian areas and wetlands" with mandates to "attain no net unmitigated loss of special status species habitat..."
- RECOMMENDATION: We request that new information on this area contained in the BLM's RMP be applied to this abstract.
- RECOMMENDATION: We request that no decision on this corridor be made until the conclusion of the Southern Nevada BLM Resource Management Plan, and that information within the RMP be applied to this corridor.
  
- Currently this corridor is unoccupied except for small segment crossings.
- At least eight pending ROWs including the Large Nevada Transmission Line Project (500 kV) are mentioned but not detailed in the WWEC abstract.
- RECOMMENDATION: We request that an analysis of current load (power) being transmitted in the corridor east of this proposal be presented to establish need and/or opportunity to retrofit existing infrastructure.
- RECOMMENDATION: We request detailed information on pending applications including outcome and timeframe.

Thank you for the opportunity to comment.

Sincerely,  
Lynn Davis

---

<sup>1</sup> Draft RMP, Chapter 2, Alternatives, Table 2.7. Management Actions for Nye County Areas of Ecological Importance, page 45



TO: Section 368 Stakeholder Input  
Submitted Via Web Form

FROM: Nicholas Lund, Senior Manager  
Landscape Conservation Program  
National Parks Conservation Association  
777 6<sup>th</sup> Street, NW, Suite 700  
Washington, DC 20001  
(202) 454-3319  
[nlund@npca.org](mailto:nlund@npca.org)

Lynn Davis, Senior Program Manager  
Nevada Field Office  
National Parks Conservation Association  
10161 Park Run Drive  
Las Vegas, NV 89145  
(702) 318-6524  
[ldavis@npca.org](mailto:ldavis@npca.org)

Submitted: 24 October 2016

Regarding: **West-Wide Energy Corridors Review, Region 1**

The National Parks Conservation Association (NPCA) thanks the Bureau of Land Management (BLM), the U.S. Forest Service (FS), the Department of Energy (DOE) and Argonne National Laboratory for opportunity to participate in the review of West-Wide Energy Corridors (WWEC).

NPCA supports efforts to review and improve West-Wide Energy Corridors per the settlement agreement of *Wilderness Soc’y, et al. v. U.S. Dep’t of Interior* (No. 3:09-cv-03048 JW), of which NPCA was a plaintiff. The settlement agreement spelled out four principal components: “an interagency Memorandum of Understanding (“MOU”) addressing periodic corridor reviews; agency guidance; training; and a corridor study,” which are referenced in our comments.

Comments in this document supplement a letter generated by The Wilderness Society and other plaintiffs. In this document, NPCA focuses primarily on process and evaluation we believe will be helpful in decision making in Region 1 and subsequent review and decision making of corridors in Regions 2-6. In separate documents we provide specific comments on corridors in southern Nevada and southern California.

## **National Parks Conservation Association (NPCA)**

NPCA's mission is to protect and enhance America's National Parks for present and future generations. Founded in 1919, NPCA has been the leading public voice for National Parks, representing more than one million supporters who care deeply about America's shared natural and cultural heritage preserved by the National Park System.

### **Review of WVEC Processes**

To the directive of both facilitating renewable energy and protecting natural and cultural resources, NPCA supports the stated and overarching goals of periodic review of the WVEC which provide that:

- Corridors will be thoughtfully sited to provide maximum utility and minimum impact to the environment;
- Corridors will promote efficient use of landscape for necessary development;
- Appropriate and acceptable uses will be defined for specific corridors; and
- Corridors will 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.

### **New Technologies in Renewable Energy Development**

Periodic review of WVEC is, as stated in review process documents, founded in asking questions – *what new information perhaps changes siting decisions?*

Since the WVEC was initially mapped, more than a decade ago, energy policy, production and transmission have dramatically changed. NPCA requests that periodic review of Region 1 and subsequent regions provide analysis of new policies, trends and technologies to make certain transmission projects are 1) needed and 2) will not be outdated within a specified number of years.

NPCA supports the development of renewable energy to reduce carbon pollutants and gasses to stem the consequences of global warming. We note, first and foremost, that we favor distributed energy models that locate energy facilities on rooftops, brownfields and vacant lots near power-users to lessen need to build transmission infrastructure.

As corridors are periodically reviewed per the settlement agreement, we suggest that all transmission proposals within WVEC be compared to emerging energy policies and energy trends which incentivize renewable energy development near power-users, and that new uses of technology be considered.

This part of the evaluation process may ultimately steer energy developers who hope to locate industrial-scale projects on federal land to smaller-scale, closer-to-user models thus ensuring that energy is not lost through transmission and that trade-offs between clean energy development and the protection of public natural and cultural resources are lessened

NPCA notes that the agencies involved in facilitating WVEC have begun to identify the need to consider new and emerging technologies as regards *design alternatives*, point #6 as outlined under Regional Review Consideration.



*What success have agencies had with engaging industry and other technical experts to explore challenges and opportunities related to implementing project design alternatives, such as expanded use of DC current where feasible, under-grounding portions of high-voltage cables where feasible, and use of tower types with reduced footprints and/or visually less intrusive as well as modified or emerging materials? What can agencies do to incentivize uses within corridors?*

NPCA recommends that similar questions be asked about new and emerging technologies that “boost” power transmission. It is now possible for existing transmission infrastructure to be retrofitted to extend load (power) capacity. Thorough and informed decision making can be best be made by engaging technology experts to provide recommendations that are a part of decision-making processes.

### **Region 1 as a Pilot for Review Processes**

NPCA approaches the first review of WWEC as opportunity to evaluate the public input process. We note the success of the attention and time that was dedicated to planning the Dry Lake Solar Energy Zone, which has served as a guide for other Solar Energy Zones, and anticipate similar success in WWEC reviews. As such, we offer the following observations and recommendations:

Observation: The abstracts which have incorporated strong visuals and checklists for evaluation are user friendly. Abstract Introductions and Corridor Rationale are strong and to the point. There is, however, minimal information about current infrastructure within each WWEC and minimal details regarding the viability of ROW applications to assess if new applications should even be considered.

- Recommendation: Project how much load (power) is currently is being transmitted within the corridor to assess if current infrastructure may be used and/or retrofitted.
- Recommendation: Provide context for current ROW applications. When were the applications filed, for what purpose, and what timeframe? Providing an updated overview of current applications can provide more informed review and decision making.

Observation: The abstracts appropriately point out “Corridors of Concern,” those corridors which were identified early-on and agreed-upon in the settlement process as having siting conflicts. This assists the decision making process.

Observation: The abstracts appear to use the term “constraint,” as a concern that cannot be addressed through Interagency Operating Procedures (IOPs) or other measures. This way of defining decision making factors as “constraint” or “no constraint,” seemingly limits choices and possible solutions.

- Recommendation: Rather than use a yes-no system of evaluation, provide gradation or numerical ranking so that significant concerns and challenges may be evaluated on how solutions and mitigation may be applied.

## Summary of Comments

1. Periodic review of WWEC in each region is welcomed and appreciated.
2. Review should be driven by: *what new information changes siting decisions?*
3. Emerging energy policies, trends and technology should be considered to assure that projects are needed and that technology is not outdated within a determined number of years.
4. Energy policies which incentivize development near power-users should be considered to maximize energy production and delivery; near-to-source power development should be considered important in protecting the natural and cultural resources of public lands.
5. WWEC abstracts for each corridor should provide information on how much power is being transmitted currently and how current infrastructure may be retrofitted.
6. WWEC abstracts for each corridor should provide detailed information on proposed projects – specifically need and a timeline.
7. WWEC abstracts should continue to point out “Corridors of Concern,” to flag corridors with challenges.
8. WWEC abstracts should abandon the “constraint” and “no constraint” method of evaluation, and instead use a numerical rating system that will assist in identifying solutions and mitigation.

Thank you for this opportunity to present comments.

Sincerely,  
Nicholas Lund  
Lynn Davis

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10050]  
**Date:** Monday, October 24, 2016 5:34:57 PM

---

Thank you for your input, Micah Horowitz.

The comment tracking number that has been assigned to your comment is **10050**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 17:34:44 CDT

**First Name:** Micah

**Last Name:** Horowitz

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Arizona State Land Department

**Topics**

Jurisdictional concern

Corridor alignment and spacing

Lands and realty

**Geographic Area**

General (not corridor-specific)

**Input**

[Blank]

**Attachments**

368 Oct2016 Comment.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



Douglas A. Ducey  
Governor

Lisa A. Atkins  
Commissioner

## Arizona State Land Department

1616 West Adams, Phoenix, Arizona 85007  
(602) 542-4631

October 24, 2016

Bureau of Land Management  
West-wide Energy Corridor Regional Review Portal  
Submitted electronically to [blm\\_wo\\_368corridors@blm.gov](mailto:blm_wo_368corridors@blm.gov)

RE: Regional Review of Region 1 of the Section 368 Corridors

Thank you for the opportunity to comment during the public input period of the Regional Review of Region 1 of the Section 368 Corridors. The Arizona State Land Department (“ASLD” or the “Department”) manages over 9.2 million acres of State Trust land for the State’s public schools (K-12) and 12 other public institutions including the School for the Deaf and Blind, the State Hospital, the State’s Universities, Penal Institutions and others. Since ASLD’s inception, its mission has been to manage State Trust lands and resources to enhance value and optimize economic return for the Trust beneficiaries, consistent with sound stewardship, conservation, and business management principles, prudent stewardship, and conservation needs supporting socio-economic goals for citizens here today and future generations and to act in the best interest of the Trust for the enrichment of the beneficiaries and preserve the long term value of the State’s Trust lands.

ASLD understands the benefits associated with planned energy corridors, and also encourages the reduction in proliferation of dispersed Rights-Of-Ways. The Department considers a number of factors to preserve the long term development potential of State Trust land when evaluating potential corridors. These include:

- Co-locating along existing energy corridors
- Limiting the creation of remnant parcels
- Limiting visual impacts of energy infrastructure near developable Trust land

ASLD requests the Regional Review of Region 1 also consider these factors as they relate to State Trust land adjacent to the Section 368 Corridors. Should you have any questions or concerns, please contact Micah Horowitz at 602-542-2643 or [mhorowitz@azland.gov](mailto:mhorowitz@azland.gov).

Sincerely,

Micah Horowitz  
Project Manager  
Planning and Engineering Section



Douglas A. Ducey  
Governor

Lisa A. Atkins  
Commissioner

## Arizona State Land Department

1616 West Adams, Phoenix, Arizona 85007  
(602) 542-4631

October 24, 2016

Bureau of Land Management  
West-wide Energy Corridor Regional Review Portal  
Submitted electronically to [blm\\_wo\\_368corridors@blm.gov](mailto:blm_wo_368corridors@blm.gov)

RE: Regional Review of Region 1 of the Section 368 Corridors

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- Co-locating along existing energy corridors
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- Limiting visual impacts of energy infrastructure near developable Trust land

ASLD requests the Regional Review of Region 1 also consider these factors as they relate to State Trust land adjacent to the Section 368 Corridors. Should you have any questions or concerns, please contact Micah Horowitz at 602-542-2643 or [mhorowitz@azland.gov](mailto:mhorowitz@azland.gov).

Sincerely,

Micah Horowitz  
Project Manager  
Planning and Engineering Section

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10051]  
**Date:** Monday, October 24, 2016 5:44:42 PM

---

Thank you for your input, Geoffrey McQuilkin.

The comment tracking number that has been assigned to your comment is **10051**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 17:44:37 CDT

**First Name:** Geoffrey  
**Last Name:** McQuilkin  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Mono Lake Committee

**Topics**

Jurisdictional concern  
Corridor alignment and spacing  
Appropriate and acceptable uses  
Ecological resources  
Hydrological resources  
Lands and realty  
Lands with wilderness characteristics  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

18-23 [blank, blank]

**Input**

[Blank]

**Attachments**

2016-10-24 Mono Lake Committee Comment on Westwide Energy Corridor Region 1  
Corridor 18-23.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



## MONO LAKE COMMITTEE

P.O. Box 29  
Hwy 395 at Third Street  
Lee Vining, CA 93541

Phone (760) 647-6595  
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### Board of Directors

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Sally Gaines

Martha Davis  
David Kanner  
Richard Lehman  
Gina Radieva  
Vireo Schiller  
Tom Soto  
Sherryl Taylor  
Doug Virtue  
Kristine Zeigler

### Directors Emeriti

Helen Green  
Ed Grosswiler  
Genny Smith

### Executive Director

Geoffrey McQuilkin

### Southern California Office

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Los Angeles, CA 90025

### On the Internet

[www.monolake.org](http://www.monolake.org)  
[www.monobasinresearch.org](http://www.monobasinresearch.org)

October 24, 2016

Bureau of Land Management  
US Forest Service  
West-wide Energy Corridor Review  
Via programmatic website at <http://corridoreis.anl.gov>

RE: Corridor 18-23

Dear Corridor Review Team,

The Mono Lake Committee is writing to comment on corridor 18-23 as part of the Region 1 comment process. The Mono Lake Committee (MLC) is a non-profit citizen's group dedicated to protecting and restoring the Mono Basin ecosystem, educating the public about Mono Lake and the impacts on the environment of excessive water use, and promoting cooperative solutions that protect Mono Lake and meet real water needs without transferring environmental problems to other areas. Supported by 16,000 members, MLC has been active in the Mono Basin since 1978.

MLC's primary area of concern relates to the corridor where it is in or near the Mono Basin watershed and Mono Lake, approximately mileposts 50-100. MLC understands that this portion of corridor 18-23 lies in region 5, and that specific comments for Region 5 will take place in 2018. However, because the corridor abstract has been developed and identified issues in our area, and comments on the 28 miles located in region 1 are currently being accepted, MLC offers the following broad comments.

MLC would like to emphasize and underscore that the corridor is correctly marked as a corridor of concern. Issues related to the Greater Sage-Grouse Bi-State Distinct Population Segment are numerous, and the corridor could disrupt regional plans that have been carefully crafted to avoid Endangered Species Act listing by protecting habitat.

Our region also has a high number of specially designated areas of public land, all of which are important to the core visitor-driven economy of the area. Impacts to these protections, especially scenic designations that can be impacted across long distances, could disproportionately affect the local economy.

In MLC's review of the corridor abstract and the online Energy Corridor Mapping Tool data, it appears that the Mono Basin National Forest Scenic Area

has not been identified as a specially designated area. The Scenic Area was created by Congress in 1984 (California Wilderness Act) and is managed by the Inyo National Forest; the eastern boundary is less than ten miles from the corridor, which would be visible from these protected lands. Please add the Scenic Area to future analysis.

Mono Lake itself, and shoreline lands, is a California State Park and should also be identified as a specially designated area in corridor analysis.

Also, the Inyo National Forest is currently revising its Forest Plan. It is possible that the final plan will identify additional wilderness study areas close to the corridor, for example in the area of Glass Mountain. The revised plan is also likely to include new Wild and Scenic River eligibility determinations. Future analysis of the Corridor should include up-to-date designations from the new plan, which is scheduled for completion in 2017.

The Eastern Sierra – Highway 395 region is central to the corridor route. Although local population numbers are low, the region is a celebrated part of California with a large visitor base and strong statewide public interest. An open and clear planning process for corridor 18-23 should include urban California stakeholders in Southern and Northern California that recreate in Inyo and Mono counties. Of course, local and regional Mono and Inyo county stakeholders should have ample opportunity to participate as well.

MLC also urges that future analysis look carefully at the redundancy of Corridor 18-23 with Corridor 18-224, an issue flagged in the corridor abstract. Given the large number of items of concern in the Eastern Sierra, it may make little sense to invest planning resources in further development of a redundant corridor.

Thank you for the opportunity to share these broad comments. Please include the Mono Lake Committee on all future notifications and publications related to all segments of Corridor 18-23, both in Region 1 and Region 5.

Sincerely,



Geoffrey McQuilkin  
Executive Director



**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10052]  
**Date:** Monday, October 24, 2016 5:47:42 PM

---

Thank you for your input, Stuart Coles.

The comment tracking number that has been assigned to your comment is **10052**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 17:47:29 CDT

**First Name:** Stuart  
**Last Name:** Coles  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** The Wilderness Society

#### Topics

Appropriate and acceptable uses  
Lands with wilderness characteristics

#### Geographic Area

Region 1 > Specific Region 1 corridors

23-106 [blank, blank]  
23-25 [blank, blank]  
27-266 [blank, blank]  
27-225 [blank, blank]  
27-41 [blank, blank]  
30-52 [blank, blank]  
23-106 [blank, blank]

#### Input

Designations and conservation lands in the DRECP: Through the Desert Renewable Energy Conservation Plan, BLM established a range of conservation designations that must be addressed through the Regional Reviews. These designations are currently not in the Mapping Tool, and the Agencies should add them as soon as possible. Overlap or close proximity of corridors with these new designations should be reflected in the Corridor Abstracts and the Mapping Tool. Transmission and pipeline development in these conservation designation areas is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify these conservation designations as constraints and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address these constraints and the other categories of constraints included in our October 24, 2016 comments on the Regional Reviews approach and process (available at: <https://wilderness.org/sites/default/files/Region%201%20WWEC%20Review%20Comments%20%28TWS%20and%20Partners%29%2010-24-16.pdf>).

Comments on BLM lands with wilderness characteristics inventory in the DRECP Planning Area: BLM continues to update its lands with wilderness characteristics inventory as part of planning for the Desert Renewable Energy Conservation Plan. Any inventory information collected through this process must be incorporated into the Corridor Abstracts, Mapping Tool, and subsequent decision-making of the Agencies. As mentioned in our general comments on Regional Reviews, lands with wilderness characteristics should be considered a constraint in the corridor abstracts and recommendations should address conflict with this resource. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. Moreover, we note that BLM inventory is ongoing in the DRECP planning area. As BLM continues to update its lands with wilderness characteristics inventory, the Agencies should coordinate to ensure information is included and considered in addressing constraints and conflicts on California WWEC. The final Region 1 Corridor Abstracts should make clear that BLM inventory is ongoing by adding a lands with wilderness characteristics concern to the corridor analysis table and stating so in the tables.

Citizen inventory of lands with wilderness characteristics in DRECP planning area: In addition to BLM's inventory of lands with wilderness characteristics, citizen groups are also conducting inventory in the DRECP on an ongoing basis. As this information is submitted to the BLM, it should be fully incorporated into the mapping tool and Regional Reviews. Transmission and pipeline development in lands with wilderness characteristics is not appropriate, and WWEC should be excluded from these areas. The Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them.

#### Attachments

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10053]  
**Date:** Monday, October 24, 2016 5:50:12 PM

---

Thank you for your input, Stuart Coles.

The comment tracking number that has been assigned to your comment is **10053**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 17:50:03 CDT

**First Name:** Stuart

**Last Name:** Coles

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** The Wilderness Society

**Topics**

Physical barrier

Jurisdictional concern

Corridor alignment and spacing

Appropriate and acceptable uses

WVEC purpose (e.g., renewable energy)

Transmission capacity

Ecological resources

Lands and realty

Lands with wilderness characteristics

Public access and recreation

Specially designated areas

Visual resources

Interagency Operating Procedures

New corridor recommendation

**Geographic Area**

General (not corridor-specific)

**Input**

[Blank]

**Attachments**

Region 1 WVEC Review Comments (TWS and Partners) 10-24-16.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

October 24, 2016

Mike Nedd  
Assistant Director  
Energy, Minerals, and Realty Management  
Bureau of Land Management

Stephen Fusilier  
Branch Chief  
Rights-of-Way  
Bureau of Land Management

Reggie Woodruff  
Energy Program Manager  
Washington Office Lands and Realty Management  
U.S. Forest Service

Georgeann Smale  
Realty Specialist, Transmission/368 Corridors  
Bureau of Land Management

Brian Mills  
Senior Planning Advisor  
Department of Energy

Jim Gazewood  
Project Manager  
Bureau of Land Management

Robert Jolley  
Division Chief  
Lands, Realty and Cadastral Survey Division  
Bureau of Land Management

Via: [blm\\_wo\\_368corridors@blm.gov](mailto:blm_wo_368corridors@blm.gov), [Region1Corridors@anl.gov](mailto:Region1Corridors@anl.gov)

Re: Recommendations on initial phase of Section 368 West-wide Energy Corridors Region 1 Regional Review

Dear Mr. Nedd, Mr. Woodruff, Mr. Mills, Mr. Jolley, Mr. Fusilier, Ms. Smale, and Mr. Gazewood,

Please accept the comments of The Wilderness Society, Southern Utah Wilderness Alliance, Idaho Conservation League, Sonoran Institute and National Parks Conservation Association on the initial phase of the Region 1 Review of the Section 368 West-wide Energy Corridors (WWEC).<sup>1</sup> We support the ongoing commitment shown by the BLM, the U.S. Forest Service, and the Department of Energy (the Agencies) to improving the siting and functionality of the WWEC to meet the terms of the Settlement Agreement reached by the Agencies and The Wilderness Society and other plaintiffs in 2012, including through the Regional Reviews. The Agencies have invested significant effort into developing an approach to the Regional Reviews, and have already gathered and synthesized a significant amount of information that can be used to improve the WWEC in Region 1. We appreciate this opportunity to comment and the other opportunities to engage in the Regional Reviews, and hope our recommendations are helpful to the Agencies in meeting their goals and obligations. The comments we submitted on the 2014 WWEC Request for Information are incorporated by reference.<sup>2</sup>

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<sup>1</sup> Note that our focus within Region 1 is on potential use of WWEC for transmission line development, given that this is the primary type of development currently being proposed in Region 1.

<sup>2</sup> Available at:

<https://wilderness.org/sites/default/files/WWEC%20RFI%20Comments%20%28TWS%20and%20Partners%205-27-14%20-%20with%20attachments%29.pdf>

Based on our early engagement and the tools and information provided by the Agencies, we have developed recommendations for the Region 1 Review that we hope will also inform future Regional Reviews. Most importantly, it is essential that the Agencies 1) improve the way environmental concerns are addressed in this process to meet the terms of the Settlement Agreement and help ensure that future changes to corridors comply with the Federal Land Policy and Management Act (FLPMA), the National Environmental Policy Act (NEPA), and Section 368 of the Energy Policy Act of 2005 (EPA); and 2) focus and prioritize their efforts on corridors that have significant environmental or other conflicts and/or demonstrated industry interest. The objectives of the Settlement Agreement are to ensure future changes to corridors result in corridors that are located in favorable landscapes; facilitate renewable energy; avoid environmentally sensitive areas to the maximum extent possible; decrease the number of dispersed right-of-ways, and improve long-term benefits of energy transmission. Settlement Agreement at II A. Recommendations from Regional Reviews must also thereby seek to achieve these objectives. Appropriately addressing environmental concerns and focusing the Agencies' resources and efforts on specific corridors that are high conflict and/or likely to see development pressure in the near to medium term is crucial for achieving these outcomes.

The detailed recommendations in this letter are summarized as follows:

- I. The Agencies must improve the methods used to address environmental concerns through the WWEC Regional Reviews to meet the terms of the Settlement Agreement and ensure that future changes to corridors comply with the Settlement Agreement, FLPMA, NEPA and Section 368 of EPA. The current approach a) too narrowly defines and applies the concept of "constraints" in a way that does not allow *any* environmental concerns to qualify as "constraints", and thus to qualify for recommendations on corridor modification and b) does not include a method to meaningfully address significant environmental and other concerns (including concerns from industry regarding developability of corridors) that may not rise to the level of "constraints" but are serious enough that the Agencies should use the Regional Reviews to begin addressing them. We provide specific recommendations for how the Agencies should redefine constraints to include critical environmental concerns, and how they should address other serious environmental concerns.
- II. In addition to ensuring that the Regional Reviews lead to all WWEC meeting the terms of the Settlement Agreement, the Agencies should put further emphasis on corridors with environmental constraints and serious environmental concerns (such as WWEC 27-41 in California and the Corridors of Concern) and/or demonstrated development interest from industry (such as WWEC 30-52 in Arizona). The Agencies must ensure that all conclusions they make and all resulting recommendations (including the conclusion that a corridor's constraints or concerns do not merit recommendations for changes) are based on high quality information and adequate stakeholder input. Recommendations should be specific for the need for modifications, deletions or methods to avoid, minimize or offset impacts; recommendations for new corridors and alternative corridor routes should be more general to allow a more detailed review during future land use planning. The Agencies should also consider making recommendations on data needs and considerations for implementation-level planning.
- III. Given the dynamic nature of regional energy and transmission planning and the importance of these considerations to the appropriate and useful location of WWEC, BLM should complete and provide to the public the Region 1 Energy Planning Report (described in the inter-agency MOU and workplan for the

Regional Reviews) as soon as possible, and should ensure that these Energy Planning Reports are available at the start of Regional Reviews for Regions 2-6.

- IV. BLM should make improvements to its Mapping Tool and Corridor Abstracts to better inform stakeholders of corridor dynamics, including opportunities and constraints, to improve outcomes from Regional Reviews. Some of this is information that is currently present in the Corridor Abstracts and should be added to the Mapping Tool; some is new information that should be added to both the Mapping Tool and the Corridor Abstracts.
- V. BLM should make adjustments to its Interagency Operating Procedures to reflect the Agencies' significant focus on improving mitigation approaches and outcomes. Updated IOPs should be consistent with recent mitigation guidance on the entire mitigation hierarchy (avoid, minimize, offset). The Agencies should also incorporate the excellent Design Features from the Solar Programmatic Environmental Impact Statement into the IOPs.

## **Introduction**

The initiation of the WWEC Regional Reviews marks the beginning of a major opportunity to re-evaluate and improve the WWEC throughout the West. For many years, our organizations have supported the fundamental concepts of guided development and landscape-scale planning that the WWEC should ultimately embody. We have engaged in numerous renewable energy development and transmission planning efforts, including through revisions of land use plans and permitting of individual projects. We have worked to find solutions that help support appropriate renewable energy and associated transmission development, while ensuring protections for our nation's sensitive wild lands, wildlife, and other invaluable resources. Recent successes, such as the Dry Lake Solar Energy Zone in Nevada, show that a 'smart from the start' approach has the potential to not only protect sensitive wildlands and wildlife habitat by driving development to low-conflict places, but can also provide important benefits to developers with regards to permitting efficiency and predictability for mitigation costs and obligations. In the coming years, we hope to help the Agencies build off these successes on our public lands by applying similar principals to the WWEC.

Conducting Regional Reviews for WWEC is a significant task. As was made apparent in the recent Corridor Study published by Argonne National Laboratory, there are a myriad of factors that contribute to the use (and non-use) of the existing WWEC on our public lands. Fundamentally, these Regional Reviews provide an opportunity to gather wide-ranging information on energy planning and potential resource conflicts to inform improvements to the siting and use of WWEC – all under the umbrella of the terms of the Settlement Agreement and other relevant laws and policies. The Agencies must gather and synthesize information in a way that helps make corridors attractive and functional for appropriate transmission development to support renewable energy, and effectively limits impacts to wildlands and wildlife, cultural resources, local communities, and other resources.

Because this is the first of the WWEC Regional Reviews, we would characterize it as a pilot for the Regional Reviews, given that the Agencies are learning as they go. We strongly encourage the Agencies to use the Regional Reviews process to learn and adapt, both for Region 1 and subsequent regions. By way of an example, BLM is continuing to learn and adapt its approach to developing Solar Regional Mitigation Strategies for Solar

Energy Zones, and has demonstrated significant improvements through its efforts. We hope to see a similar approach to refining the Regional Review process.

**I. The Agencies must significantly improve their methods for considering and addressing environmental concerns through the Regional Reviews to meet the terms of the Settlement Agreement and ensure that future changes to corridors comply with the Settlement Agreement and other relevant laws and agency policies**

The Settlement Agreement directs the Agencies to conduct Regional Reviews, and to do so in a way that improves WWEC through future revision, deletion, or addition to the system. As stated in the Settlement Agreement, “The objectives of these settlement provisions are to ensure that future revision, deletion, or addition to the system of corridors designated pursuant to section 368 of EAct consider the following general principles: location of corridors in favorable landscapes, facilitation of renewable energy projects where feasible, avoidance of environmentally sensitive areas to the *maximum* extent practicable, diminution of the proliferation of dispersed rights-of-way (“ROWS”) crossing the landscape, and improvement of the long-term benefits of reliable and safe energy transmission.” Settlement Agreement at II A, emphasis added.

Likewise, the Settlement Agreement establishes four siting principles, which includes that “Section 368 corridors are thoughtfully sited to provide maximum utility and *minimum impact to the environment*.” Settlement Agreement at II A.1.c, emphasis added. This consideration is particularly important for Corridors of Concern identified by the Settlement Agreement, but applies to all WWEC.

The Corridors of Concern identify a wide range of issues with WWEC that traverse environmentally sensitive areas and have conflicts with wildlife and other resources. Similarly, the Corridor Study published in May of 2016 pointed to existing conflicts for corridors generally and not just those identified as Corridors of Concern. In several places in the Study, Argonne National Laboratory identifies resource concerns, such as habitat for sensitive species or specially designated areas, as a reason (or at least a contribution) for non-use of WWEC.<sup>3</sup>

We have serious concerns that if the Agencies proceed with the current structure, Regional Reviews will not adequately address environmental concerns and improve the siting of existing WWEC to minimize impacts. The Agencies must improve their approach to meet the terms of the Settlement Agreement, to succeed in meeting their own goals for the WWEC, and align with relevant agency guidance on mitigation. Doing so is also crucial to help ensure that future changes to corridors comply with the Settlement Agreement, FLPMA, NEPA and Section 368 of EAct.

- 1. If the Agencies continue to use the presence of “constraints” as a screen for which corridors will receive recommendations for improvements, the Agencies must change the definition and application of the concept of “constraints” – the current approach does not allow for any environmental concerns to qualify as “constraints” and thus to receive recommendations for improvements, which does not meet the terms of the Settlement Agreement*

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<sup>3</sup> See Section 368 Corridor Study at 22, 24, 83, and 97.

The Agencies have established the concept of “constraints” as a way to identify the most important concerns with corridors. We support the Agencies in focusing their resources and attention on ensuring that the corridors meet the terms of the Settlement Agreement, which may require paying particular attention to the most significant resource concerns. We also appreciate that some information on environmental concerns is presented in the Corridor Abstracts. However, the Agencies’ current approach does not meet the terms of the Settlement Agreement regarding reducing environmental conflicts. This is because the Agencies are currently saying that only constraints will receive recommendations for improvements, and the Agencies’ definition and application of the concept of constraints does not allow for *any* environmental concerns to be identified as constraints – which would result in no recommendations for improvements to address environmental concerns. Further, the Agencies’ current approach does not provide an opportunity to address other important environmental concerns that may not rise to the level of constraints. Note that our focus is on environmental concerns, but this appears to also be an issue for other categories of concerns identified in the corridor abstracts.

As put forward in the Agencies’ current Guidance for Stakeholder Review of the Section 368 West-wide Energy Corridors, a concern is “not considered a constraint to development in the corridor if the BLM and FS staff identified that it is addressable through implementation of IOPs, standard stipulations, or other measures at the agencies’ discretion.”<sup>4</sup> The Stakeholder Guidance goes on to state that constraints will be addressed through recommendations, whereas it does not appear that other concerns will be addressed through the Regional Reviews.

In our initial review of the draft corridor abstracts, it appears that there are nine corridors in Region 1 that under BLM’s Stakeholder Guidance include constraints for which the Agencies are considering making recommendations for deletion, addition, or modification. Eight of these constraints are at least in part due to energy planning concerns; namely location-specific physical barriers or jurisdictional concerns. These types of issues relating to capacity, corridor width, line spacing, and other development factors are important ones. We encourage the Agencies to continue to identify and address these types of constraints in corridors in future Regional Reviews.

We also appreciate that the Agencies are including a wide array of categories under “land management responsibilities and environmental concerns” in its corridor abstracts and its review of public comments. In this set of categories, the Agencies did identify constraints related to public access to a recreation area (224-225), a corridor that crosses tribal land (115-238), and the Old Spanish National Historic Trail (39-231).

However, again, *not a single environmental concern* was considered to have adequate rationale to warrant inclusion as a constraint in the Region 1 draft corridor abstracts (even for Corridors of Concern); based on the Guidance for Stakeholder Review, it would follow that the Agencies are not developing recommendations for changes to corridors to address environmental concerns through the Regional Review. The lack of any environmental concerns being defined as constraints in the Region 1 draft corridor abstracts comes even though there are conflicts within corridors in Region 1 with special designations, special status species, wildlife habitat, and a range of other important conservation resources, such as lands with wilderness characteristics. For these and other environmental concerns, the draft Corridor Abstracts most commonly say “Not a constraint. Impacts

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<sup>4</sup> See Guidance for Stakeholder Review of the Section 368 Corridor Abstracts at 1.  
<http://corridoreis.anl.gov/involve/stakeholder-input/doc/CorridorAbstractGuidance.pdf>

would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.”

Given the known significant environmental concerns with corridors in Region 1, the fact that the Agencies’ current approach would result in all environmental concerns being dismissed as “not a constraint” that warrants recommendations for improvements through the Regional Review means that the current approach does not meet the terms of the Settlement Agreement that future revisions of WWEC ensure “avoidance of environmentally sensitive areas to the *maximum* extent practicable,” (Settlement Agreement at II A, emphasis added) and “Section 368 corridors are thoughtfully sited to provide maximum utility and *minimum impact to the environment*” (Settlement Agreement at II A.1.c, emphasis added).

For example, consider WWEC 27-41, whose location in the draft corridor abstract is described as extending generally west-east from near Daggett, California, north of Twentynine Palms Marine Corps Base and south of Mojave National Preserve, to the California-Nevada state line, west of Bullhead City, Nevada. In our comments on the Request for Information, we recommended that BLM delete this corridor because of impacts to desert tortoise habitat, Areas of Critical Environmental Concern, cultural sites along Rt. 66, and the National Monuments now included within the Mojave Trails National Monument. In the draft corridor abstracts, however, the only constraint identified is in regards to a corridor barrier affecting connectivity between California and Arizona. The only environmental concerns that the draft abstract indicates would get any further consideration are special status species concerns – they are “not a constraint,” but the Agencies may consider additional corridor options during regional review. WWEC 27-41 Draft Corridor Abstract at 5. All other environmental concerns for this and other corridors don’t even benefit from a statement indicating that the Agencies may consider additional options – they are simply dismissed as “not a constraint”. The fact that the Agencies’ current approach appears to be leading them to effectively dismiss even the serious environmental concerns for 27-41 is illustrative of the broader problems with the current approach.

#### **Recommended changes to the definition and application of the concept of “constraint” to ensure serious environmental concerns are addressed consistent with the terms of the Settlement Agreement**

We believe that the failure for any environmental concerns to be at least initially defined as constraints in the Agencies’ analysis is due to the Agencies’ current definition of the concept of a “constraint” and their application of that definition. To ensure that environmental concerns are appropriately addressed, we recommend that the Agencies modify the existing definition in the following way (deletions shown in strikethrough; additions shown in bold):

“The concern is ~~not~~ considered a constraint to development in the corridor if the BLM and FS staff identified that it is **not** addressable through implementation of IOPs, standard stipulations, or other measures at the agencies’ discretion. **A concern is also considered a constraint where development in the corridor would impact highly important public lands resources.**”

When discussing constraints, the Agencies should also refer to the purpose of WWEC and relevant agency guidance. As previously mentioned, the foundation of WWEC is rooted in the general goal to provide low-conflict areas for development and incentivize projects in those places. Identifying “smart from the start” places for transmission development requires full attention paid to potential impacts to public lands resources. Beyond



the direction of WWEC and the Settlement Agreement, the Agencies have a general obligation to promote balanced land management through full consideration and protection of public lands resources. FLPMA, 43 U.S.C. § 1701 et seq., imposes a duty on BLM to identify and protect the many natural resources found in the public lands. Multiple use, which identifies the importance of natural resources such as recreation, wildlife, and scenic values, requires BLM's consideration of the relative values of these resources but "not necessarily to the combination of uses that will give the greatest economic return." 43 U.S.C. § 1702(c).

To our knowledge, prior to the Agencies putting forward the definition in the Guidance for Stakeholder Review, there was not an accepted definition of "constraint"; neither the Settlement Agreement nor the Memorandum of Understanding (MOU) directing Regional Reviews define "constraint". The Work Plan outlined in the MOU states that the Agencies will consider constraints and opportunities, including resource constraints beyond those identified by the Settlement Plaintiffs as Corridors of Concern.<sup>5</sup> Because (as described above) the Settlement Agreement directs the Agencies to ensure that corridors avoid environmentally sensitive areas to the maximum extent practicable and have a minimum impact to the environment, the Agencies must ensure that constraints include appropriate significant environmental concerns so that recommendations for improvements to corridors will achieve those outcomes.

Regardless of how the Agencies modify the definition of constraint, the resources and designations should be classified as constraints in the Regional Reviews:

1. Wilderness Areas;
2. Wilderness Study Areas (WSAs);
3. National Parks;
4. National Wildlife Refuges;
5. National Monuments;
6. National Conservation Areas;
7. Other lands within BLM's National Landscape Conservation System (NLCS) and all areas that have been proposed for designation in pending legislation;
8. National Historic and National Scenic Trails;
9. National Wild, Scenic, and Recreational Rivers, study rivers and segments, and eligible rivers and segments;
10. Areas of Critical Environmental Concern (ACECs);
11. Threatened, endangered and sensitive species habitat;
12. Other critical cores and linkages for wildlife habitat, such as that identified by state wildlife agencies through State Comprehensive Wildlife Conservation Strategies;<sup>6</sup>
13. BLM Citizen Proposed Wilderness Areas;
14. Other lands with wilderness characteristics identified or inventoried by the land management agencies or the public;
15. Forest Service Inventoried Roadless Areas;

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<sup>5</sup> See Objective 7 of the Approved Work Plan for Regional Periodic Reviews.

<sup>6</sup> For example, the Arizona Game and Fish Department has identified the Kaibab-Paunsagunt wildlife corridor as a critical linkage for migrating mule deer between southern Utah and northern Arizona's Kaibab Plateau. See: Carrel, William K., Richard A. Ockenfels, and Raymond E. Schweinsburg. 1999. An Evaluation of Annual Migration Patterns of the Paunsagunt Mule Deer Herd Between Utah and Arizona. Arizona Game and Fish Department Technical Report 29. Phoenix. 44 pages

16. Forest Service Recommended Wilderness Areas and Wilderness Study Areas;
17. Designated conservation areas (administrative) including, but not limited to, Special Interest Areas and Research Natural Areas;
18. Potentially Suitable Wilderness Areas pursuant to FSH 1909.12, chapter 70;
19. Forest Service Citizen Proposed Wilderness Areas
20. Areas with high scenic integrity in land management plans; and
21. Identified and managed wildlife corridors

We also recommend that the Agencies evaluate the information in our RFI comments, as well as in other RFI comments the Agencies received, to identify other environmental concerns that should be classified as constraints. In addition, comments the Agencies receive on the Regional Reviews should be carefully considered to inform what constitutes a constraint.

Revising the definition of “constraint” to better address environmental concerns and identifying the specific categories of land above as constraints is also consistent with the Department of the Interior (DOI) and BLM guidance on mitigation with regards to avoidance. The DOI Mitigation Manual states, “To avoid and minimize impacts to resources and their values, services, and functions across landscapes and over time, apply best management practices as identified in regulation, policy, plans, strategies, and project-level NEPA analysis. Seek to avoid authorizing activities that adversely impact units of the National Park System, National Wildlife Refuge System, National Landscape Conservation System, Areas of Critical Environmental Concern, and other special status areas. Avoidance should also be sought for resources and their values, services, and functions with protective legal mandates and those considered important, scarce, sensitive, or otherwise suitable to achieve goals as identified through landscape-scale strategies, plans, and approaches.” DOI Mitigation Manual 600 DM at 6.6 B.<sup>7</sup>

2. *The Agencies should also address serious environmental and other concerns (including concerns from industry regarding developability of corridors) that may not rise to the level of a “constraint”*

In addition to revising the definition and application of the concept of “constraints”, the Agencies need to go beyond focusing *only* on constraints – a solitary focus on constraints overlooks serious environmental and other resource concerns that may not rise to the level of a “constraint” but can and have resulted in serious impacts from development, as well as in developers not using WWEC and even actively avoiding them. In addition, failure to address concerns from industry regarding developability of corridors can limit the use-ability of the corridors.

In the draft corridor abstracts, there is a section titled “BLM/FS Review and Analysis” where the agencies decide whether a concern qualifies as a constraint. This section also provides an explanation for how development could proceed while addressing a particular concern. Most commonly, the Agencies currently state that a concern does not currently qualify as a constraint because the concern may be addressed through implementation measures. This is the case for both energy planning concerns and environmental concerns. Unfortunately, by focusing almost exclusively “constraints”, there is often little context on how other concerns may result in impacts and/or influence proposed development in corridors.

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<sup>7</sup> Available at: <https://www.doi.gov/sites/doi.gov/files/uploads/TRS%20and%20Chapter%20FINAL.pdf>

Beyond identifying constraints, we recommend that the Agencies include an additional indicator that details segments of corridors where there are significant environmental or other concerns, including concerns from industry regarding the developability of corridors. Such an approach is consistent with the Work Plan established through the MOU, which states the Regional Reviews will identify pinch points as well as conflict areas.<sup>8</sup>

Identification of significant environmental and other resource concerns:

Through this process, the Agencies will continue to collect information on potential resource conflicts with WWEC. The Agencies should use this information to identify resources and locations that may not be classified as “constraints” a particular corridor, but can be subject to significant impacts and produce significant conflicts. In our RFI comments, we recommended that a number of data sources be considered when evaluating corridors. This included widely available datasets such as Rapid Ecoregional Assessments (REA), data from Landscape Conservation Cooperatives, Western Governors’ Association Crucial Habitat Assessment Tool (CHAT), State Wildlife Action Plans, and peer-reviewed research on wildlife movement and migrations. These resources are crucial for considering environmental concerns beyond those identified above that should be considered constraints, and underline the importance of trends and forecasting in making land use planning decisions.

Identify segments of corridors with significant industry concern:

The Agencies should complete a similar process for energy planning where it identifies segments of corridors with significant industry concern where development may be able to proceed in a particular corridor, but additional factors may influence use of a corridor. This analysis should move beyond pinch points or features that constrain development by examining other issues related to energy planning, such as capacity issues, reliability and congestion concerns, changing demand centers, new resources coming online and other factors. The Agencies should use information gathered from industry outreach, including project applications and expressed interest. The Agencies should also incorporate information from relevant studies and research to identify segments of corridors that are of particular concern for energy planning in near future. As emphasized in the Settlement Agreement, the Agencies should focus on transmission needs for renewable energy sources.

While some of this information is included in narratives describing corridors, it is unclear where stakeholders should prioritize engagement and what concerns are most critical for satisfying energy planning needs. By identifying segments of corridors that have pressing development concerns, Regional Reviews can produce recommendations that may have more immediate applicability to projects. We also want to reiterate the recommendations from our RFI comments on making the corridors more useable by industry (TWS et al RFI comments p. 3-4).

- 3. Example of how an improved approach to constraints and other environmental concerns can also help address issues for current and future applications for transmission lines that the Agencies must review and make decisions on under NEPA*

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<sup>8</sup> See Appendix A, Objective 9 of Approved Work Plan for Regional Periodic Reviews, Including Review of Interagency Operating Procedures, for Section 368 Corridors.

[http://corridoreis.anl.gov/documents/docs/S368\\_Settlement\\_MOU\\_Signed\\_07-08-2013.pdf](http://corridoreis.anl.gov/documents/docs/S368_Settlement_MOU_Signed_07-08-2013.pdf)

In addition to ensuring that the Agencies meet the requirements of the Settlement Agreement, improving the approach to addressing environmental concerns will help ensure that the Agencies can capitalize on major opportunities to improve corridors in places where environmental concerns are influencing project applications and siting, and for which the Agencies have responsibility for reviewing and making decisions on siting, mitigation and project approval or denial under NEPA.

For example, BLM is currently developing an Environmental Impact Statement (EIS) for the proposed Ten West Link transmission project from the Phoenix, Arizona area to the Blythe, California area – a draft EIS is expected to be published in 2017. The applicant’s proposed route runs through the Kofa National Wildlife Refuge, an extremely controversial route that would cause serious harm to the refuge and the wildlife and habitat that it was designated to protect (note that the applicant’s proposed route is not a WWEC). The study area for alternative routes includes WWEC 30-52 along Interstate Highway 10, which The Wilderness Society and many other NGOs have urged BLM to analyze and consider as a much lower-impact alternative. Though 30-52 would be much lower-impact than the applicant-proposed route through the Kofa, development within 30-52 would cause significant impacts, and these concerns could affect the potential developability of 30-52 for Ten West Link. The Corridor Abstract for 30-52 does identify some constraints with regards to bottlenecks, private land and tribal concerns, which is helpful, but it does not identify any environmental concerns as constraints, including concerns such as designated critical habitat for ESA species. It also does not identify any possible solutions for environmental concerns, such as consideration of ways to avoid, minimize or offset impacts.

We believe that one of the most important beneficial outcomes of the Regional Reviews would be for the Agencies to help address issues (whether constraints or serious concerns) for lower conflict corridors that would make them more likely to be developed instead of higher conflict corridors or higher conflict areas outside of corridors. The Agencies could do just that for corridor 30-52 and the Ten West Link project, and should do so. There may be other corridors or regions within the Region 1 Review area that are also currently or may be soon under application for transmission line project development, and BLM should similarly use the Regional Reviews to improve outcomes and reduce impacts in those areas.

**Summary of Comments:** The Agencies must improve the approach and structure of the WWEC Regional Reviews to meet the terms of the Settlement Agreement by revising their methods for considering and addressing environmental concerns. The Agencies should do so by revising the definition of and application of the term “constraint” to include critical environmental concerns. The Agencies should also address serious environmental and other concerns, including concerns from industry regarding developability of corridors, even when those concerns may not rise to the level of constraints.

- //.** In addition to ensuring that the Regional Reviews lead to all WWEC meeting the terms of the Settlement Agreement, the Agencies should put further emphasis on corridors with environmental constraints and serious environmental concerns (such as WWEC 27-41 in California) and/or demonstrated development interest from industry (such as WWEC 30-52 in Arizona); the Agencies must ensure that all conclusions they make and all resulting recommendations (including the conclusion that a corridor’s constraints or concerns do not merit recommendations for changes) are based on high quality information and adequate stakeholder input

Through the Region 1 Review, the Agencies are collecting information and analyzing 26 different WVEC in California, western Arizona, and southern Nevada. This constitutes an impressive hundreds of miles of corridors, which must take into account a large number of planning contexts including state and local jurisdictions, utilities and service providers, and different land management agencies. Moreover, this review must also incorporate, address, and forecast trends outside of Region 1, and the implications that its analysis and recommendations may have on transmission and energy planning elsewhere.

The Agencies have proposed a very ambitious timeline for completing adequate information gathering, analysis, and recommendations for Region 1 corridors. Over the span of 9 months, the Agencies have indicated that they will: gather and synthesize new information on transmission and energy planning; hold multiple rounds of stakeholder input; conduct necessary outreach to government officials, nongovernmental organizations, and industry; create and refine an online GIS mapping tools and corridor abstracts; develop draft corridor recommendations; and issue final recommendations for land use planning. At a minimum, the Agencies must ensure that the Regional Reviews and resulting recommendations meet the terms of the Settlement Agreement for all corridors. Beyond meeting that requirement, to ensure that the Regional Reviews produce the maximum benefits, we strongly recommend that BLM consider ways to focus additional analysis and effort on priority corridors. The Agencies should ensure that they are investing adequate time and resources in this effort to achieve these outcomes.

- 1. Beyond ensuring that the Regional Reviews result in recommendations that meet the terms of the Settlement Agreement for all corridors, the Agencies should focus additional analysis and effort on priority corridors with environmental constraints and serious environmental concerns and/or demonstrated development interest from industry. They should include recommendations on filling gaps in data or outreach, directing future research and analysis, and identifying upcoming opportunities with federal, state, or local planning.*

The Agencies must first ensure terms of the Settlement Agreement are met for all corridors. However, we recognize that corridors with significant environmental or industry concerns and/or development interest merit additional analysis and effort. We recommend that the Agencies apply adequate to provide exceptionally strong recommendations for these corridors. The Agencies should establish a methodology or criteria for prioritization of corridors for additional effort, and make this process clear to stakeholders.

The process recommended in section I of these comments to ensure environmental concerns are appropriately classified as constraints and ongoing efforts by the Agencies to identify development interest in particular corridors from industry will help the Agencies prioritize their efforts.

The Agencies should not limit recommendations to additions, deletions, and modifications of corridors and recommendation or requirement of mitigation measures. The Agencies should also identify data gaps, uncertainties with energy planning or markets, or variable resource conditions that may be priorities for future research and analysis. As our nation's energy grid continues to evolve, documenting these data gaps and research needs may help support private, governmental, and non-governmental entities working on these issues and contribute to more informed land-use planning in the future. For corridors where the Agencies demonstrate that they are meeting the terms of the Settlement Agreement but further analysis would provide additional

benefits, a robust stakeholder process could be created at the time of, or in advance, of a land-use planning process. Such a process may be necessary to bring stakeholders together to provide heightened analysis and engagement on corridor options.

2. *The Agencies should ensure that all conclusions they make and all resulting recommendations (including the conclusion that a corridor's constraints or concerns do not merit recommendations for changes) are based on high quality information and adequate stakeholder input*

We recognize that through this process, the agencies are collecting a significant amount of information and completing outreach to a wide range of stakeholders. The Agencies must ensure that the Regional Reviews result in all WWEC meeting the terms of the Settlement Agreement. They must demonstrate that any recommendations they make are based on high-quality information and have received ample input from stakeholders and the public. This includes demonstrating that any conclusions the Agencies make that constraints and important concerns do not require recommendations for changes.

The recommendations that come out of the Regional Reviews are meant to be fully incorporated into BLM and Forest Service land use plans.<sup>9</sup> The implications of these recommendations on National Environmental Policy Act (NEPA) processes are significant. Recommendations to modify, delete, or add corridors have the potential to direct the range of alternatives in a land use planning process, influence public engagement, and impact other land-use decisions, further underscoring the importance of the Agencies demonstrating that they are based on quality information. Sound recommendations undoubtedly have the potential to provide useful information and guidance on WWEC. Poor recommendations on the other hand, could distort or detract from the purpose of this public process.

Since much of the analysis completed for this process to-date is geared toward addressing concerns and constraints with current WWEC to meet the terms of the Settlement Agreement, we expect that the Agencies will be making specific recommendations for deletion of corridors or portions of corridors as well as requirement of mitigation measures to address those concerns and constraints.

We note that should the Agencies decide not to make a recommendation on a concern or constraint within a corridor, that decision is, in and of itself, a recommendation by the agency. In places where the Agencies do not make recommendations on concerns, they are making the conclusion that the corridor meets the siting principles from the Settlement Agreement. The Agencies must demonstrate the basis for that conclusion with adequate analysis and information. The Agencies must not use the approach in the draft Corridor Abstracts of making the general statement that a concern is "Not a constraint. Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law;" the Agencies must also not use statements that concerns are simply addressable through implementation of IOPs, standard stipulations, or other measures at the agencies' discretion.

With regards to potential corridor modifications or additions, the Agencies should provide context on where corridor changes might occur and include relevant information such as new avoidance areas, general siting regions, trends surrounding a certain corridor, and necessary transmission connections. Based on the

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<sup>9</sup> See *Settlement Agreement*, p.4.

information currently included in the Corridor Abstracts, it does not appear that the Agencies will have enough information to recommend specific locations for corridor modifications or additional corridors. In these circumstances, it may be appropriate to provide other types of recommendations for corridors to inform the land-use planning process. If the Agencies do gather enough information to make recommendations for specific locations for corridor modifications or additional corridors in the future, either for Region 1 or future Regional Reviews, the Agencies should make it clear that like any consideration of deletion of corridors, any consideration of new or modified corridors would be completed through a NEPA process including alternatives analysis, public input, etc.

### III. Region 1 Energy Planning Report

Though the Agencies are making significant progress on the Settlement Agreement terms, we are concerned with the current lack of one component of the Work Plan outlined in the Memorandum of Understanding established by the agencies. Objective 6 states the following:

“Synthesize new relevant, existing, publicly available information. Since the periodic reviews will be conducted regionally, the Agencies may synthesize new and initial relevant, existing, publicly available information specific to each region when they conduct regional periodic reviews (including for review of the IOPs). The synthesis will result in a Report(s) to be considered in the Regional Periodic Reviews. In addition to the initial list and information compiled from the process referenced in number 3, the synthesis will also include consideration of the Corridor Study.”<sup>10</sup>

We understand from communication with the BLM that the Agencies have contracted with the National Renewable Energy Laboratory to complete the Region 1 Energy Planning Report(s) (referred to as such from this point onward in these comments), but that the timing for completion of the report is unclear, and it will not be available during the first comment period for the Region 1 Review. Providing stakeholders with such a report at the *start* of the stakeholder engagement for the Region 1 Review would have heightened engagement with user groups heading in to the Region 1 Review, provided more clarity and context on the problems and opportunities unique to the region, and consequently, resulted in more substantive feedback through this input period. As the agencies and the range of stakeholders are aware, there are a plethora of considerations that need to be taken into account when considering future needs of our nation’s energy grid. The current absence of a Region 1 Energy Planning Report is a major obstacle for ensuring that stakeholders are operating under the most recent and best available information. We strongly recommend that the Agencies complete and provide to stakeholders the Region 1 Energy Planning Report as soon as possible, and ensure that these reports are available in advance of all future regional reviews.

The substance of these reports should provide a lens into energy planning in the respective regions. New analyses, reports, and plans have been developed that look at transmission infrastructure needs, particularly as it pertains to increased renewable energy generation. The agencies should use this information to detail the reasonable foreseeable development in each region. Scenario planning is a useful and necessary exercise that should be completed in advance of the release of the draft Corridor Abstracts. We note that federal land

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<sup>10</sup> See Memorandum of Understanding, Appendix A at:  
[http://corridoreis.anl.gov/documents/docs/S368\\_Settlement\\_MOU\\_Signed\\_07-08-2013.pdf](http://corridoreis.anl.gov/documents/docs/S368_Settlement_MOU_Signed_07-08-2013.pdf)

management agencies have recently collaborated with the Department of Energy on research publications and assistance in land use planning. For example, the National Renewable Energy Lab worked with BLM Colorado to analyze trends in renewable energy and identify needs and opportunities on public lands. The Regional Energy Planning Reports should address regional and macro-level economic conditions as well as policy and legislative changes (such as changes in Renewable Energy Portfolio Standards). For Region 1, we would expect significantly more information on relevant energy planning and projects, such as implications and integration with the Renewable Energy Transmission Initiative 2.0, work done by the Western Electricity Coordinating Council, Restoration Design Energy Project, and the Desert Renewable Energy Conservation Plan. In our RFI comments, we recommended data and reports that the Agencies should consider when crafting these reports.

**Summary of comments:** The Agencies should complete and provide to stakeholders the Region 1 Regional Energy Planning Report as soon as possible, and should ensure that these reports are made available to the public in advance of all future Regional Reviews. These reports should provide enough information to stakeholders on regional conditions to understand planning and economic contexts, and inform input on specific corridors.

#### **IV. Recommendations on Mapping Tool and Corridor Abstracts**

The Section 368 Mapping Tool and corresponding Corridor Abstracts are useful tools for reviewing and analyzing West-wide Energy Corridors. They represent a major step forward not only for energy and transmission planning on public lands, but for the Agencies' capacity to integrate GIS platforms into project design and stakeholder engagement. We strongly support the use of functional tools like the Section 368 Mapping Tool and its usability for both the public and stakeholders, including both potential developers and non-governmental organizations. This Tool has the potential to be a model for a number of other planning efforts, particularly if the Agencies can use it to display data from other agency mapping tools such as the Solar Mapper and soon to be published Wind Mapper. We are excited to be a part of its initial rollout and look forward to continued engagement to help maximize its use for supporting the Settlement Agreement and improving WWECs. We appreciate this first opportunity to provide feedback to the Mapping Tool and associated Corridor Abstracts. At this time, we recommend the following additions and modifications:

##### *1. Information on energy planning and developability concerns*

The Agencies are moving in the right direction on informing stakeholders about the energy planning considerations for the WWEC, including current and potential use and development interest. We appreciate that through the Corridor Abstracts, the Agencies are beginning to address important considerations, including the original rationale for the Corridor, infrastructure currently in place, and indicators of the development interest. Unfortunately, the brief narratives and static maps in the draft Corridor Abstracts are of little use for understanding the current status of a particular corridor or corridor segment.

When examining Corridor 39-231 Corridor Abstract, for example, the introduction states that there is a pinch point when the corridor moves from 3,500 ft. width to a 500 ft. width in the former Sunrise Mountain Instant Study Area. Based on BLM's and Forest Service's Review and Analysis found later in the abstract, one could conclude that the corridor is at capacity because "BLM is proposing to increase the corridor with from 500 ft. to 3,500 feet in this area." Corridor Abstract 39-231 at 4. However, there does not appear to be any capacity



concerns on this segment of the corridor: all five transmission lines that the Agencies reference as occupying the corridor appear to be located from MP 30.2 to 33.4, whereas the apparent pinch point is located from MP 9.5 to 11.0. The corridor rationale provides brief description of two pending applications and potential interest for an additional transmission line (Zephyr), but there is no indication of whether the corridor currently faces capacity concerns. Inadequately detailing energy concerns or reasonably foreseeable development can confuse or potentially falsely identify the need for a corridor adjustment, in some cases unnecessarily creating other problems. For example, by widening Corridor 39-231, the agencies would extend the corridor designation into the Rainbow Gardens ACEC, which was designated for special status species and cultural resources. With the static maps and unclear descriptions provided, it is questionable whether there is a legitimate development concern for this corridor, and there is, whether the proposed widening is the best solution or whether alternative solutions are warranted.

There are a number of options that the Agencies should consider for providing better information on energy planning for each corridor. As the Agencies continue to refine the Mapping Tool and corresponding Corridor Abstracts, we recommend that the following data sources and approaches are considered:

- *Include data on existing infrastructure in the Mapping Tool:* The Agencies have included Platts data in the Corridor Abstracts. This data provides valuable geospatial information depicting renewable and non-renewable energy power plants, the size of power plants, substations, population centers, transmission lines, and natural gas pipelines. However, limiting this data to paper maps is not useful for analyzing energy planning and considering environmental conflict at a regional scale. We recognize that acquiring and presenting this data is a substantial investment for the Agencies, but we see it as a critical component for disseminating otherwise inaccessible information to stakeholders.
- *Provide indicators of physical corridor capacity for additional infrastructure:* The carrying capacity of a transmission line and the physical capacity of a corridor are crucial indicators for understanding the need for additional, modified, or expanded corridors. While the Agencies may not be able to provide information on the contractual or physical availability of power transfer capacity on individual transmission lines, they should indicate the physical capacity of a corridor to accommodate new infrastructure. On the mapping tool and within the corridor abstracts, the Agencies should provide a general indication of the physical capacity of each corridor. This could be done by adding an ordinal scale for segments of corridors on the Mapping Tool: unused, low, medium, and high.
- *Describe other energy planning features:* The Agencies should consider adding other labels and layers to the Mapping Tool. Following the synthesis of information in Regional Energy Reports, the Mapping Tool could provide an interactive platform for depicting energy planning conditions and trends. Similar to the approach taken by BLM's Rapid Ecoregional Assessments, the mapping tool could provide forecasts into supply and demand conditions or other forecasts. We encourage continued emphasis to be placed on the partnership with the Department of Energy in making a highly useful mapping tool or providing GIS data to stakeholders who want to make informed recommendations on the siting of WWECs and informed decisions on potential use of WWECs.
- *Provide more detail regarding pending energy generation and transmission applications:* We appreciate that the Agencies describe pending applications and development interest in each of the corridor

abstracts. However, statements about applications are vague and don't often give detail on the location with respect to the corridor or the expected power generation or transmission capacity. This should be done with an eye toward renewable energy; the Settlement Agreement specifically calls for WWEC to consider facilitation of renewable energy projects when making recommendations.

- *Relate the corridor rationale to larger development trends, particularly for renewable energy:* The corridor abstracts describe the original rationale for corridor designation, which is largely attributable to recommendations made by industry groups. Through industry outreach in this process, the Agencies should make clear as to how these corridors are necessary for future energy planning as well. To align with the Settlement Agreement, particular attention should be placed on renewable energy sources.

## 2. *Information on environmental concerns*

There are a number of options that the Agencies should consider for providing better information on environmental concerns for each corridor. This should include data sources used in the WWEC Programmatic Environmental Impact Statement. In addition, we reiterate that a number of stakeholders, including the plaintiffs of the Settlement Agreement, submitted data through the Request for Information. We appreciate that some of this data is included in the corridor analyses, but urge the Agencies to consider ways to include this information in the Mapping Tool. In particular, we recommend that the following data sources and approaches are considered:

- *Include other lands that should be identified as constraints as described in section 1 of these comments:* Environmental concerns in the Mapping Tool are limited primarily to permanent designations, such as National Monuments, Wilderness Areas, and National Historic Trails. In addition to Areas of Critical Environmental Concern already on the Mapping Tool, the Agencies should add the designations identified in the previous section of these comments on resources and designations that should qualify as a constraint.
- *Lands with wilderness characteristics:* There are multiple planning areas within Region 1 where both BLM and citizen inventory of lands with wilderness characteristics is ongoing. FLPMA and Manual 6310 obligate the BLM to maintain and update its inventory of lands with wilderness characteristics, and consider the resource during land use planning. Since this mapping tool will inform future land use plan revisions and proposed projects, it is critical that all lands with wilderness characteristics are continually updated and reflected in the Mapping Tool. If overlap is found between updated lands with wilderness characteristics inventory and WWEC when developing Corridor Abstracts, the Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. Additionally, if BLM is actively inventorying in a planning area when the Agencies are creating Corridor Abstracts, there should be a concern in the analysis table that indicates inventory work has not yet been completed. This will better inform stakeholders and developers when considering potential resource conflicts at the time of development.
- *Add resources with important conservation value:* Following the approach of identifying serious environmental concerns, there are resources on our public lands that regardless of management

regime, have important conservation value. We appreciate that the Agencies have included ESA special status species habitat and hydrography. The Mapping Tool should also include relevant information like state special status species and major migration corridors. Currently, there are a number of conflicts listed in the Corridor Abstracts with identified Milepost. If appropriate for public use, the Agencies should add corresponding data layers to the Mapping Tool. In places where the agencies have indicated that there is data needed, we expect the Agencies will conduct the outreach necessary to obtain this information.

- *Include relevant regional data from Rapid Ecoregional Assessments:* We understand that with given resource constraints, it may not be possible to add all data from Rapid Ecoregional Assessments to the Mapping Tool. We recommend that the Agencies carry forward particularly relevant datasets, particularly landscape condition and project landscape condition. If adding raster data to the Mapping Tool is not possible, then the website should direct users to publicly available GIS data along with associated data for WWECs.
- *Summarize principal environmental concerns:* The Corridor Abstracts include a large number of environmental concerns raised by stakeholders and found by the Agencies in their review. The Agencies should consider ways to summarize this information. With the data submitted through this process, the Agencies could include key metrics, such as number of miles of overlap with special status species habitat, total number of environmental conflicts, and percentage of corridor in conflict areas. The tables certainly provide a lens into stakeholder concerns for possible corridor modification. In the final abstracts, the Agencies should summarize resource concerns that are most important so stakeholders and developers are more aware of factors that will influence project design, mitigation requirements, and cost.

### 3. *Information on federal and non-federal land use and planning*

WWEC cross a number of jurisdictions and federal planning areas. This presents complications for ensuring consistency and functionality for future projects in WWEC and in land use planning that addresses WWEC. As the Agencies ask stakeholders and the public to weigh in on WWECs, it would be helpful to provide as much information as possible on land use plans and private land issues. We recommend the following be included in the Corridor Abstract:

- *Information on non-federal land:* For existing WWEC to be truly functional, there must be a reasonable basis to assume that all segments of the WWEC, including likely connections across non-federal lands, avoid environmentally sensitive areas to the maximum extent practicable. While the Agencies do not have the authority to designate WWEC on non-federal lands, they do have the capacity to extend environmental assessments done on federal lands to non-federal lands. The RDEP planning process conducted by the Arizona BLM serves as an important precedent and example of how such an assessment can be extended to non-federal lands. With a few exceptions, corridor abstracts do not include potential concerns or conflicts with county land use plans, conservation resources on private lands, and other important considerations.

- *Information on federal land use planning currently in progress:* During Region 1 Review, planning has been underway for the Desert Renewable Energy Conservation Plan and the Southern Nevada Resource Management Plan. Collecting stakeholder input on planning areas that are currently undergoing land use planning is a situation that the other Regional Reviews will encounter. For example, Region 2 includes planning areas in New Mexico and the Royal Gorge Field Office in Colorado, which have open Resource Management Plans. The Agencies should include any adjustments made in draft plans in the Mapping Tool. Simply stating that the BLM is currently in the process of revising its Southern Nevada resource management plan and is proposing corridor revisions (see Corridor Abstract for Corridor 224-225) is insufficient for informing stakeholders. This is extremely valuable information and should inform stakeholder comments in Regional Reviews.

**Summary of comments:** The Agencies should make modification and improvements to its Mapping Tool to better inform stakeholders of energy planning, environmental planning, and federal and non-federal land use planning. The Mapping Tool and corresponding corridor abstracts should be structured in a way that supports identification of major issues and concerns relevant to recommendations made through the Regional Review.

## **V. Recommendations on Interagency Operating Procedures**

Current policy guidance at all levels is emphasizing a landscape approach to mitigation. In addition to mitigation requirements under the Federal Land Policy and Management Act and the National Environmental Policy Act, numerous other policies and guidance documents direct the BLM to require mitigation and specify how mitigation must be employed. These include the Presidential Memorandum: Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment (2015); Secretarial Order 3330, Improving Mitigation Policies and Practices of the Department of the Interior (2013); the follow-up report entitled A Strategy for Improving the Mitigation Policies and Practices of The Department of the Interior (2014); the Department of the Interior’s Landscape-Scape Mitigation Manual (2015); and BLM’s Draft Regional Mitigation Manual (2013).

DOI’s Landscape Mitigation Policy reaffirms agency authority to implement mitigation of impacts on our public lands. The policy also takes a major step in committing federal agencies to a no net loss outcome for “resources and their values, services, and functions that are considered by the Department as important, scarce, sensitive, or otherwise suitable to achieve established goals.” DOI 600 DM at 6.5. This new, no net loss standard for federal agencies has important implications for the management of Federal lands, water, air quality, and other resources and infrastructure under DOI authority. It pushes mitigation from primarily a regulatory tool at the project-level to an integral part of the overall management strategy for agencies to meet goals and objectives. We recommend that the Agencies incorporate components of the DOI policy and other relevant Mitigation guidance into Interagency Operating Procedures.

Finally, in our RFI comments we recommended that the Agencies improve Interagency Operating Procedures (IOPs) by incorporating Design Features of the Solar PEIS, including for lands with wilderness characteristics. Although not developed specifically for transmission projects, we believe that many of the Solar PEIS Design Features would be appropriate for transmission lines. Further, the level of detail and specificity regarding procedures and resources included in the Design Features would greatly strengthen the WWEC IOPs. We remain

supportive that the Agencies incorporate many of the Design Features from the Solar PEIS into the WWEC as IOPs.

We appreciate the opportunity to comment, and look forward to following up with you to answer any questions you have and provide additional details if requested.

Sincerely,

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Re: Recommendations on initial phase of Section 368 West-wide Energy Corridors Region 1 Regional Review

Dear Mr. Nedd, Mr. Woodruff, Mr. Mills, Mr. Jolley, Mr. Fusilier, Ms. Smale, and Mr. Gazewood,

Please accept the comments of The Wilderness Society, Southern Utah Wilderness Alliance, Idaho Conservation League, Sonoran Institute and National Parks Conservation Association on the initial phase of the Region 1 Review of the Section 368 West-wide Energy Corridors (WWEC).<sup>1</sup> We support the ongoing commitment shown by the BLM, the U.S. Forest Service, and the Department of Energy (the Agencies) to improving the siting and functionality of the WWEC to meet the terms of the Settlement Agreement reached by the Agencies and The Wilderness Society and other plaintiffs in 2012, including through the Regional Reviews. The Agencies have invested significant effort into developing an approach to the Regional Reviews, and have already gathered and synthesized a significant amount of information that can be used to improve the WWEC in Region 1. We appreciate this opportunity to comment and the other opportunities to engage in the Regional Reviews, and hope our recommendations are helpful to the Agencies in meeting their goals and obligations. The comments we submitted on the 2014 WWEC Request for Information are incorporated by reference.<sup>2</sup>

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<sup>1</sup> Note that our focus within Region 1 is on potential use of WWEC for transmission line development, given that this is the primary type of development currently being proposed in Region 1.

<sup>2</sup> Available at:

<https://wilderness.org/sites/default/files/WWEC%20RFI%20Comments%20%28TWS%20and%20Partners%205-27-14%20-%20with%20attachments%29.pdf>

Based on our early engagement and the tools and information provided by the Agencies, we have developed recommendations for the Region 1 Review that we hope will also inform future Regional Reviews. Most importantly, it is essential that the Agencies 1) improve the way environmental concerns are addressed in this process to meet the terms of the Settlement Agreement and help ensure that future changes to corridors comply with the Federal Land Policy and Management Act (FLPMA), the National Environmental Policy Act (NEPA), and Section 368 of the Energy Policy Act of 2005 (EPAct); and 2) focus and prioritize their efforts on corridors that have significant environmental or other conflicts and/or demonstrated industry interest. The objectives of the Settlement Agreement are to ensure future changes to corridors result in corridors that are located in favorable landscapes; facilitate renewable energy; avoid environmentally sensitive areas to the maximum extent possible; decrease the number of dispersed right-of-ways, and improve long-term benefits of energy transmission. Settlement Agreement at II A. Recommendations from Regional Reviews must also thereby seek to achieve these objectives. Appropriately addressing environmental concerns and focusing the Agencies' resources and efforts on specific corridors that are high conflict and/or likely to see development pressure in the near to medium term is crucial for achieving these outcomes.

The detailed recommendations in this letter are summarized as follows:

- I. The Agencies must improve the methods used to address environmental concerns through the WWEC Regional Reviews to meet the terms of the Settlement Agreement and ensure that future changes to corridors comply with the Settlement Agreement, FLPMA, NEPA and Section 368 of EPAct. The current approach a) too narrowly defines and applies the concept of "constraints" in a way that does not allow *any* environmental concerns to qualify as "constraints", and thus to qualify for recommendations on corridor modification and b) does not include a method to meaningfully address significant environmental and other concerns (including concerns from industry regarding developability of corridors) that may not rise to the level of "constraints" but are serious enough that the Agencies should use the Regional Reviews to begin addressing them. We provide specific recommendations for how the Agencies should redefine constraints to include critical environmental concerns, and how they should address other serious environmental concerns.
- II. In addition to ensuring that the Regional Reviews lead to all WWEC meeting the terms of the Settlement Agreement, the Agencies should put further emphasis on corridors with environmental constraints and serious environmental concerns (such as WWEC 27-41 in California and the Corridors of Concern) and/or demonstrated development interest from industry (such as WWEC 30-52 in Arizona). The Agencies must ensure that all conclusions they make and all resulting recommendations (including the conclusion that a corridor's constraints or concerns do not merit recommendations for changes) are based on high quality information and adequate stakeholder input. Recommendations should be specific for the need for modifications, deletions or methods to avoid, minimize or offset impacts; recommendations for new corridors and alternative corridor routes should be more general to allow a more detailed review during future land use planning. The Agencies should also consider making recommendations on data needs and considerations for implementation-level planning.
- III. Given the dynamic nature of regional energy and transmission planning and the importance of these considerations to the appropriate and useful location of WWEC, BLM should complete and provide to the public the Region 1 Energy Planning Report (described in the inter-agency MOU and workplan for the

Regional Reviews) as soon as possible, and should ensure that these Energy Planning Reports are available at the start of Regional Reviews for Regions 2-6.

- IV. BLM should make improvements to its Mapping Tool and Corridor Abstracts to better inform stakeholders of corridor dynamics, including opportunities and constraints, to improve outcomes from Regional Reviews. Some of this is information that is currently present in the Corridor Abstracts and should be added to the Mapping Tool; some is new information that should be added to both the Mapping Tool and the Corridor Abstracts.
- V. BLM should make adjustments to its Interagency Operating Procedures to reflect the Agencies' significant focus on improving mitigation approaches and outcomes. Updated IOPs should be consistent with recent mitigation guidance on the entire mitigation hierarchy (avoid, minimize, offset). The Agencies should also incorporate the excellent Design Features from the Solar Programmatic Environmental Impact Statement into the IOPs.

## **Introduction**

The initiation of the WWEC Regional Reviews marks the beginning of a major opportunity to re-evaluate and improve the WWEC throughout the West. For many years, our organizations have supported the fundamental concepts of guided development and landscape-scale planning that the WWEC should ultimately embody. We have engaged in numerous renewable energy development and transmission planning efforts, including through revisions of land use plans and permitting of individual projects. We have worked to find solutions that help support appropriate renewable energy and associated transmission development, while ensuring protections for our nation's sensitive wild lands, wildlife, and other invaluable resources. Recent successes, such as the Dry Lake Solar Energy Zone in Nevada, show that a 'smart from the start' approach has the potential to not only protect sensitive wildlands and wildlife habitat by driving development to low-conflict places, but can also provide important benefits to developers with regards to permitting efficiency and predictability for mitigation costs and obligations. In the coming years, we hope to help the Agencies build off these successes on our public lands by applying similar principals to the WWEC.

Conducting Regional Reviews for WWEC is a significant task. As was made apparent in the recent Corridor Study published by Argonne National Laboratory, there are a myriad of factors that contribute to the use (and non-use) of the existing WWEC on our public lands. Fundamentally, these Regional Reviews provide an opportunity to gather wide-ranging information on energy planning and potential resource conflicts to inform improvements to the siting and use of WWEC – all under the umbrella of the terms of the Settlement Agreement and other relevant laws and policies. The Agencies must gather and synthesize information in a way that helps make corridors attractive and functional for appropriate transmission development to support renewable energy, and effectively limits impacts to wildlands and wildlife, cultural resources, local communities, and other resources.

Because this is the first of the WWEC Regional Reviews, we would characterize it as a pilot for the Regional Reviews, given that the Agencies are learning as they go. We strongly encourage the Agencies to use the Regional Reviews process to learn and adapt, both for Region 1 and subsequent regions. By way of an example, BLM is continuing to learn and adapt its approach to developing Solar Regional Mitigation Strategies for Solar



Energy Zones, and has demonstrated significant improvements through its efforts. We hope to see a similar approach to refining the Regional Review process.

**I. The Agencies must significantly improve their methods for considering and addressing environmental concerns through the Regional Reviews to meet the terms of the Settlement Agreement and ensure that future changes to corridors comply with the Settlement Agreement and other relevant laws and agency policies**

The Settlement Agreement directs the Agencies to conduct Regional Reviews, and to do so in a way that improves WWEC through future revision, deletion, or addition to the system. As stated in the Settlement Agreement, “The objectives of these settlement provisions are to ensure that future revision, deletion, or addition to the system of corridors designated pursuant to section 368 of EAct consider the following general principles: location of corridors in favorable landscapes, facilitation of renewable energy projects where feasible, avoidance of environmentally sensitive areas to the *maximum* extent practicable, diminution of the proliferation of dispersed rights-of-way (“ROWS”) crossing the landscape, and improvement of the long-term benefits of reliable and safe energy transmission.” Settlement Agreement at II A, emphasis added.

Likewise, the Settlement Agreement establishes four siting principles, which includes that “Section 368 corridors are thoughtfully sited to provide maximum utility and *minimum impact to the environment*.” Settlement Agreement at II A.1.c, emphasis added. This consideration is particularly important for Corridors of Concern identified by the Settlement Agreement, but applies to all WWEC.

The Corridors of Concern identify a wide range of issues with WWEC that traverse environmentally sensitive areas and have conflicts with wildlife and other resources. Similarly, the Corridor Study published in May of 2016 pointed to existing conflicts for corridors generally and not just those identified as Corridors of Concern. In several places in the Study, Argonne National Laboratory identifies resource concerns, such as habitat for sensitive species or specially designated areas, as a reason (or at least a contribution) for non-use of WWEC.<sup>3</sup>

We have serious concerns that if the Agencies proceed with the current structure, Regional Reviews will not adequately address environmental concerns and improve the siting of existing WWEC to minimize impacts. The Agencies must improve their approach to meet the terms of the Settlement Agreement, to succeed in meeting their own goals for the WWEC, and align with relevant agency guidance on mitigation. Doing so is also crucial to help ensure that future changes to corridors comply with the Settlement Agreement, FLPMA, NEPA and Section 368 of EAct.

- 1. If the Agencies continue to use the presence of “constraints” as a screen for which corridors will receive recommendations for improvements, the Agencies must change the definition and application of the concept of “constraints” – the current approach does not allow for any environmental concerns to qualify as “constraints” and thus to receive recommendations for improvements, which does not meet the terms of the Settlement Agreement*

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<sup>3</sup> See Section 368 Corridor Study at 22, 24, 83, and 97.

The Agencies have established the concept of “constraints” as a way to identify the most important concerns with corridors. We support the Agencies in focusing their resources and attention on ensuring that the corridors meet the terms of the Settlement Agreement, which may require paying particular attention to the most significant resource concerns. We also appreciate that some information on environmental concerns is presented in the Corridor Abstracts. However, the Agencies’ current approach does not meet the terms of the Settlement Agreement regarding reducing environmental conflicts. This is because the Agencies are currently saying that only constraints will receive recommendations for improvements, and the Agencies’ definition and application of the concept of constraints does not allow for *any* environmental concerns to be identified as constraints – which would result in no recommendations for improvements to address environmental concerns. Further, the Agencies’ current approach does not provide an opportunity to address other important environmental concerns that may not rise to the level of constraints. Note that our focus is on environmental concerns, but this appears to also be an issue for other categories of concerns identified in the corridor abstracts.

As put forward in the Agencies’ current Guidance for Stakeholder Review of the Section 368 West-wide Energy Corridors, a concern is “not considered a constraint to development in the corridor if the BLM and FS staff identified that it is addressable through implementation of IOPs, standard stipulations, or other measures at the agencies’ discretion.”<sup>4</sup> The Stakeholder Guidance goes on to state that constraints will be addressed through recommendations, whereas it does not appear that other concerns will be addressed through the Regional Reviews.

In our initial review of the draft corridor abstracts, it appears that there are nine corridors in Region 1 that under BLM’s Stakeholder Guidance include constraints for which the Agencies are considering making recommendations for deletion, addition, or modification. Eight of these constraints are at least in part due to energy planning concerns; namely location-specific physical barriers or jurisdictional concerns. These types of issues relating to capacity, corridor width, line spacing, and other development factors are important ones. We encourage the Agencies to continue to identify and address these types of constraints in corridors in future Regional Reviews.

We also appreciate that the Agencies are including a wide array of categories under “land management responsibilities and environmental concerns” in its corridor abstracts and its review of public comments. In this set of categories, the Agencies did identify constraints related to public access to a recreation area (224-225), a corridor that crosses tribal land (115-238), and the Old Spanish National Historic Trail (39-231).

However, again, *not a single environmental concern* was considered to have adequate rationale to warrant inclusion as a constraint in the Region 1 draft corridor abstracts (even for Corridors of Concern); based on the Guidance for Stakeholder Review, it would follow that the Agencies are not developing recommendations for changes to corridors to address environmental concerns through the Regional Review. The lack of any environmental concerns being defined as constraints in the Region 1 draft corridor abstracts comes even though there are conflicts within corridors in Region 1 with special designations, special status species, wildlife habitat, and a range of other important conservation resources, such as lands with wilderness characteristics. For these and other environmental concerns, the draft Corridor Abstracts most commonly say “Not a constraint. Impacts

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<sup>4</sup> See Guidance for Stakeholder Review of the Section 368 Corridor Abstracts at 1.  
<http://corridoreis.anl.gov/involve/stakeholder-input/doc/CorridorAbstractGuidance.pdf>

would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.”

Given the known significant environmental concerns with corridors in Region 1, the fact that the Agencies’ current approach would result in all environmental concerns being dismissed as “not a constraint” that warrants recommendations for improvements through the Regional Review means that the current approach does not meet the terms of the Settlement Agreement that future revisions of WWEC ensure “avoidance of environmentally sensitive areas to the *maximum* extent practicable,” (Settlement Agreement at II A, emphasis added) and “Section 368 corridors are thoughtfully sited to provide maximum utility and *minimum impact to the environment*” (Settlement Agreement at II A.1.c, emphasis added).

For example, consider WWEC 27-41, whose location in the draft corridor abstract is described as extending generally west-east from near Daggett, California, north of Twentynine Palms Marine Corps Base and south of Mojave National Preserve, to the California-Nevada state line, west of Bullhead City, Nevada. In our comments on the Request for Information, we recommended that BLM delete this corridor because of impacts to desert tortoise habitat, Areas of Critical Environmental Concern, cultural sites along Rt. 66, and the National Monuments now included within the Mojave Trails National Monument. In the draft corridor abstracts, however, the only constraint identified is in regards to a corridor barrier affecting connectivity between California and Arizona. The only environmental concerns that the draft abstract indicates would get any further consideration are special status species concerns – they are “not a constraint,” but the Agencies may consider additional corridor options during regional review. WWEC 27-41 Draft Corridor Abstract at 5. All other environmental concerns for this and other corridors don’t even benefit from a statement indicating that the Agencies may consider additional options – they are simply dismissed as “not a constraint”. The fact that the Agencies’ current approach appears to be leading them to effectively dismiss even the serious environmental concerns for 27-41 is illustrative of the broader problems with the current approach.

#### **Recommended changes to the definition and application of the concept of “constraint” to ensure serious environmental concerns are addressed consistent with the terms of the Settlement Agreement**

We believe that the failure for any environmental concerns to be at least initially defined as constraints in the Agencies’ analysis is due to the Agencies’ current definition of the concept of a “constraint” and their application of that definition. To ensure that environmental concerns are appropriately addressed, we recommend that the Agencies modify the existing definition in the following way (deletions shown in strikethrough; additions shown in bold):

“The concern is ~~not~~ considered a constraint to development in the corridor if the BLM and FS staff identified that it is **not** addressable through implementation of IOPs, standard stipulations, or other measures at the agencies’ discretion. **A concern is also considered a constraint where development in the corridor would impact highly important public lands resources.**”

When discussing constraints, the Agencies should also refer to the purpose of WWEC and relevant agency guidance. As previously mentioned, the foundation of WWEC is rooted in the general goal to provide low-conflict areas for development and incentivize projects in those places. Identifying “smart from the start” places for transmission development requires full attention paid to potential impacts to public lands resources. Beyond

the direction of WWEC and the Settlement Agreement, the Agencies have a general obligation to promote balanced land management through full consideration and protection of public lands resources. FLPMA, 43 U.S.C. § 1701 et seq., imposes a duty on BLM to identify and protect the many natural resources found in the public lands. Multiple use, which identifies the importance of natural resources such as recreation, wildlife, and scenic values, requires BLM's consideration of the relative values of these resources but "not necessarily to the combination of uses that will give the greatest economic return." 43 U.S.C. § 1702(c).

To our knowledge, prior to the Agencies putting forward the definition in the Guidance for Stakeholder Review, there was not an accepted definition of "constraint"; neither the Settlement Agreement nor the Memorandum of Understanding (MOU) directing Regional Reviews define "constraint". The Work Plan outlined in the MOU states that the Agencies will consider constraints and opportunities, including resource constraints beyond those identified by the Settlement Plaintiffs as Corridors of Concern.<sup>5</sup> Because (as described above) the Settlement Agreement directs the Agencies to ensure that corridors avoid environmentally sensitive areas to the maximum extent practicable and have a minimum impact to the environment, the Agencies must ensure that constraints include appropriate significant environmental concerns so that recommendations for improvements to corridors will achieve those outcomes.

Regardless of how the Agencies modify the definition of constraint, the resources and designations should be classified as constraints in the Regional Reviews:

1. Wilderness Areas;
2. Wilderness Study Areas (WSAs);
3. National Parks;
4. National Wildlife Refuges;
5. National Monuments;
6. National Conservation Areas;
7. Other lands within BLM's National Landscape Conservation System (NLCS) and all areas that have been proposed for designation in pending legislation;
8. National Historic and National Scenic Trails;
9. National Wild, Scenic, and Recreational Rivers, study rivers and segments, and eligible rivers and segments;
10. Areas of Critical Environmental Concern (ACECs);
11. Threatened, endangered and sensitive species habitat;
12. Other critical cores and linkages for wildlife habitat, such as that identified by state wildlife agencies through State Comprehensive Wildlife Conservation Strategies;<sup>6</sup>
13. BLM Citizen Proposed Wilderness Areas;
14. Other lands with wilderness characteristics identified or inventoried by the land management agencies or the public;
15. Forest Service Inventoried Roadless Areas;

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<sup>5</sup> See Objective 7 of the Approved Work Plan for Regional Periodic Reviews.

<sup>6</sup> For example, the Arizona Game and Fish Department has identified the Kaibab-Paunsagunt wildlife corridor as a critical linkage for migrating mule deer between southern Utah and northern Arizona's Kaibab Plateau. See: Carrel, William K., Richard A. Ockenfels, and Raymond E. Schweinsburg. 1999. An Evaluation of Annual Migration Patterns of the Paunsagunt Mule Deer Herd Between Utah and Arizona. Arizona Game and Fish Department Technical Report 29. Phoenix. 44 pages

16. Forest Service Recommended Wilderness Areas and Wilderness Study Areas;
17. Designated conservation areas (administrative) including, but not limited to, Special Interest Areas and Research Natural Areas;
18. Potentially Suitable Wilderness Areas pursuant to FSH 1909.12, chapter 70;
19. Forest Service Citizen Proposed Wilderness Areas
20. Areas with high scenic integrity in land management plans; and
21. Identified and managed wildlife corridors

We also recommend that the Agencies evaluate the information in our RFI comments, as well as in other RFI comments the Agencies received, to identify other environmental concerns that should be classified as constraints. In addition, comments the Agencies receive on the Regional Reviews should be carefully considered to inform what constitutes a constraint.

Revising the definition of “constraint” to better address environmental concerns and identifying the specific categories of land above as constraints is also consistent with the Department of the Interior (DOI) and BLM guidance on mitigation with regards to avoidance. The DOI Mitigation Manual states, “To avoid and minimize impacts to resources and their values, services, and functions across landscapes and over time, apply best management practices as identified in regulation, policy, plans, strategies, and project-level NEPA analysis. Seek to avoid authorizing activities that adversely impact units of the National Park System, National Wildlife Refuge System, National Landscape Conservation System, Areas of Critical Environmental Concern, and other special status areas. Avoidance should also be sought for resources and their values, services, and functions with protective legal mandates and those considered important, scarce, sensitive, or otherwise suitable to achieve goals as identified through landscape-scale strategies, plans, and approaches.” DOI Mitigation Manual 600 DM at 6.6 B.<sup>7</sup>

2. *The Agencies should also address serious environmental and other concerns (including concerns from industry regarding developability of corridors) that may not rise to the level of a “constraint”*

In addition to revising the definition and application of the concept of “constraints”, the Agencies need to go beyond focusing *only* on constraints – a solitary focus on constraints overlooks serious environmental and other resource concerns that may not rise to the level of a “constraint” but can and have resulted in serious impacts from development, as well as in developers not using WWEC and even actively avoiding them. In addition, failure to address concerns from industry regarding developability of corridors can limit the use-ability of the corridors.

In the draft corridor abstracts, there is a section titled “BLM/FS Review and Analysis” where the agencies decide whether a concern qualifies as a constraint. This section also provides an explanation for how development could proceed while addressing a particular concern. Most commonly, the Agencies currently state that a concern does not currently qualify as a constraint because the concern may be addressed through implementation measures. This is the case for both energy planning concerns and environmental concerns. Unfortunately, by focusing almost exclusively “constraints”, there is often little context on how other concerns may result in impacts and/or influence proposed development in corridors.

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<sup>7</sup> Available at: <https://www.doi.gov/sites/doi.gov/files/uploads/TRS%20and%20Chapter%20FINAL.pdf>

Beyond identifying constraints, we recommend that the Agencies include an additional indicator that details segments of corridors where there are significant environmental or other concerns, including concerns from industry regarding the developability of corridors. Such an approach is consistent with the Work Plan established through the MOU, which states the Regional Reviews will identify pinch points as well as conflict areas.<sup>8</sup>

Identification of significant environmental and other resource concerns:

Through this process, the Agencies will continue to collect information on potential resource conflicts with WWEC. The Agencies should use this information to identify resources and locations that may not be classified as “constraints” a particular corridor, but can be subject to significant impacts and produce significant conflicts. In our RFI comments, we recommended that a number of data sources be considered when evaluating corridors. This included widely available datasets such as Rapid Ecoregional Assessments (REA), data from Landscape Conservation Cooperatives, Western Governors’ Association Crucial Habitat Assessment Tool (CHAT), State Wildlife Action Plans, and peer-reviewed research on wildlife movement and migrations. These resources are crucial for considering environmental concerns beyond those identified above that should be considered constraints, and underline the importance of trends and forecasting in making land use planning decisions.

Identify segments of corridors with significant industry concern:

The Agencies should complete a similar process for energy planning where it identifies segments of corridors with significant industry concern where development may be able to proceed in a particular corridor, but additional factors may influence use of a corridor. This analysis should move beyond pinch points or features that constrain development by examining other issues related to energy planning, such as capacity issues, reliability and congestion concerns, changing demand centers, new resources coming online and other factors. The Agencies should use information gathered from industry outreach, including project applications and expressed interest. The Agencies should also incorporate information from relevant studies and research to identify segments of corridors that are of particular concern for energy planning in near future. As emphasized in the Settlement Agreement, the Agencies should focus on transmission needs for renewable energy sources.

While some of this information is included in narratives describing corridors, it is unclear where stakeholders should prioritize engagement and what concerns are most critical for satisfying energy planning needs. By identifying segments of corridors that have pressing development concerns, Regional Reviews can produce recommendations that may have more immediate applicability to projects. We also want to reiterate the recommendations from our RFI comments on making the corridors more useable by industry (TWS et al RFI comments p. 3-4).

- 3. Example of how an improved approach to constraints and other environmental concerns can also help address issues for current and future applications for transmission lines that the Agencies must review and make decisions on under NEPA*

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<sup>8</sup> See Appendix A, Objective 9 of Approved Work Plan for Regional Periodic Reviews, Including Review of Interagency Operating Procedures, for Section 368 Corridors.

[http://corridoreis.anl.gov/documents/docs/S368\\_Settlement\\_MOU\\_Signed\\_07-08-2013.pdf](http://corridoreis.anl.gov/documents/docs/S368_Settlement_MOU_Signed_07-08-2013.pdf)

In addition to ensuring that the Agencies meet the requirements of the Settlement Agreement, improving the approach to addressing environmental concerns will help ensure that the Agencies can capitalize on major opportunities to improve corridors in places where environmental concerns are influencing project applications and siting, and for which the Agencies have responsibility for reviewing and making decisions on siting, mitigation and project approval or denial under NEPA.

For example, BLM is currently developing an Environmental Impact Statement (EIS) for the proposed Ten West Link transmission project from the Phoenix, Arizona area to the Blythe, California area – a draft EIS is expected to be published in 2017. The applicant’s proposed route runs through the Kofa National Wildlife Refuge, an extremely controversial route that would cause serious harm to the refuge and the wildlife and habitat that it was designated to protect (note that the applicant’s proposed route is not a WWEC). The study area for alternative routes includes WWEC 30-52 along Interstate Highway 10, which The Wilderness Society and many other NGOs have urged BLM to analyze and consider as a much lower-impact alternative. Though 30-52 would be much lower-impact than the applicant-proposed route through the Kofa, development within 30-52 would cause significant impacts, and these concerns could affect the potential developability of 30-52 for Ten West Link. The Corridor Abstract for 30-52 does identify some constraints with regards to bottlenecks, private land and tribal concerns, which is helpful, but it does not identify any environmental concerns as constraints, including concerns such as designated critical habitat for ESA species. It also does not identify any possible solutions for environmental concerns, such as consideration of ways to avoid, minimize or offset impacts.

We believe that one of the most important beneficial outcomes of the Regional Reviews would be for the Agencies to help address issues (whether constraints or serious concerns) for lower conflict corridors that would make them more likely to be developed instead of higher conflict corridors or higher conflict areas outside of corridors. The Agencies could do just that for corridor 30-52 and the Ten West Link project, and should do so. There may be other corridors or regions within the Region 1 Review area that are also currently or may be soon under application for transmission line project development, and BLM should similarly use the Regional Reviews to improve outcomes and reduce impacts in those areas.

**Summary of Comments:** The Agencies must improve the approach and structure of the WWEC Regional Reviews to meet the terms of the Settlement Agreement by revising their methods for considering and addressing environmental concerns. The Agencies should do so by revising the definition of and application of the term “constraint” to include critical environmental concerns. The Agencies should also address serious environmental and other concerns, including concerns from industry regarding developability of corridors, even when those concerns may not rise to the level of constraints.

- // In addition to ensuring that the Regional Reviews lead to all WWEC meeting the terms of the Settlement Agreement, the Agencies should put further emphasis on corridors with environmental constraints and serious environmental concerns (such as WWEC 27-41 in California) and/or demonstrated development interest from industry (such as WWEC 30-52 in Arizona); the Agencies must ensure that all conclusions they make and all resulting recommendations (including the conclusion that a corridor’s constraints or concerns do not merit recommendations for changes) are based on high quality information and adequate stakeholder input**

Through the Region 1 Review, the Agencies are collecting information and analyzing 26 different WVEC in California, western Arizona, and southern Nevada. This constitutes an impressive hundreds of miles of corridors, which must take into account a large number of planning contexts including state and local jurisdictions, utilities and service providers, and different land management agencies. Moreover, this review must also incorporate, address, and forecast trends outside of Region 1, and the implications that its analysis and recommendations may have on transmission and energy planning elsewhere.

The Agencies have proposed a very ambitious timeline for completing adequate information gathering, analysis, and recommendations for Region 1 corridors. Over the span of 9 months, the Agencies have indicated that they will: gather and synthesize new information on transmission and energy planning; hold multiple rounds of stakeholder input; conduct necessary outreach to government officials, nongovernmental organizations, and industry; create and refine an online GIS mapping tools and corridor abstracts; develop draft corridor recommendations; and issue final recommendations for land use planning. At a minimum, the Agencies must ensure that the Regional Reviews and resulting recommendations meet the terms of the Settlement Agreement for all corridors. Beyond meeting that requirement, to ensure that the Regional Reviews produce the maximum benefits, we strongly recommend that BLM consider ways to focus additional analysis and effort on priority corridors. The Agencies should ensure that they are investing adequate time and resources in this effort to achieve these outcomes.

- 1. Beyond ensuring that the Regional Reviews result in recommendations that meet the terms of the Settlement Agreement for all corridors, the Agencies should focus additional analysis and effort on priority corridors with environmental constraints and serious environmental concerns and/or demonstrated development interest from industry. They should include recommendations on filling gaps in data or outreach, directing future research and analysis, and identifying upcoming opportunities with federal, state, or local planning.*

The Agencies must first ensure terms of the Settlement Agreement are met for all corridors. However, we recognize that corridors with significant environmental or industry concerns and/or development interest merit additional analysis and effort. We recommend that the Agencies apply adequate to provide exceptionally strong recommendations for these corridors. The Agencies should establish a methodology or criteria for prioritization of corridors for additional effort, and make this process clear to stakeholders.

The process recommended in section I of these comments to ensure environmental concerns are appropriately classified as constraints and ongoing efforts by the Agencies to identify development interest in particular corridors from industry will help the Agencies prioritize their efforts.

The Agencies should not limit recommendations to additions, deletions, and modifications of corridors and recommendation or requirement of mitigation measures. The Agencies should also identify data gaps, uncertainties with energy planning or markets, or variable resource conditions that may be priorities for future research and analysis. As our nation's energy grid continues to evolve, documenting these data gaps and research needs may help support private, governmental, and non-governmental entities working on these issues and contribute to more informed land-use planning in the future. For corridors where the Agencies demonstrate that they are meeting the terms of the Settlement Agreement but further analysis would provide additional



benefits, a robust stakeholder process could be created at the time of, or in advance, of a land-use planning process. Such a process may be necessary to bring stakeholders together to provide heightened analysis and engagement on corridor options.

2. *The Agencies should ensure that all conclusions they make and all resulting recommendations (including the conclusion that a corridor's constraints or concerns do not merit recommendations for changes) are based on high quality information and adequate stakeholder input*

We recognize that through this process, the agencies are collecting a significant amount of information and completing outreach to a wide range of stakeholders. The Agencies must ensure that the Regional Reviews result in all WWEC meeting the terms of the Settlement Agreement. They must demonstrate that any recommendations they make are based on high-quality information and have received ample input from stakeholders and the public. This includes demonstrating that any conclusions the Agencies make that constraints and important concerns do not require recommendations for changes.

The recommendations that come out of the Regional Reviews are meant to be fully incorporated into BLM and Forest Service land use plans.<sup>9</sup> The implications of these recommendations on National Environmental Policy Act (NEPA) processes are significant. Recommendations to modify, delete, or add corridors have the potential to direct the range of alternatives in a land use planning process, influence public engagement, and impact other land-use decisions, further underscoring the importance of the Agencies demonstrating that they are based on quality information. Sound recommendations undoubtedly have the potential to provide useful information and guidance on WWEC. Poor recommendations on the other hand, could distort or detract from the purpose of this public process.

Since much of the analysis completed for this process to-date is geared toward addressing concerns and constraints with current WWEC to meet the terms of the Settlement Agreement, we expect that the Agencies will be making specific recommendations for deletion of corridors or portions of corridors as well as requirement of mitigation measures to address those concerns and constraints.

We note that should the Agencies decide not to make a recommendation on a concern or constraint within a corridor, that decision is, in and of itself, a recommendation by the agency. In places where the Agencies do not make recommendations on concerns, they are making the conclusion that the corridor meets the siting principles from the Settlement Agreement. The Agencies must demonstrate the basis for that conclusion with adequate analysis and information. The Agencies must not use the approach in the draft Corridor Abstracts of making the general statement that a concern is "Not a constraint. Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law;" the Agencies must also not use statements that concerns are simply addressable through implementation of IOPs, standard stipulations, or other measures at the agencies' discretion.

With regards to potential corridor modifications or additions, the Agencies should provide context on where corridor changes might occur and include relevant information such as new avoidance areas, general siting regions, trends surrounding a certain corridor, and necessary transmission connections. Based on the

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<sup>9</sup> See *Settlement Agreement*, p.4.

information currently included in the Corridor Abstracts, it does not appear that the Agencies will have enough information to recommend specific locations for corridor modifications or additional corridors. In these circumstances, it may be appropriate to provide other types of recommendations for corridors to inform the land-use planning process. If the Agencies do gather enough information to make recommendations for specific locations for corridor modifications or additional corridors in the future, either for Region 1 or future Regional Reviews, the Agencies should make it clear that like any consideration of deletion of corridors, any consideration of new or modified corridors would be completed through a NEPA process including alternatives analysis, public input, etc.

### III. Region 1 Energy Planning Report

Though the Agencies are making significant progress on the Settlement Agreement terms, we are concerned with the current lack of one component of the Work Plan outlined in the Memorandum of Understanding established by the agencies. Objective 6 states the following:

“Synthesize new relevant, existing, publicly available information. Since the periodic reviews will be conducted regionally, the Agencies may synthesize new and initial relevant, existing, publicly available information specific to each region when they conduct regional periodic reviews (including for review of the IOPs). The synthesis will result in a Report(s) to be considered in the Regional Periodic Reviews. In addition to the initial list and information compiled from the process referenced in number 3, the synthesis will also include consideration of the Corridor Study.”<sup>10</sup>

We understand from communication with the BLM that the Agencies have contracted with the National Renewable Energy Laboratory to complete the Region 1 Energy Planning Report(s) (referred to as such from this point onward in these comments), but that the timing for completion of the report is unclear, and it will not be available during the first comment period for the Region 1 Review. Providing stakeholders with such a report at the *start* of the stakeholder engagement for the Region 1 Review would have heightened engagement with user groups heading in to the Region 1 Review, provided more clarity and context on the problems and opportunities unique to the region, and consequently, resulted in more substantive feedback through this input period. As the agencies and the range of stakeholders are aware, there are a plethora of considerations that need to be taken into account when considering future needs of our nation’s energy grid. The current absence of a Region 1 Energy Planning Report is a major obstacle for ensuring that stakeholders are operating under the most recent and best available information. We strongly recommend that the Agencies complete and provide to stakeholders the Region 1 Energy Planning Report as soon as possible, and ensure that these reports are available in advance of all future regional reviews.

The substance of these reports should provide a lens into energy planning in the respective regions. New analyses, reports, and plans have been developed that look at transmission infrastructure needs, particularly as it pertains to increased renewable energy generation. The agencies should use this information to detail the reasonable foreseeable development in each region. Scenario planning is a useful and necessary exercise that should be completed in advance of the release of the draft Corridor Abstracts. We note that federal land

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<sup>10</sup> See Memorandum of Understanding, Appendix A at:  
[http://corridoreis.anl.gov/documents/docs/S368\\_Settlement\\_MOU\\_Signed\\_07-08-2013.pdf](http://corridoreis.anl.gov/documents/docs/S368_Settlement_MOU_Signed_07-08-2013.pdf)

management agencies have recently collaborated with the Department of Energy on research publications and assistance in land use planning. For example, the National Renewable Energy Lab worked with BLM Colorado to analyze trends in renewable energy and identify needs and opportunities on public lands. The Regional Energy Planning Reports should address regional and macro-level economic conditions as well as policy and legislative changes (such as changes in Renewable Energy Portfolio Standards). For Region 1, we would expect significantly more information on relevant energy planning and projects, such as implications and integration with the Renewable Energy Transmission Initiative 2.0, work done by the Western Electricity Coordinating Council, Restoration Design Energy Project, and the Desert Renewable Energy Conservation Plan. In our RFI comments, we recommended data and reports that the Agencies should consider when crafting these reports.

**Summary of comments:** The Agencies should complete and provide to stakeholders the Region 1 Regional Energy Planning Report as soon as possible, and should ensure that these reports are made available to the public in advance of all future Regional Reviews. These reports should provide enough information to stakeholders on regional conditions to understand planning and economic contexts, and inform input on specific corridors.

#### **IV. Recommendations on Mapping Tool and Corridor Abstracts**

The Section 368 Mapping Tool and corresponding Corridor Abstracts are useful tools for reviewing and analyzing West-wide Energy Corridors. They represent a major step forward not only for energy and transmission planning on public lands, but for the Agencies' capacity to integrate GIS platforms into project design and stakeholder engagement. We strongly support the use of functional tools like the Section 368 Mapping Tool and its usability for both the public and stakeholders, including both potential developers and non-governmental organizations. This Tool has the potential to be a model for a number of other planning efforts, particularly if the Agencies can use it to display data from other agency mapping tools such as the Solar Mapper and soon to be published Wind Mapper. We are excited to be a part of its initial rollout and look forward to continued engagement to help maximize its use for supporting the Settlement Agreement and improving WWECs. We appreciate this first opportunity to provide feedback to the Mapping Tool and associated Corridor Abstracts. At this time, we recommend the following additions and modifications:

##### *1. Information on energy planning and developability concerns*

The Agencies are moving in the right direction on informing stakeholders about the energy planning considerations for the WWEC, including current and potential use and development interest. We appreciate that through the Corridor Abstracts, the Agencies are beginning to address important considerations, including the original rationale for the Corridor, infrastructure currently in place, and indicators of the development interest. Unfortunately, the brief narratives and static maps in the draft Corridor Abstracts are of little use for understanding the current status of a particular corridor or corridor segment.

When examining Corridor 39-231 Corridor Abstract, for example, the introduction states that there is a pinch point when the corridor moves from 3,500 ft. width to a 500 ft. width in the former Sunrise Mountain Instant Study Area. Based on BLM's and Forest Service's Review and Analysis found later in the abstract, one could conclude that the corridor is at capacity because "BLM is proposing to increase the corridor with from 500 ft. to 3,500 feet in this area." Corridor Abstract 39-231 at 4. However, there does not appear to be any capacity

concerns on this segment of the corridor: all five transmission lines that the Agencies reference as occupying the corridor appear to be located from MP 30.2 to 33.4, whereas the apparent pinch point is located from MP 9.5 to 11.0. The corridor rationale provides brief description of two pending applications and potential interest for an additional transmission line (Zephyr), but there is no indication of whether the corridor currently faces capacity concerns. Inadequately detailing energy concerns or reasonably foreseeable development can confuse or potentially falsely identify the need for a corridor adjustment, in some cases unnecessarily creating other problems. For example, by widening Corridor 39-231, the agencies would extend the corridor designation into the Rainbow Gardens ACEC, which was designated for special status species and cultural resources. With the static maps and unclear descriptions provided, it is questionable whether there is a legitimate development concern for this corridor, and there is, whether the proposed widening is the best solution or whether alternative solutions are warranted.

There are a number of options that the Agencies should consider for providing better information on energy planning for each corridor. As the Agencies continue to refine the Mapping Tool and corresponding Corridor Abstracts, we recommend that the following data sources and approaches are considered:

- *Include data on existing infrastructure in the Mapping Tool:* The Agencies have included Platts data in the Corridor Abstracts. This data provides valuable geospatial information depicting renewable and non-renewable energy power plants, the size of power plants, substations, population centers, transmission lines, and natural gas pipelines. However, limiting this data to paper maps is not useful for analyzing energy planning and considering environmental conflict at a regional scale. We recognize that acquiring and presenting this data is a substantial investment for the Agencies, but we see it as a critical component for disseminating otherwise inaccessible information to stakeholders.
- *Provide indicators of physical corridor capacity for additional infrastructure:* The carrying capacity of a transmission line and the physical capacity of a corridor are crucial indicators for understanding the need for additional, modified, or expanded corridors. While the Agencies may not be able to provide information on the contractual or physical availability of power transfer capacity on individual transmission lines, they should indicate the physical capacity of a corridor to accommodate new infrastructure. On the mapping tool and within the corridor abstracts, the Agencies should provide a general indication of the physical capacity of each corridor. This could be done by adding an ordinal scale for segments of corridors on the Mapping Tool: unused, low, medium, and high.
- *Describe other energy planning features:* The Agencies should consider adding other labels and layers to the Mapping Tool. Following the synthesis of information in Regional Energy Reports, the Mapping Tool could provide an interactive platform for depicting energy planning conditions and trends. Similar to the approach taken by BLM's Rapid Ecoregional Assessments, the mapping tool could provide forecasts into supply and demand conditions or other forecasts. We encourage continued emphasis to be placed on the partnership with the Department of Energy in making a highly useful mapping tool or providing GIS data to stakeholders who want to make informed recommendations on the siting of WWECs and informed decisions on potential use of WWECs.
- *Provide more detail regarding pending energy generation and transmission applications:* We appreciate that the Agencies describe pending applications and development interest in each of the corridor

abstracts. However, statements about applications are vague and don't often give detail on the location with respect to the corridor or the expected power generation or transmission capacity. This should be done with an eye toward renewable energy; the Settlement Agreement specifically calls for WWEC to consider facilitation of renewable energy projects when making recommendations.

- *Relate the corridor rationale to larger development trends, particularly for renewable energy:* The corridor abstracts describe the original rationale for corridor designation, which is largely attributable to recommendations made by industry groups. Through industry outreach in this process, the Agencies should make clear as to how these corridors are necessary for future energy planning as well. To align with the Settlement Agreement, particular attention should be placed on renewable energy sources.

## 2. *Information on environmental concerns*

There are a number of options that the Agencies should consider for providing better information on environmental concerns for each corridor. This should include data sources used in the WWEC Programmatic Environmental Impact Statement. In addition, we reiterate that a number of stakeholders, including the plaintiffs of the Settlement Agreement, submitted data through the Request for Information. We appreciate that some of this data is included in the corridor analyses, but urge the Agencies to consider ways to include this information in the Mapping Tool. In particular, we recommend that the following data sources and approaches are considered:

- *Include other lands that should be identified as constraints as described in section 1 of these comments:* Environmental concerns in the Mapping Tool are limited primarily to permanent designations, such as National Monuments, Wilderness Areas, and National Historic Trails. In addition to Areas of Critical Environmental Concern already on the Mapping Tool, the Agencies should add the designations identified in the previous section of these comments on resources and designations that should qualify as a constraint.
- *Lands with wilderness characteristics:* There are multiple planning areas within Region 1 where both BLM and citizen inventory of lands with wilderness characteristics is ongoing. FLPMA and Manual 6310 obligate the BLM to maintain and update its inventory of lands with wilderness characteristics, and consider the resource during land use planning. Since this mapping tool will inform future land use plan revisions and proposed projects, it is critical that all lands with wilderness characteristics are continually updated and reflected in the Mapping Tool. If overlap is found between updated lands with wilderness characteristics inventory and WWEC when developing Corridor Abstracts, the Agencies should identify lands with wilderness characteristics as a constraint and ensure that their recommendations for corridor deletions, modifications, additions and mitigation measures address them. Additionally, if BLM is actively inventorying in a planning area when the Agencies are creating Corridor Abstracts, there should be a concern in the analysis table that indicates inventory work has not yet been completed. This will better inform stakeholders and developers when considering potential resource conflicts at the time of development.
- *Add resources with important conservation value:* Following the approach of identifying serious environmental concerns, there are resources on our public lands that regardless of management

regime, have important conservation value. We appreciate that the Agencies have included ESA special status species habitat and hydrography. The Mapping Tool should also include relevant information like state special status species and major migration corridors. Currently, there are a number of conflicts listed in the Corridor Abstracts with identified Milepost. If appropriate for public use, the Agencies should add corresponding data layers to the Mapping Tool. In places where the agencies have indicated that there is data needed, we expect the Agencies will conduct the outreach necessary to obtain this information.

- *Include relevant regional data from Rapid Ecoregional Assessments:* We understand that with given resource constraints, it may not be possible to add all data from Rapid Ecoregional Assessments to the Mapping Tool. We recommend that the Agencies carry forward particularly relevant datasets, particularly landscape condition and project landscape condition. If adding raster data to the Mapping Tool is not possible, then the website should direct users to publicly available GIS data along with associated data for WWECs.
- *Summarize principal environmental concerns:* The Corridor Abstracts include a large number of environmental concerns raised by stakeholders and found by the Agencies in their review. The Agencies should consider ways to summarize this information. With the data submitted through this process, the Agencies could include key metrics, such as number of miles of overlap with special status species habitat, total number of environmental conflicts, and percentage of corridor in conflict areas. The tables certainly provide a lens into stakeholder concerns for possible corridor modification. In the final abstracts, the Agencies should summarize resource concerns that are most important so stakeholders and developers are more aware of factors that will influence project design, mitigation requirements, and cost.

### 3. *Information on federal and non-federal land use and planning*

WWEC cross a number of jurisdictions and federal planning areas. This presents complications for ensuring consistency and functionality for future projects in WWEC and in land use planning that addresses WWEC. As the Agencies ask stakeholders and the public to weigh in on WWECs, it would be helpful to provide as much information as possible on land use plans and private land issues. We recommend the following be included in the Corridor Abstract:

- *Information on non-federal land:* For existing WWEC to be truly functional, there must be a reasonable basis to assume that all segments of the WWEC, including likely connections across non-federal lands, avoid environmentally sensitive areas to the maximum extent practicable. While the Agencies do not have the authority to designate WWEC on non-federal lands, they do have the capacity to extend environmental assessments done on federal lands to non-federal lands. The RDEP planning process conducted by the Arizona BLM serves as an important precedent and example of how such an assessment can be extended to non-federal lands. With a few exceptions, corridor abstracts do not include potential concerns or conflicts with county land use plans, conservation resources on private lands, and other important considerations.

- *Information on federal land use planning currently in progress:* During Region 1 Review, planning has been underway for the Desert Renewable Energy Conservation Plan and the Southern Nevada Resource Management Plan. Collecting stakeholder input on planning areas that are currently undergoing land use planning is a situation that the other Regional Reviews will encounter. For example, Region 2 includes planning areas in New Mexico and the Royal Gorge Field Office in Colorado, which have open Resource Management Plans. The Agencies should include any adjustments made in draft plans in the Mapping Tool. Simply stating that the BLM is currently in the process of revising its Southern Nevada resource management plan and is proposing corridor revisions (see Corridor Abstract for Corridor 224-225) is insufficient for informing stakeholders. This is extremely valuable information and should inform stakeholder comments in Regional Reviews.

**Summary of comments:** The Agencies should make modification and improvements to its Mapping Tool to better inform stakeholders of energy planning, environmental planning, and federal and non-federal land use planning. The Mapping Tool and corresponding corridor abstracts should be structured in a way that supports identification of major issues and concerns relevant to recommendations made through the Regional Review.

## **V. Recommendations on Interagency Operating Procedures**

Current policy guidance at all levels is emphasizing a landscape approach to mitigation. In addition to mitigation requirements under the Federal Land Policy and Management Act and the National Environmental Policy Act, numerous other policies and guidance documents direct the BLM to require mitigation and specify how mitigation must be employed. These include the Presidential Memorandum: Mitigating Impacts on Natural Resources from Development and Encouraging Related Private Investment (2015); Secretarial Order 3330, Improving Mitigation Policies and Practices of the Department of the Interior (2013); the follow-up report entitled A Strategy for Improving the Mitigation Policies and Practices of The Department of the Interior (2014); the Department of the Interior's Landscape-Scape Mitigation Manual (2015); and BLM's Draft Regional Mitigation Manual (2013).

DOI's Landscape Mitigation Policy reaffirms agency authority to implement mitigation of impacts on our public lands. The policy also takes a major step in committing federal agencies to a no net loss outcome for "resources and their values, services, and functions that are considered by the Department as important, scarce, sensitive, or otherwise suitable to achieve established goals." DOI 600 DM at 6.5. This new, no net loss standard for federal agencies has important implications for the management of Federal lands, water, air quality, and other resources and infrastructure under DOI authority. It pushes mitigation from primarily a regulatory tool at the project-level to an integral part of the overall management strategy for agencies to meet goals and objectives. We recommend that the Agencies incorporate components of the DOI policy and other relevant Mitigation guidance into Interagency Operating Procedures.

Finally, in our RFI comments we recommended that the Agencies improve Interagency Operating Procedures (IOPs) by incorporating Design Features of the Solar PEIS, including for lands with wilderness characteristics. Although not developed specifically for transmission projects, we believe that many of the Solar PEIS Design Features would be appropriate for transmission lines. Further, the level of detail and specificity regarding procedures and resources included in the Design Features would greatly strengthen the WWEC IOPs. We remain

supportive that the Agencies incorporate many of the Design Features from the Solar PEIS into the WWEC as IOPs.

We appreciate the opportunity to comment, and look forward to following up with you to answer any questions you have and provide additional details if requested.

Sincerely,

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**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10054]  
**Date:** Monday, October 24, 2016 5:51:57 PM

---

Thank you for your input, Seth Shteir.

The comment tracking number that has been assigned to your comment is **10054**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 17:51:47 CDT

**First Name:** Seth  
**Last Name:** Shteir  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** National Parks Conservation Association

**Topics**

Jurisdictional concern  
Corridor alignment and spacing  
Appropriate and acceptable uses  
WVEC purpose (e.g., renewable energy)  
Transmission capacity  
Cultural resources  
Ecological resources  
Environmental Justice  
Lands and realty  
Specially designated areas  
Tribal concerns  
Interagency Operating Procedures  
New corridor recommendation

**Geographic Area**

Region 1 > Specific Region 1 corridors

30-52 [blank, blank]  
27-225 [blank, blank]

**Input**

Dear Sir or Madam,

On behalf of National Parks Conservation Association I am submitting California 368 Corridor Comments on segments 30-52 and 27-225 for the Regional Review Process.

Thank you for your time and consideration.

Seth Shteir, Program Manager National Parks Conservation Association 760-332-9776  
sshteir@npca.org

## **Attachments**

NPCA WW 368 CA FINAL 2.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



## **REGIONAL REVIEW COMMENTS**

### **California 368 Corridor 30-52- Palm Springs-BLM South Coast Field Office National Parks Conservation Association's (NPCA) California Desert Field Office**

#### **INTRODUCTION**

The National Parks Conservation Association (NPCA) submits the following comments for the proposed California 368 Corridors. NPCA is the voice of the national parks, dedicated to their protection and enhancement today and for future generations. We advocate on behalf of one million members and supporters, including nearly 120,000 California residents. NPCA works to safeguard the California desert's spectacular resources and recreational opportunities, including nearly six million acres of National Park lands. We operate three field offices in the Mojave Desert, including the Joshua Tree Field Office.

The National Parks Conservation Association (NPCA) thanks the Bureau of Land Management (BLM), the U.S. Forest Service (FS), the Department of Energy (DOE) and Argonne National Laboratory for opportunity to participate in the review of West-Wide Energy Corridors (WWEC).

These agencies state the purpose of comments for the Regional Review Process will lead to the development of recommendations for specific corridor additions, deletions, or alterations, where warranted via an initial analysis.

NPCA submits the following comments for the Regional Reviews with regard to the California 368 Corridor 30-52 along Interstate 10 and Corridor 27-225 along Interstate 15. To preface our comments we recognize the settlement agreement that resulted from the West Wide Energy Corridor litigation and the June 2013 memorandum of understanding (MOU) that charts the course for future energy corridor development in these areas.

As we understand it, a key question is, "Whether the Section 368 corridors are achieving their purpose of promoting environmentally responsible corridor siting decisions and reducing the proliferation of dispersed rights-of-way (ROWs) crossing Federal lands." Given this objective and the siting principle of, "Avoidance of environmentally sensitive areas to the maximum extent practicable," NPCA expresses grave concern about the CA 368 30-52 Corridor, as well as the CA 368 27-225 Corridor and their impacts to Joshua Tree National Park, the newly formed Chuckwalla ACEC, cultural resources, threatened and endangered species and landscape level wildlife connectivity.

### **California Corridor 30-52 — Palm Springs-BLM South Coast Field Office**

NPCA provides the following comments on Corridor 30-52, which stretches from the Arizona/California border to the city of Desert Hot Springs and Palm Springs. The route of the 368 Corridor 30-52 runs directly to the south of Joshua Tree National Park, predominantly on the north side of Interstate 10.

Of this corridor, NPCA's comments specifically target parcels between Frontage Road east to Rice Road along Interstate 10. These parcels are of particular concern to NPCA because they are located along the southern boundary of Joshua Tree National Park. Some of these parcels appear to be less than 100 feet while other parcels may be located as much as a mile and a half from the park boundary.

Their proximity to Joshua Tree National Park is a concern, as well as their location near or in newly created Desert Renewable Energy Conservation Plan (DRECP) ACECs, such as the newly formed Chuckwalla ACEC, and the Coachella Valley Multiple Species Habitat Plan's Desert Tortoise and Linkage Conservation Area. Additionally, since the West Wide Energy Corridor settlement agreement, there are both new land designations and also two new land management plans: the DRECP and the Joshua Tree National Park Eagle Mountain Boundary Study.

Finally, a portion of the proposed corridor is directly adjacent to a future foreseeable project, the Glorious Land Company's Paradise Valley Development. The Paradise Valley Development is a proposed city of 8500 residential units, commercial units, light industrial and open space situated just to the West of the Cottonwood Springs/Box Canyon Road, north and south of Interstate 10 on private land. The proposed development on the north side of the I-10 nearest Pinkham Wash would be bounded to the west and east by the proposed 368 corridor. Riverside County has indicated they will prepare a programmatic draft EIR in the Spring or Summer of 2017. At some point the Paradise Valley project will have to obtain a federal permit, which will also trigger the NEPA process, for an upgrade for a fiber optic cable upgrade for the development.

### **RECOMMENDATION 1 — ANALYZE IMPACTS TO ENDANGERED SPECIES AND WILDLIFE CORRIDORS**

NPCA requests that the analysis of the new corridor include information related to wildlife corridors and that any ultimate action ensures that robust measures are taken to ensure the protection of endangered species and wildlife corridors.

In a 2016 letter regarding the proposed Paradise Valley Development, the entire Independent Science Panel and the entire Scientific Advisory Committee of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), in regards to the proposed Paradise Valley Development, state that:

"For the tortoise, the most important area of connectivity within this linkage is the region that includes Cottonwood Canyon, Box Canyon Road, and what is now referred to as "Paradise Valley". That importance is due to:

- 1) High tortoise populations on the north side of I-10;
- 2) Smaller, but significant portions of tortoise in the Orocochia Wilderness Area and Chuckwalla Bench ACEC to the South of I-10- populations that are at the southernmost occurrence of species, and;

- 3) Numerous large culvert underpasses along the I-10 that are sufficient to allow passage for tortoises. These underpasses are associated with large washes, due to the active hydrology of this area in particular.”

The scientists also cite the fact that kit foxes, badgers and bobcats are among the many species that use these culverts, traveling from Joshua Tree National Park to the Mecca Hills and Orocopia Wilderness areas to the south. Finally, they state that the Tortoise Linkage Conservation area extending west from Cottonwood Canyon through Paradise Valley is unique in having a high number of culverts and is also immediately adjacent to the relatively dense tortoise populations on the north side of I-10, extending into Joshua Tree National Park.

Finally, the letter points out that development brings about the following:

- 1) Increased wildlife road mortality
- 2) Predators that prey on desert tortoise
- 3) Increases in domesticated animals
- 4) Invasive weedy plants that diminish the quality of habitat.

This letter highlights the importance of maintaining wildlife connectivity for tortoise and a wide variety of species from Joshua Tree National Park, underneath Interstate 10 and to protected public lands and wilderness areas to the south. Furthermore, it underscores the importance of the area discussed in terms of tortoise habitat and connectivity, justifying the need for further analysis.

**RECOMMENDATION 2 —INCLUDE JOSHUA TREE NATIONAL PARK EAGLE MOUNTAIN BOUNDARY STUDY DATA AND INFORMATION IN ANY SUBSEQUENT CORRIDOR ANALYSIS**

NPCA requests that an analysis of California Corridor 30-52 be conducted with the inclusion of new information published in the Joshua Tree National Park Eagle Mountain Boundary Study and that robust measures are taken to protect desert tortoise wildlife corridors stretching between Joshua Tree National Park, through the Chuckwalla Valley and connecting with tortoise populations south of Interstate 10.

Although the boundary study project area does not lie adjacent to CA Corridor 368 30-52, it contains a critical tortoise corridor that stretches from Joshua Tree National Park to populations found south of the I-10, which passes adjacent to the transmission corridor. The 2016 Joshua Tree Eagle Mountain Boundary Study states the following about the Boundary Study area, which is also basically known as the Eagle Mountain area and stretches east to the Colorado River Aqueduct:

“Known and modelled habitat for the desert tortoise exists within and surrounding the study area, especially on the eastern and western ends. There is important habitat for the desert tortoise along the eastern end of the project area and is pinched between the project area and the Desert Sunlight Solar Farm (Nussear 2009). This area is one of the only connections of desert tortoise habitats found within Joshua Tree National Park (Pinto Basin) and the Upper Chuckwalla Valley, Upper Pinto Wash, Pinto Mountain and Chemehuevi Critical Habitat Units and Desert Wildlife Management Areas. The protection and restoration of this corridor is necessary to the conservation of the desert tortoise.”

The boundary study goes on to state that, “Map 4-12: Desert Tortoise Habitat - Study Area shows a narrow corridor of occupancy between the mine area and low potential habitat to the southeast. This area is of great interest in the regional conservation of desert tortoise as it is the main link between

highly protected habitats in Joshua Tree National Park and habitats south of I-10. This area was described in detail by the biological opinion written by the U.S. Fish and Wildlife Service for the Desert Sunlight Solar Farm Project (Desert Sunlight) depicted in Map4-12: Desert Tortoise habitat - Study Area.”

And finally that:

“Surveys completed for the Desert Sunlight project found high densities of desert tortoises in the western portion nearest to the Eagle Mountain site. The study area also contains the important, regional north/south habitat connection that links the desert tortoise habitat corridor in Joshua Tree National Park to valuable habitat south in the Orocochia and Chuckwalla Mountains. This habitat corridor is one of the last remaining in the area and is vital to the population’s genetic diversity as well as to the ability of desert tortoises to move between large blocks of suitable habitat.”

*Eagle Mountain Boundary Study Including Possible Land Withdrawal Environmental Assessment*

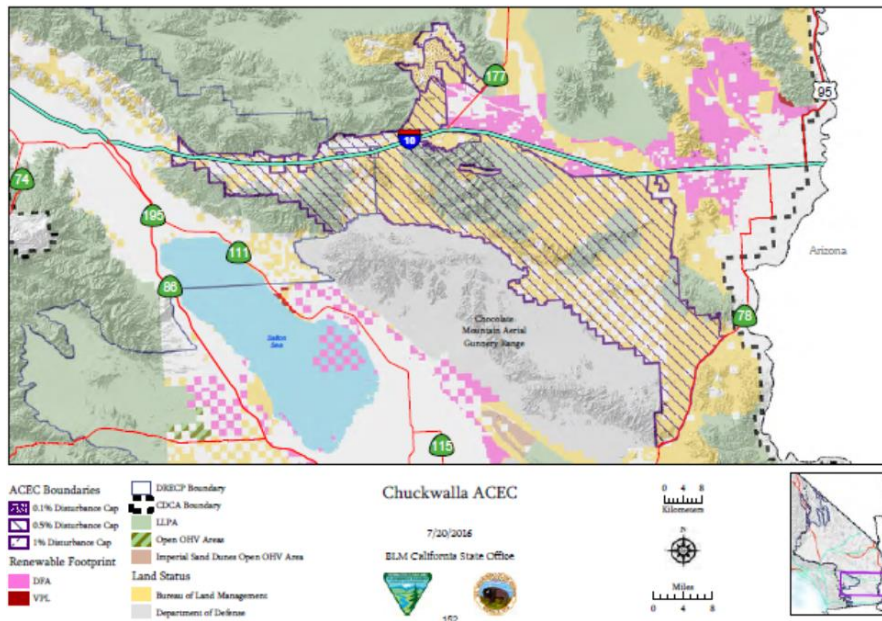
Map 4-12: Desert Tortoise Habitat - Study Area



**RECOMMENDATION 3 — CONSIDER NEWLY DESIGNATED DRECP CHUCKWALLA ACEC IN ANY SUBSEQUENT CORRIDOR ANALYSIS**

NPCA respectfully requests that any analysis regarding the California 368 30-52 Corridor consider and analyze new information provided in the Desert Renewable Energy Conservation Plan regarding the newly created Chuckwalla ACEC, its purpose, designation and the protection of its significant wildlife corridors.

Map 4-12 Desert Tortoise Habitat- Study Area (P. 144)



The Project area lies within the Chuckwalla ACEC, that has a stated goal,

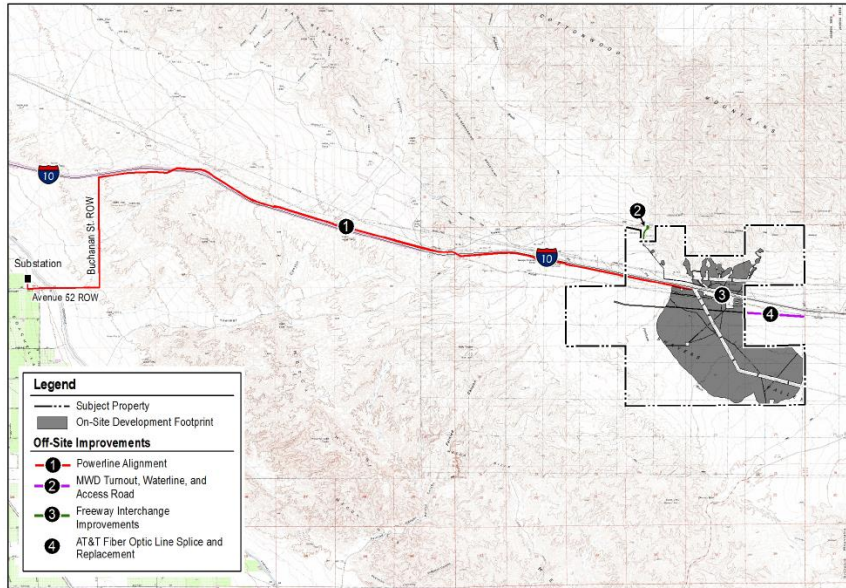
“To maintain desert tortoise habitat connectivity between the Chuckwalla and Chemehuevi ACECs”

The ACEC’s Nationally Recognized values in the DRECP, “NLCS lands would protect an area of highest value desert tortoise habitat in northeastern Riverside County (2009 USGS Desert Tortoise Habitat model).It would provide critical desert tortoise habitat connectivity between the two major desert tortoise populations identified in the Colorado Desert (i.e., the Chuckwalla and Chemehuevi critical habitat units) and Joshua Tree National Park.” (154-155 Appendix B Final DRECP)

**RECOMMENDATION # 4 — CONSIDER FUTURE AND FORESEEABLE DEVELOPMENT PROPOSALS WHERE THE BUREAU OF LAND MANAGEMENT OR RIVERSIDE COUNTY IS A LEAD OR COOPERATING AGENCY, ESPECIALLY IMPORTANT WITH THE CASE OF THE GLORIOUS LAND COMPANY’S PROPOSED PARADISE VALLEY DEVELOPMENT.**

The proposed Paradise Valley project site would encompass approximately 5,000 acres of land with an initial development footprint of about 1,800 acres in Shavers Valley, just west of the Cottonwood Springs/Box Canyon Road and north and South of the I-10 Freeway near Frontage Road. It lies adjacent to Joshua Tree National Park’s southern boundary near the Cottonwood Mountains to the north and is close to the Mecca Hills and Orocopia Wilderness Areas south of the I-10.

The Paradise Valley Development would be a city of 8500 residential units, commercial units, light industrial and open space situated just to the West of the Cottonwood Springs/Box Canyon Road, north and south of Interstate 10 all on private land. Riverside County will be the lead agency for the programmatic Environmental Impact Report and has indicated they will publish it during the spring/summer of 2017. The BLM will also have to issue a permit to upgrade a fiber optics cable for the project.



**RECOMMENDATION # 5 — CORRIDOR ANALYSIS MUST CONSIDER THE DIRECT, INDIRECT, AND CUMULATIVE IMPACTS TO JOSHUA TREE NATIONAL PARK**

NPCA requests that any new analysis of the CA-368-30-52 Corridor include its direct, indirect and cumulative impacts to Joshua Tree National Park. The majority of the CA-368 Corridor 30-52 runs directly to the south of Joshua Tree National Park, predominantly on the north side of Interstate 10. Along this corridor, NPCA’s comments specifically target parcels between Frontage Road to the east to Rice Road. These parcels are of particular concern to NPCA because they are located along the southern boundary of Joshua Tree National Park. Some of these parcels appear to be less than 100 feet from the park’s southern boundary, while other parcels may be located as much as a mile and a half from the park boundary.

Construction and operations of the CA-368 Corridor 30-52 in these areas could have significant, adverse and unavoidable direct, indirect and cumulative effects on a wide variety of Joshua Tree National Park’s key resources. Joshua Tree National Park’s 2011 Foundation Statement, a guiding document for resource management for the park, identifies the primary purpose for the park as, “Joshua Tree National Park preserves and protects the scenic, natural and cultural resources representative of the Colorado and Mojave Desert’s rich biological and geological diversity, cultural history, wilderness, recreational values, and outstanding opportunities for education and scientific study” (p.6).

Listed below are some of Joshua Tree National Park’s “Fundamental Values,” meaning that their protection is critical to achieving the park’s purpose:

- 1) Habitat for the Desert Tortoise
- 2) Interconnectivity of California desert lands
- 3) Biological diversity and healthy ecosystem function
- 4) Wilderness values and wilderness accessibility
- 5) Night Sky Resources
- 6) Natural quiet (soundscapes)
- 7) Viewsheds



8) Access to scenic vistas

The impact of the CA 30-52 Corridor should be fully analyzed on what significant direct, indirect and cumulative impacts the construction and operations would have on the aforementioned, “Fundamental values” for Joshua Tree National Park.

**RECOMMENDATION # 6 —CONDUCT A LOAD AND TECHNOLOGY ANALYSIS**

NPCA requests that an analysis of current load (power) being transmitted through this corridor be presented to establish need and/or opportunity to retrofit existing infrastructure. Additionally, we request detailed information on pending applications including outcome and timeframe. Finally, we request that should there be a scientifically based, demonstrable need to build additional infrastructure Alternative technologies, ones that would reduce impact on resources, should also be analyzed prior to any final plan.

**RECOMMENDATION # 7 — ANALYZE IMPACTS TO CULTURAL RESOURCES**

NPCA requests that any analysis include the CA-368-30-52 impacts on specific historic, cultural and spiritual and cultural landscapes.

The CA-368 30-52 Corridor is proximal to significant specific cultural resources that should be carefully analyzed in respect to developing transmission along the I-10 corridor in California. However, the CA-368 30-52 Corridor should also analyze how development will impact Traditional Cultural Properties and the California desert landscape as these are significant features for many California desert Native American Tribes.

**Culturally Important Landscapes**

The draft Solar Programmatic Environmental Impact Statement (Solar PEIS) points out the landscape itself has a spiritual and cultural value to many Native American Tribes in the California desert.

“The Tribes in this part of California tend to take a holistic view of the world; they see the features of their environment as an interconnected whole imbued with a life force. Prominent features may be seen as places of power—sacred places. High hills and mountains tend to be regarded as sacred, while some peaks have special status. Other features that tend to be regarded as sacred include caves, certain rock formations, springs, and hot springs. Revered locations include panels of rock art, evidence of ancestral settlements, arranged-rock sites, burial or cremation areas, and systems of trails. Sacred sites are often seen as places of power where offerings are left (Halmo 2003). Tribes see themselves as exercising divinely given responsibilities of stewardship over the lands where they believe they were created and as retaining a divine birthright to those lands. Specific mountain peaks are seen as points of emergence associated with creation stories.”

“From the Native American perspective, the proposed Riverside East SEZ includes elements of a sacred landscape tied together by a network of trails. A Prehistoric Trails Network Cultural Landscape/Historic District has been proposed for trails near the SEZ (Tremaine and Kline 2010).”

**(DRAFT RIVERSIDE EAST SEZ- CULTURAL RESOURCES-AFFECTED ENVIRONMENT-9.4-320)**

**Specific historic, archaeological and cultural resources that warrant analysis, include, but are not limited to the following:**

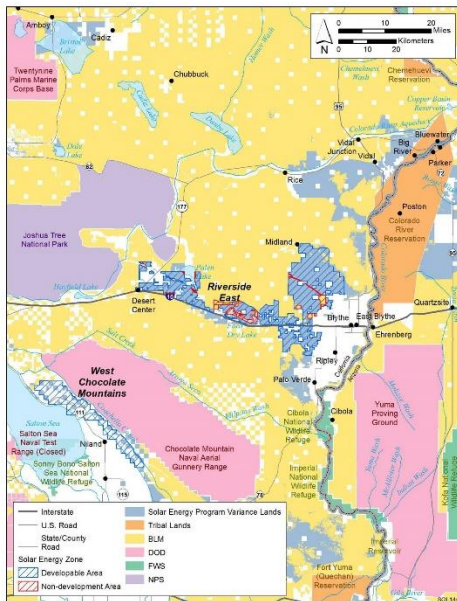
### Native American Resources

- 1) Salt Song Trail (Chemehuevi and other are tribes)
- 2) Cocomaricopa Trail- A major east-west Native American Trade Route
- 3) Chuckwalla Mountains Quarry Archaeological Site
- 4) North Chuckwalla Mountains Petroglyph District
- 5) Alligator Rock ACEC
- 6) Corn Springs ACEC

### Historic Resources

- 1) Desert Training Center- California/Arizona Maneuver Area

### MAP OF PROPOSED RIVERSIDE EAST SOLAR ENERGY ZONE ALONG THE INTERSTATE 10



Riverside East SEZ Long-Term Monitoring and Adaptive Management Pilot Project, December 11, 2013

### CONCLUSIONS ON CA 368 30-52 CORRIDOR

One of the key stated purposes for the 368 Corridor Review process is that it will lead to the development of recommendations for specific corridor additions, deletions, or alterations, where warranted via an initial analysis. Key to this analysis and the ultimate Corridor design and implementation is whether the Section 368 corridors are achieving their purpose of promoting environmentally responsible corridor siting decisions and reducing the proliferation of dispersed rights-of-way (ROWS) crossing Federal lands. And whether they are meeting the objective of, "Avoidance of environmentally sensitive areas to the maximum extent practicable,"

NPCA is gravely concerned that this objective is not being met and cannot be met, even through substantial mitigation efforts

The CA 368 30-52 Corridor's proximity to sensitive cultural resources, wildlife corridors, threatened and endangered species habitat, Joshua Tree National Park and the newly designated Chuckwalla ACEC underscore the importance of further analysis.

It is critical that subsequent analysis take a "Hard look" as required under NEPA law at the following:

- 1) Load and technology analysis to determine if the proposed action is truly necessary.
- 2) Alternative routes that may have less of an impact on resources.
- 3) New technologies to minimize or avoid significant direct, indirect and cumulative impacts of a proposed action.
- 4) Include in any subsequent corridor analysis new plans and information including the DRECP and the Joshua Tree Boundary Study.
- 5) Avoid impacts to critical tortoise wildlife corridors and other species that extend from Joshua Tree National Park under Interstate 10 and to protected public lands to the south. Special attention must be paid to the tortoise rich area on the North side of Interstate 10 between Pand its impact to Joshua Tree National Park, the newly formed Chuckwalla ACEC, cultural resources, threatened and endangered species and landscape level wildlife connectivity. Special attention must be paid to the tortoise rich area and corridors between Paradise Valley and Box Canyon Road.
- 6) Avoid impacts to resources that are listed as related to Joshua Tree National Park's "Fundamental Values," including, but not limited to the following:
  - A) Habitat for the Desert Tortoise
  - B) Interconnectivity of California desert lands
  - C) Biological diversity and healthy ecosystem function
  - D) Wilderness values and wilderness accessibility
  - E) Night Sky Resources
  - F) Natural quiet (soundscapes)
  - G) Viewsheds
  - H) Access to scenic vistas
- 7) Avoid impacts that are highlighted in the purpose of the newly designated Chuckwalla ACEC.
- 8) Avoid impacts to the Desert Training Center- California/Arizona Maneuver Area
- 9) Avoid impacts to Native American archaeological, culturally significant landscapes and spiritual
  - A) Salt Song Trail (Chemehuevi and other are tribes)
  - B) Cocomaricopa Trail- A major east-west Native American Trade Route
  - C) Chuckwalla Mountains Quarry Archaeological Site
  - D) North Chuckwalla Mountains Petroglyph District
  - E) Alligator Rock ACEC
  - F) Corn Springs ACEC
  - G) Historic Resources
  - H) Desert Training Center- California/Arizona Maneuver Area
- 10) Due to the culturally significant landscape, provide California Native American tribes additional opportunities for consultation on any subsequent analysis and planning efforts for this project.

11) The BLM must practice due diligence with respect to the proposed CA 368 30-52 Transmission Corridor running along Interstate 10 and other foreseeable projects that may not be compatible with the Corridor project. For example, the Paradise Valley Development, proposes a city and other types of buildings, north and south of Interstate 10 and west of Box Canyon Road.

The problem is that the Paradise Valley private lands parcel to the north of Interstate 10 is bounded by BLM lands that are being considered for the CA 368 Corridor Right of Way. To NPCA, this seems like incompatible development, and given that the BLM does have a nexus of authority and must at some point issue a permit for the upgrade of the Paradise Valley fiber optic cable on the south side of the I-10, it appears that the BLM does have the ability to reject that future right of way request for that fiber optic cable due to the incompatibility of a small city and a major transmission corridor existing in the same space. Furthermore, NPCA requests that the BLM conduct due diligence and communicate with Riverside County to ensure that an analysis of the CA 368 30-52 Corridor is included in any future Paradise Valley EIR that may be released with Riverside County as lead agency in 2017.

#### **CONSIDERATIONS FOR CA CORRIDOR 27-225, INTERSTATE 15**

We note that a significant portion of this corridor runs adjacent to the Mojave National Preserve, and adjacent to and through lands proposed to be Areas of Critical Environmental Concern (ACEC) and National Landscape Conservation System via the Desert Renewable Energy Conservation Plan (DRECP).

We agree that the proposed energy corridor could incentivize poorly sited projects in environmentally sensitive areas, and thus agree with this passage from the abstract:

“RFI/ This corridor could increase transmission capacity for utility-scale renewable energy projects that are poorly sited within high quality habitat for desert tortoise and undermine the overall landscape intactness of the northern and eastern Mojave Desert.”

We also agree that the proposed energy corridor would significantly impact wildlife migration corridors and current and future wildlife mobility, as noted in this passage in the abstract regarding bighorn sheep and desert tortoise:

“RFI/ Known, high priority movement corridors for Desert tortoise and bighorn sheep along I-15 and I-40 corridors. Along I- 15, corridor poses a barrier to effective wildlife movements and gene flow, in addition to resulting in increased animal kills along I-15.”

However, we disagree with this statement from the abstract:

“Not a constraint. Impacts to connectivity habitat can be mitigated and minimized through ESA Sec. 7 consultation with the USFWS.”

These impacts cannot be addressed – either through mitigation or minimization – via USFWS because the bighorn sheep that reside in the greater Soda Mountain region (Nelson’s Bighorn Sheep) are not federally protected but instead they are Fully Protected Species by the State of California. As such, “take is prohibited” and impacts must be “fully mitigated.” Any review of this proposed corridor should closely engage the California Department of Fish and Wildlife (CDFW), which has jurisdiction over bighorn sheep

as the State's Trustee Agency. Permits and potential California Environmental Quality Act (CEQA) may be required as part of any proposed project/development.

The corridor review process should incorporate the views of the CDFW. In a 1/6/14 letter to San Bernardino County regarding the proposed Soda Mountain Solar project, the CDFW stated:

“The Department emphasizes the importance of re-establishing and maintaining connectivity between the South Soda Mountain and North Soda Mountains in terms of demographic and genetic benefits, and the importance of both to maintaining metapopulation function. The Department also noted the early recognition of the importance of preventing additional restrictions to movement in the vicinity of these ranges. More than 40 years ago, and in comments specific to the Soda Mountains, it was recognized that consideration should be given to allowing for sheep movements and that construction of any facilities that would further restrict opportunities for movement would be detrimental to the persistence of bighorn sheep.”

The Department went on to cite specific studies from experts (e.g. C.W. Epps, J.D. Wehausen, etc.) that have been produced since the creation of the proposed 27-225 corridor. All of the studies point to restricting development in the Soda Mountain Region given this area being essential to existing and future migration corridors.

**In closing, NPCA thanks the Bureau of Land Management (BLM), the U.S. Forest Service (FS), the Department of Energy (DOE) and Argonne National Laboratory for the opportunity to participate in the review of 368 Corridors (WWEC).**

**Seth Shteir, Program Manager  
National Parks Conservation Association  
760-332-9776  
sshteir@npca.org**

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**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10055]  
**Date:** Monday, October 24, 2016 6:13:13 PM

---

Thank you for your input, Eli Harland.

The comment tracking number that has been assigned to your comment is **10055**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 18:13:02 CDT

**First Name:** Eli  
**Last Name:** Harland  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** California Energy Commission

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
WVEC purpose (e.g., renewable energy)  
Climate change  
Ecological resources  
Lands with wilderness characteristics  
Visual resources

**Geographic Area**

Region 1 > All Region 1 corridors

**Input**

Please see the attached comments on Region 1 Section 368 Corridors from the California Energy Commission.

If you have any questions concerning these comments please contact:

Eli Harland or Jim Bartridge Strategic Transmission Planning and Corridor Designation Office  
California Energy Commission 1516 Ninth Street, MS-17 Sacramento, CA 95814-5512 (916)  
654-5148 or (916) 654-4169 Email: [eli.harland@energy.ca.gov](mailto:eli.harland@energy.ca.gov); [jim.bartridge@energy.ca.gov](mailto:jim.bartridge@energy.ca.gov)

**Attachments**

10.24.16\_S.Fusilier\_Comments\_on-  
Region\_1\_Review\_of\_Section\_368\_Energy\_Corridors.pdf, 10.24.16\_CEC Section 368 URL  
References.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

California Energy Commission  
Section 368 Comment letter  
Attachment URL References

Draft 2016 Integrated Energy Policy Report

[http://doCKETpublic.energy.ca.gov/PublicDocuments/16-IEPR-01/TN213930\\_20161007T134148\\_Draft\\_2016\\_Integrated\\_Energy\\_Policy\\_Report\\_Update.pdf](http://doCKETpublic.energy.ca.gov/PublicDocuments/16-IEPR-01/TN213930_20161007T134148_Draft_2016_Integrated_Energy_Policy_Report_Update.pdf)

Final 2016 Environmental Performance Report

[http://doCKETpublic.energy.ca.gov/PublicDocuments/16-IEPR-03/TN214098\\_20161018T145845\\_Staff\\_Report\\_Final\\_2016\\_Environmental\\_Performance\\_Report\\_of\\_Cal.pdf](http://doCKETpublic.energy.ca.gov/PublicDocuments/16-IEPR-03/TN214098_20161018T145845_Staff_Report_Final_2016_Environmental_Performance_Report_of_Cal.pdf)

2015 Integrated Energy Policy Report

[http://doCKETpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN212017\\_20160629T154354\\_2015\\_Integrated\\_Energy\\_Policy\\_Report\\_Small\\_File\\_Size.pdf](http://doCKETpublic.energy.ca.gov/PublicDocuments/15-IEPR-01/TN212017_20160629T154354_2015_Integrated_Energy_Policy_Report_Small_File_Size.pdf)

BLM Record of Decision for the DRECP LUPA

[http://www.drecp.org/finaldrecp/rod/DRECP\\_BLM\\_LUPA\\_ROD.pdf](http://www.drecp.org/finaldrecp/rod/DRECP_BLM_LUPA_ROD.pdf)

## CALIFORNIA ENERGY COMMISSION

ROBERT B. WEISENMILLER, CHAIR  
1516 NINTH STREET, MS 33  
SACRAMENTO, CA 95814-5512  
(916) 654-5036  
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VIA ELECTRONIC SUBMISSION

October 24, 2016

Stephen Fusilier  
BLM Washington Office  
1849 C Street NW, Rm. 5644  
Washington DC 20240

**Re: Comments on Region 1 Review of Section 368 Energy Corridors**

Dear Mr. Fusilier:

In response to the initiation of Regional Reviews of Section 368 Energy Corridors and the August 2016 invitation to participate in the Region 1 review of Section 368 energy corridors, the California Energy Commission (Energy Commission) submits the following comments.

The Energy Commission actively participated in the Department of Energy's (DOE) original designation of Section 368 energy corridors, and in February 2008 submitted comments on the "Draft Programmatic Environmental Impact Statement (PEIS), Designation of Energy Corridors on Federal Land in 11 Western States" (DOE/EIS-0386). Those comments reflected the Energy Commission's support and concerns of Section 368 energy corridor designations in the PEIS at that time, and was "pleased that the majority of the proposed energy corridors in California followed existing rights-of-way and avoided sensitive areas that the Commission believes are neither suitable nor appropriate locations for energy corridors." The comments also described the California Legislature's recognition of the value of the transmission system and the need for coordinated long-term transmission corridor planning to maximize the efficiency of transmission rights-of-way and avoid single-purpose lines.<sup>1</sup> The Energy Commission also noted its authority to designate transmission corridors on non-federal lands, which could complement federal energy corridors where appropriate. Finally, the Energy Commission recognized the importance of electric transmission infrastructure to meet California's renewable energy policy goals and the importance of planning for such infrastructure to preserve California's important environmental, cultural, and scenic attributes and included a list of "no touch zones" for energy corridors in California.

California has realized tremendous progress in the environmental performance of its electricity system over the last decade, primarily driven by its energy and environmental policies. As a result of the California Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006) (Assembly Bill 32), the state is reducing GHG emissions from the energy sector and has organized its energy policies and programs around achieving GHG emission reduction goals and transitioning away from fossil fuels. An important component of achieving these GHG

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<sup>1</sup> Senate Bill 2431 (Garamendi, Chapter 1457, Statutes of 1988) established four principles, commonly referred to as the Garamendi Principles, for the planning and siting of new transmission facilities. These principles should be pursued in the following order: 1) Encourage the use of existing rights-of-way (ROW) by upgrading existing transmission facilities where technically and economically feasible; 2) when construction of new transmission lines is required, encourage expansion of existing ROW, when technically and economically feasible; 3) provide for the creation of new ROW when justified by environmental, technical, or economic reasons defined by the appropriate licensing agency; and 4) where there is a need to construct additional transmission capacity, seek agreement among all interested utilities on the efficient use of that capacity.



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October 24, 2016  
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reductions is the Renewables Portfolio Standard (RPS), originally implemented in 2002 at 20 percent of retail sales and increased to 33 percent of retail sales by 2020. In 2015, Senate Bill 350 (De León, Chapter 547, Statutes of 2015), further increased the RPS to 50 percent by 2030 and required the establishment of emission targets for the electricity sector and load-serving entities to help achieve statewide 2030 GHG reduction goals. More recently, Senate Bill 32 (Pavley, Chapter 249, Statutes of 2016), required the state to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030. Meeting the state's 2030 GHG reductions and RPS requirements, especially to meet growing transportation electrification needs, may require additional utility-scale renewable energy generation and new investments in the state's electric transmission system.

The scale and routing of transmission projects can require a variety of local, state, and federal environmental reviews and permits, which may add complexity to developing transmission infrastructure. However, landscape-scale planning approaches, which take into consideration a fuller range of conditions, influences, opportunities, constraints and conflicts for a geographic region with similar environmental characteristics, have helped California assess and identify areas for renewable energy development and policy-driven transmission lines. A key aspect of landscape-scale planning is collaboration with federal and state agencies, local governments, tribes, and stakeholders. Examples of this collaboration include the first and second Renewable Energy Transmission Initiative (RETI)<sup>2</sup>, the Desert Renewable Energy Conservation Plan (DRECP), and the multi-stakeholder process in the San Joaquin Valley to identify least-conflict areas for solar PV development.<sup>3</sup>

The DRECP, a landscape-scale plan that streamlines renewable energy development while providing effective protection and conservation of desert ecosystems, is a major component of California's renewable energy planning efforts. The DRECP area focuses on 22.5 million acres of the California desert in seven counties – Imperial, Inyo, Kern, Los Angeles, Riverside, San Bernardino, and San Diego. The DRECP is also located almost entirely within Region 1. In 2014, the Renewable Energy Action Team (REAT)<sup>4</sup> agencies released the Draft DRECP Environmental Impact Report/EIS,<sup>5</sup> which identified Development Focus Areas (DFAs)<sup>6</sup> for renewable energy development. These proposed DFAs were designed as transmission aligned so renewable energy generation development occurs in areas immediately adjacent, or in close proximity, to existing transmission facilities and utility corridors. The majority of these are designated Section 368 energy corridors.

After considering public comment on the draft plan, the Bureau of Land Management (BLM), U.S. Fish and Wildlife Services, Energy Commission, and California Department of Fish and Wildlife (collectively known as the Renewable Energy Action Team) decided to phase the DRECP. Phase I, which was completed in September of this year, is a BLM Land Use Plan Amendment (LUPA) on 10.8 million acres of public lands managed by the BLM in the California desert. The LUPA designates approximately 388,000 acres as DFAs, which is slightly more than

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2 The Renewable Energy Transmission Initiative 2.0 is non-regulatory effort by the California Energy Commission, California Public Utilities Commission, and the California Independent System Operator to explore the abundant renewable generation resources in California and throughout the West, consider critical land use and environmental constraints, and identify potential transmission opportunities that could access and integrate renewable energy with the most environmental, economic, and community benefits. <http://www.energy.ca.gov/reti/>

3 The San Joaquin Valley effort is outside of Region 1. To learn more about the planning process, see: "A Path Forward: Identifying Least-Conflict Solar PV Development in California's San Joaquin Valley": <http://consbio.org/products/reports/path-forward-identifying-least-conflict-solar-pv-development-californias-san-joaquin-valley>

4 The Renewable Energy Action Team (REAT) is made up of the California Energy Commission, California Department of Fish and Wildlife, the U.S. Bureau of Land Management, and the U.S. Fish and Wildlife Service.

5 <http://www.drecp.org/draftdrecp/>

6 Development Focus Areas are areas with substantial energy generation potential, access to existing or planned transmission, and low resource conflicts. The configuration of DFAs in the DRECP was a collaborative process that considered and integrated state and federal renewable energy goals, natural resources conservation needs, culturally important areas, recreation, and visual resources in the Plan Area, and information from renewable energy, conservation, utility, military, tribes, recreationists, and affected local stakeholders.

Stephen Fusilier  
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Page 3

the 367,000 acres of DFAs on BLM-managed lands originally presented in the 2014 Draft DRECP EIR/EIS, and 4.2 million acres of new conservation areas.<sup>7</sup> Applications to the BLM for renewable energy development in DFAs will benefit from a streamlined permitting process, predictable survey requirements, and simplified mitigation measures. Transmission corridors that are aligned with DFAs offer additional certainty that as future renewable energy is developed, corridors are available where new transmission infrastructure can be sited.

Phase II of the DRECP focuses on better aligning local, state, and federal renewable energy development and conservation plans, policies, and goals. In addition to DFAs on public lands, the 2014 Draft DRECP EIR/EIS proposed about 2 million acres of DFAs on non-federal, private lands. These DFAs were not finalized as part of the BLM DRECP LUPA and the counties hold primary land use and permitting authority for these areas. Future renewable energy development on private land will also rely on existing and planned transmission infrastructure and corridors, including designated Section 368 energy corridors. Based on the Energy Commission's experience coordinating with counties to plan for renewable energy, including the Energy Commission's Renewable Energy and Conservation Planning Grants,<sup>8</sup> we recommend that the BLM actively consider county land use data and rules as part of the Region 1 review, especially where counties are continuing to plan for future renewable energy development.

### Specific Comments

The Energy Commission appreciates the information and resources that have been made available to facilitate stakeholder participation in the Regional reviews, including the Corridor Abstracts, mapping tool, and webinars. Generally, the Energy Commission agrees with the information and analyses presented in the Corridor Abstracts and that future transmission infrastructure will require project specific environmental reviews. We recommend that BLM review the extensive scientific information developed for the DRECP, such as species connectivity data and species conservation values, as comments are evaluated and recommendations are developed. Below, we also offer comments and recommendations for specific corridors.

- Corridors 23-106 and 23-25, Kern County is taking steps to incentivize utility-scale solar development in the Indian Wells Valley as a way to rebalance land uses and help alleviate unsustainable consumption of water from the critically over drafted water basin serving the communities of the Indian Wells Valley.<sup>9</sup> The designated Section 368 energy corridors in this area, 23-106 and 23-25, while identified as corridors of concern, may be needed in the future to support these planning efforts. These corridors also traverse an area of the Mojave Desert with important biological values for the Mojave Ground Squirrel and desert tortoise, and impacts to these species must be offset during environmental review and permitting. The Energy Commission encourages permitting agencies to use the extensive biological and species information developed for this area during the development of the DRECP as a way to improve species outcomes resulting from future environmental review and permitting. Additionally, the Energy Commission recommends restricting corridor 23-106 west of Highway 14 to avoid possible corridor encroachment into Red Rock Canyon State Park.

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7 The BLM DRECP LUPA does not modify the designated Section 368 energy corridors, including those identified as "corridors of concern".

8 [http://www.energy.ca.gov/renewables/planning\\_grants/](http://www.energy.ca.gov/renewables/planning_grants/)

9 See the Kern County comment letter to the Renewable Energy Transmission Initiative 2.0:

[http://docketpublic.energy.ca.gov/PublicDocuments/15-RET1-02/TN211992\\_20160627T160721\\_Kern\\_County\\_Planning\\_Natural\\_Resources\\_Comments\\_Request\\_for\\_Tr.pdf](http://docketpublic.energy.ca.gov/PublicDocuments/15-RET1-02/TN211992_20160627T160721_Kern_County_Planning_Natural_Resources_Comments_Request_for_Tr.pdf)

Stephen Fusilier

October 24, 2016

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- Corridor 27-225, the Energy Commission recommends maintaining the corridor designation to the north of Interstate 15 only, in order to avoid possible corridor encroachment into the Mojave National Preserve.
- Corridor 27-41, the Energy Commission agrees that there is an opportunity to realign the corridor so it avoids impacting historic resources, like Route 66, and encroaching into Mojave National Preserve. We recommend that any corridor realignment take into account potential future renewable energy development areas and other land use designations to ensure the corridor is consistent with BLM's monument management plan for the Mojave Trails National Monument.
- Corridor 30-52, the Energy Commission recommends maintaining the corridor to the south of Joshua Tree National Park in order to avoid possible corridor encroachment into the park.

Transmission infrastructure will continue to play an important role in achieving California's GHG reduction and renewable energy goals. As transmission projects can take years to plan, develop, and build, it is important to consider routing options for these projects as early as possible, including the use of designated Section 368 energy corridors as necessary. Furthermore, because SB 350 calls for the voluntary transformation of the California Independent System Operator (California ISO) into a regional organization, this should also be considered when evaluating future transmission corridor needs.

The Section 368 energy corridor designations in Region 1 are an important element to reliably meeting California's energy needs and GHG reduction goals with renewable energy from the California desert. We look forward to working with you as you develop recommendations for future changes to the designated 368 energy corridors. If you have any questions concerning our comments please contact:

Eli Harland or Jim Bartridge  
Strategic Transmission Planning and Corridor Designation Office  
California Energy Commission  
1516 Ninth Street, MS-17  
Sacramento, CA 95814-5512  
(916) 654-5148 or (916) 654-4169  
Email: [eli.harland@energy.ca.gov](mailto:eli.harland@energy.ca.gov); [jim.bartridge@energy.ca.gov](mailto:jim.bartridge@energy.ca.gov)

Sincerely,



ROBERT B. WEISENMILLER  
Chair

#### Attachments

Draft 2016 Integrated Energy Policy Report  
Final 2016 Environmental Performance Report  
2015 Integrated Energy Policy Report  
BLM Record of Decision for the DRECP LUPA

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10056]  
**Date:** Monday, October 24, 2016 6:26:28 PM

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Thank you for your input, Anitra Kass.

The comment tracking number that has been assigned to your comment is **10056**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 18:26:26 CDT

**First Name:** Anitra

**Last Name:** Kass

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Pacific Crest Trail Association

**Topics**

Corridor alignment and spacing

Lands with wilderness characteristics

Public access and recreation

Specially designated areas

Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

115-238 [blank, blank]

108-267 [blank, blank]

107-268 [blank, blank]

264-265 [blank, blank]

**Input**

[Blank]

**Attachments**

PCTA Comment on 368 corridor abstracts.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



PACIFIC CREST TRAIL  
ASSOCIATION

Southern California Regional Office  
42-335 Washington St., Ste. F #169 • Palm Desert, CA 92211  
(760) 977-8684 • AKass@pcta.org

October 24, 2016

To Whom It May Concern:

We are submitting this response regarding the Corridor 368 abstracts, on behalf of the 11,000 member Pacific Crest Trail Association (PCTA). The Pacific Crest Trail Association is the primary private partner in the management of the Pacific Crest National Scenic Trail (PCT). PCTA is part of a long-standing partnership with the USDA Forest Service, California State Parks, the National Park Service, and the Bureau of Land Management that is formalized in a Memorandum of Understanding (15-MU-11132424-003). With the main office in Sacramento, Calif., and five regional offices along the length of the trail, PCTA works alongside agency partners at the national, regional, and local levels to ensure the PCT is protected, preserved, and promoted as one of America's premier long-distance trails. In 2015 PCTA organized more than 96,000 hours of volunteer work and raised \$1,830,000 to support these efforts.

Due to the nature of the trail, we are submitting comments on Corridors 115-238, 108-267, 107-268, and 264-265. Although similar comments will be made regarding the abstracts of all of the above listed corridors, there are also different issues not addressed in the abstract specific to an individual corridor.

Corridor 115-238

1. Although I am sure it was a formatting error, it should be noted that the Pacific Crest National Scenic Trail as a Primary Concern/Opportunity is listed under "Tribal Concerns". It should appear in the abstract under the heading "Specially Designated Areas".
2. Although the length of Affected Corridor by milepost is listed, there is no indication of how wide corridor 115-238 would be. In order for a complete analysis to be done, this needs to be included.
3. As this proposed corridor would be located on a small swath of land sandwiched in between a BLM Wilderness Study Area and a USFS Federally Designated Wilderness, this is a poor choice for the location of an energy corridor. Although the PCTA typically encourages corridors to be tied to existing impacts to the trail experience, in this case there are better options for the corridor. Those options include running adjacent to the SouthWest Power & Light line (located near the Mexican border), running adjacent to Hwy 94, and finally running adjacent to Interstate 8. Having the energy corridor aligned with already existing, significant, impacts to the trail is the best option.

4. In the Visual Resources section, there is no mention of the impact a corridor might have on the VRM for the PCT. As BLM Manual 6280, Management of National Scenic and Historic Trails and Trails Under Study or Recommended as Suitable for Congressional Designation (Public), indicates a VRM I or II designation.

#### Corridor 108-267

1. The length of Affected Corridor by milepost is listed, there is no indication of how wide corridor 108-267 would be. In order for a complete analysis to be done, this needs to be included.
2. Although clumping the impacts is typically the best option, according to the mapping tool on the website, it appears that 11 miles of PCT tread would be within the proposed corridor, with visual and aural impacts to many more miles of the trail. Although this looks to be a potentially good location for a corridor, it appears too wide and to impact too many miles of the PCT.
3. In the SIO section, there is no mention of the impact a corridor might have on the SIO for the PCT.

#### Corridor 107-268

1. The length of Affected Corridor by milepost is listed, there is no indication of how wide corridor 107-268 would be. In order for a complete analysis to be done, this needs to be included.
2. According to the mapping tool on the website, this corridor would run directly over the North Fork Station and saddle. Without more knowledge about the intent of the corridor, the capacity of this corridor for more lines and towers, it's hard to comment on whether it's an appropriate location. There is currently a powerline in this location. However, it's also a very remote location and a better location would be one that parallels or is adjacent to Soledad Canyon Rd.
3. In the SIO section, there is no mention of the impact a corridor might have on the SIO for the PCT.

#### Corridor 264-265

1. The length of Affected Corridor by milepost is listed, there is no indication of how wide corridor 107-268 would be. In order for a complete analysis to be done, this needs to be included.
2. According to the mapping tool, it looks like the corridor would parallel San Francisquito Canyon Rd. Depending on the width of the corridor and how close to the actual road the corridor is, this could be the best location for such a corridor.
3. In the SIO section, there is no mention of the impact a corridor might have on the SIO for the PCT.

As always, the PCTA wishes to offer our assistance in regards to a comprehensive analysis of these corridors to provide the best possible experience for PCT users.

Sincerely,



Anitra I. Kass  
Regional Representative  
Pacific Crest Trail Association

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10057]  
**Date:** Monday, October 24, 2016 7:05:58 PM

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Thank you for your input, Christopher Terzich.

The comment tracking number that has been assigned to your comment is **10057**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 19:05:51 CDT

**First Name:** Christopher

**Last Name:** Terzich

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** San Diego Gas & Electric Company

### **Topics**

Appropriate and acceptable uses

Lands and realty

### **Geographic Area**

Region 1 > Specific Region 1 corridors

115-238 [blank, blank]

### **Input**

We request that the BLM consider allowing area within the designated 368 corridor that is also Area of Critical Environmental Concern to be transferred to an energy related use where located immediately adjacent to the Imperial Valley Substation. The Imperial Valley Substation is critical infrastructure for southern California that may need improvements and expansion for capacity, reliability and increased renewable energy throughput. Consistent with the purpose of the 368 corridor designation, expansion of energy uses within the corridor must be allowed since this is the only existing designated corridor linking the coastal population centers of San Diego and southern California to renewables and interstate generation sources. We believe that SDG&E can minimize ACEC impacts, accommodate increased energy needs, and consolidate energy use areas to minimize broader impacts to ACEC and other sensitive resource areas not located contiguous to existing energy infrastructure and outside of the 368 corridors.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10058]  
**Date:** Monday, October 24, 2016 7:14:13 PM

---

Thank you for your input, Beth Boyst.

The comment tracking number that has been assigned to your comment is **10058**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 19:14:10 CDT

**First Name:** Beth  
**Last Name:** Boyst  
**Email:**

**Are you submitting input on the behalf of an organization?** No

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
Public access and recreation  
Specially designated areas  
Visual resources

**Geographic Area**

Region 1 > Specific Region 1 corridors

115-238 [blank, blank]  
108-267 [blank, blank]  
107-268 [blank, blank]  
264-265 [blank, blank]

**Input**

Please see attached letter.

**Attachments**

20161024.pct.usfs.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)





**File Code:** 2350

**Date:** October 24, 2016

**To:** Reggie Woodruff, FS Project Manager and Jim Gazewood, BLM Project Manager

**Subject:** West Wide Energy Corridor Region 1 Section 368 Stakeholder Input

This letter is in regards to the West-Wide Energy Corridor – Region 1 Concerns related to the Pacific Crest National Scenic Trail (PCT), a congressionally designated trail that travels from Mexico to Canada on the spine of the Sierra and Cascade Mountain Ranges for 2,650 miles. The U.S. Forest Service is the lead agency for the trail and I am the National Trail Administrator.

As a national scenic trail, Congress intended the PCT to provide outstanding opportunities for long distance trail and recognized the scenic quality of the surrounding landscape was an essential component to that experience. Section 7(c) of the National Trail System Act outlines that “Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted by the Secretary charged with the administration of the trail. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts be made to avoid activities incompatible with the purposes for which such trails were established.”

Within the Region 1 area, there are four corridors that have been identified and approximately 8.6 miles of trail have corridors that would affect the recreation and scenic resources. Generally, it is preferable to avoid impact to the congressionally designated trail and to concentrate impacts where there are already occurring. However, in Hauser Canyon, that does not hold true (detailed below). Visual resource and national scenic trail management considers impacts to the trail experience from the trail platform itself. This means that we are concerned about the immediate views (foreground), middleground (1/2mile-4 miles), and background (beyond 4 miles). Minimizing impacts including avoidance, design features, and the least amount of crossings are typical strategies.

#### **Corridor 115-238 Palo Verde-San Diego**

The PCT is incorrectly listed under Tribal Concerns and should be moved into the Special Designated Area Section. At the BLM and USFS administrative Boundary there is currently a power line from the Sunrise Powerlink project.

The trail is already impacted for approximately 1.3 miles with the powerline crossing and providing addition electric lines in Hauser Canyon – which is immediately adjacent to designated Wilderness on the Cleveland National Forest and The Hauser Mountain Wilderness Study Area on BLM lands is already a significant impact on the landscape. Near Hauser Creek, there are several campsites west of trail and often this is a place where hikers either overnight or seek shade during the day. Recommend no additional structures or lines to be added.



**Corridor 108-267 Cajon Pass**

The PCT travels approximately 6.4 miles through this corridor from east to west. Confining the impacts to the I-15 and CA Highway 138 road corridors is preferable to additional impacts within the area that would be within 4 miles of the PCT centerline (capturing scenic integrity concerns of foreground and middle ground).

**Corridor 107-268 Angeles National Forest Southeast**

The PCT travels approximately 0.3 miles through this corridor. This corridor transects the western portion of the San Gabriel National Monument where the PCT travels north/south. Avoidance of this area would prevent further impacts to these congressional designated areas. If that is unavoidable, where the PCT crosses the corridor has roads within it – confining the crossing of the PCT to one crossing near the road corridor would be preferable.

**Corridor 264-265 Angeles National Forest Northwest**

The PCT travels approximately 0.6 miles through this corridor. While the trail crosses the San Francisquito Canyon Road, the proposed corridor does not utilize that crossing but additionally impacts the trail approximately 0.3 miles away – doubling the disturbance to the hiker in a relatively short period of time.

I appreciate the opportunity for review and comment. Certainly the cumulative impact of this project as it relates to the additional Regions that the trail crosses is also of concern. I am available for further information or clarification at [bboyst@fs.fed.us](mailto:bboyst@fs.fed.us) or 707-562-8881.

BETH BOYST  
Pacific Crest Trail Administrator

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10059]  
**Date:** Monday, October 24, 2016 7:25:15 PM

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Thank you for your input, lewis Lacy.

The comment tracking number that has been assigned to your comment is **10059**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 19:25:10 CDT

**First Name:** lewis

**Last Name:** Lacy

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Nye County Nevada Staff Comments

### **Topics**

Corridor alignment and spacing

Appropriate and acceptable uses

Lands and realty

Livestock grazing

Public access and recreation

Socioeconomics

Interagency Operating Procedures

### **Geographic Area**

Region 1 > Specific Region 1 corridors

18-224 [blank, blank]

### **Input**

Nye County Nevada has participated in the West-wide corridor process since the inception. As the location of some of the best solar resources in North America, it is important to maintain the corridors and not allow other groups or agencies to remove sections of the corridor. It is also important to maintain access to adjacent land for solar development. One of the main hurdles to solar development has been access to transmission capacity, development of new transmission lines is very important.

BLM RMPs and proposed DOD land withdrawal have failed to recognize the existence of the corridors or have not understood the importance of these corridors to a national priority to develop renewable resources.

The current locations of the corridors in Nye County are acceptable and any proposals to close or restrict access must provide acceptable alternatives.

The 3500 foot width is a starting point for analysis of specific transmission projects. Please provide guidance for BLM and other agencies on how to provide access for compatible uses or

to help narrow the corridor without restricting construction of physical transmission lines.

Nye County would appreciate invitations too participate as a cooperating agency on any NEPA activities.

Our prior comments are still valid and I will provide for additional reference.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10060]  
**Date:** Monday, October 24, 2016 7:48:00 PM

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Thank you for your input, Brad Hardenbrook.

The comment tracking number that has been assigned to your comment is **10060**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 19:47:59 CDT

**First Name:** Brad  
**Last Name:** Hardenbrook  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Nevada Department of Wildlife

### **Topics**

Ecological resources  
Interagency Operating Procedures

### **Geographic Area**

Region 1 > All Region 1 corridors

### **Input**

Please consider the following preliminary recommendations for Region 1 as well as Regions 2 – 6.

At the Las Vegas, Nevada public meeting for Region 1 review, recommendation was made to consider all BLM Special Status Species (and USFS equivalent) which includes applicable federal ESA-listed and candidate species as well as species identified as BLM Sensitive. This would be consistent with BLM Manual 6840 Special Status Species Management. For BLM-Nevada, the Special Status Species list includes: • Federal ESA-listed + Candidate species • Bald and golden eagles (Bald and Golden Eagle Protection Act) • Other species identified by the BLM – Nevada State Office as Sensitive Species [e.g. State of Nevada protected wildlife and plants (Nevada Administrative Codes Chapters 503 and 527, respectively), the Nevada Natural Heritage Program ranked species, and those identified by BLM and USFS in coordination with agencies like the Nevada Department of Wildlife and Nevada Division of Forestry] where management actions taken by the BLM would benefit sensitive species habitats and avoid ESA-listing those species without otherwise elevated regulatory protections.

The ESRI-based mapper's utility might also be enhanced for Ecology analyses by adding to it the Western Governors Association's Crucial Habitat Assessment Tool (aka CHAT). Nevada's CHAT is online at [http://www.ndow.org/Nevada\\_Wildlife/Maps\\_and\\_Data/NVCHAT/](http://www.ndow.org/Nevada_Wildlife/Maps_and_Data/NVCHAT/). As its description goes, Nevada's CHAT is one part of a network of compatible, online mapping applications that present wildlife and habitat data to users in a clear and consistent framework that encourages

ease of use, multi-state planning, and improved integration of wildlife resource priorities throughout the land use planning process.

Additional to general APLIC guidance regarding bird electrocution avoidance, is recommendation for more specific impact minimization guidance addressing the effect of perching subsidies benefiting avian predators which prey on special status species. This can be achieved by ensuring an avian predator management plan is devised, implemented, and evaluated in its use within energy corridors where avian predation on other species of conservation priority is a concern.

Thank you for this opportunity to provide this preliminary input. Please contact me should there be any questions.

### **Attachments**

[None]

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10061]  
**Date:** Monday, October 24, 2016 8:47:16 PM

---

Thank you for your input, Katherine Kenison.

The comment tracking number that has been assigned to your comment is **10061**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 24, 2016 20:47:06 CDT

**First Name:** Katherine

**Last Name:** Kenison

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Lot 42 Mining, Inc

### **Topics**

Physical barrier

Jurisdictional concern

Corridor alignment and spacing

Appropriate and acceptable uses

WVEC purpose (e.g., renewable energy)

Lands and realty

Lands with wilderness characteristics

Wild horses and burros

### **Geographic Area**

Region 1 > Specific Region 1 corridors

115-238 [.008, .056]

### **Input**

Dear Sir:

As a land owner, I appreciate the opportunity to respond to your analysis.

RE: Routes 115-238

The area within Township 15S Range 21E SBM, Cargo Muchacho Mining District, California may not be suitable for energy corridors the following reasons:

**Lands and Realty:** Bureau of Land Management Field Offices appear to have not incorporated the attached directives and orders into Routes 115-238 when determining, and authorizing corridor grants and easements.

**Lands with Wilderness Characteristics:** The Department of Interior has previously determined the Cargo Muchacho Mountains, Chocolate Mountains, Mining Districts and Townsites are

not suitable areas.

Wild horses and burros: The area is not recreational nor meant as a refuse, or hunting ground for Wild horses and burros.

Jurisdictional: The State of California, State owned school lands; in some cases does not reflect parallel information at the Bureau of Land Management, California Sacramento Office school land grant index cards.

Corridor Alignment and Spacing: Center-line maps in some Right of Way's may have not been filed in the county. Spacing may be exaggerated due to legal conflicts.

Katherine Kenison Lot 42 Mining Inc.

### **Attachments**

CDI 1266250 Yuma Indian Reservation.pdf, CARI 000702 01.pdf, CARI 000702 02.pdf, CARI 000702 03.pdf, CARI 000702 04.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



Section 368 Energy Corridor Regional Review  
**DEPARTMENT OF THE INTERIOR**  
**BUREAU OF LAND MANAGEMENT**  
**STATUS**  
**(MASS) Serial Register Page**

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**01 09-19-1964;078STAT0986;43USC1411-1418**

**Serial Number**  
**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

Mer	Twp	Rng	Sec	SType	SurNr	Suff	NE NNSS EWW	NW NNSS EWW	SW NNSS EWW	SE NNSS EWW	Acreage	County	District/Field Office	Mgmt Agency
7	0050S	0120E	035	9			ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0120E	035	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0120E	036	A			XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0120E	036	A			XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	001	9			ENTIRE	SECTION			640.680	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	A		01	----	--XX	-X--	----	120.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	A		01	----	--XX	-X--	----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	A		02	---	X-	----	X-XX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	B		01	--X-	----	----	----	29.731	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	B		02	--X-	----	----	----	10.269	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	B		03	----	----	X----	----	38.707	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	B		04	----	----	X----	----	1.293	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	B		05	----	----	--X-	----	28.803	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	B		06	----	----	--X-	----	11.197	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	B		07	----	----	---X	----	7.691	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	B		08	----	----	---X	----	32.309	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	B		09	----	----	----	-X--	10.175	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	B		10	----	----	----	-X--	29.825	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	L	1		X----	----	----	----	40.370	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	L	1		X----	----	----	----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	L		01	-X--	----	----	----	2.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	L		02	-X--	----	----	----	38.430	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	L	3		----	X----	----	----	40.490	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	002	L	4		----	-X--	----	----	40.550	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	003	9			ENTIRE	SECTION			640.960	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	003	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	004	9			ENTIRE	SECTION			639.240	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	004	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	005	9			ENTIRE	SECTION			639.760	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	005	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	006	9			ENTIRE	SECTION			641.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0060S	0120E	006	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	007	9			ENTIRE	SECTION			639.640	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	008	9			ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	009	9			ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	010	9			ENTIRE	SECTION			659.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

7	0060S	0120E	010	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	018	9	ENTIRE SECTION	640.120	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	019	9	ENTIRE SECTION	640.360	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	030	9	ENTIRE SECTION	640.160	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	031	9	ENTIRE SECTION	639.920	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0120E	999		ENTIRE TOWNSHIP	23,022.460	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	5100
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	60
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0080S	0120E	001	9	ENTIRE SECTION	488.930	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	002	9	ENTIRE SECTION	483.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	003	9	ENTIRE SECTION	483.080	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	004	9	ENTIRE SECTION	483.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	005	9	ENTIRE SECTION	485.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	60
7	0080S	0120E	005	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030

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Case Type 246100: CL-MULT USE MGT

7	0080S	0120E	006	9	ENTIRE SECTION	491.020 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	006	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	007	9	ENTIRE SECTION	641.980 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	007	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	008	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	009	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	010	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	011	9	ENTIRE SECTION	657.790 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	012	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	013	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	014	9	ENTIRE SECTION	651.120 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	015	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	016	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	017	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	017	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	020	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	020	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	021	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	021	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	02	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	02	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	023	9	ENTIRE SECTION	652.400 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	024	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	025	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	026	9	ENTIRE SECTION	651.680 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	026	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	027	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	027	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	028	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	035	9	ENTIRE SECTION	647.960 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	035	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	60
7	0080S	0120E	035	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	036	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	036	9	ENTIRE SECTION	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0120E	001	9	ENTIRE SECTION	641.120 IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0090S	0120E	001	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4000000
7	0090S	0120E	001	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0120E	001	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0120E	012	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4000000
7	0090S	0120E	012	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Serial Number  
CARI-- - 000702--01

Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	County	Office	Serial
7	0090S	0120E	012	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 60
7	0030S	0130E	019	9	ENTIRE SECTION	513.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	021	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	021	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	02	9	ENTIRE SECTION	643.241	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	023	9	ENTIRE SECTION	641.029	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	024	9	ENTIRE SECTION	721.618	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	025	9	ENTIRE SECTION	711.892	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	026	9	ENTIRE SECTION	643.872	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	027	9	ENTIRE SECTION	613.234	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	028	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	028	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	030	9	ENTIRE SECTION	525.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	031	9	ENTIRE SECTION	538.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	033	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	033	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0130E	034	9	ENTIRE SECTION	640.483	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	035	9	ENTIRE SECTION	646.350	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	A	---- ---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 1	X--- ---- ---- ----	8.930	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 10	---- -X-- ---- ----	21.160	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 11	---- ---- ---- -XX-	43.660	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 12	---- ---- ---- X--X	43.620	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L	-X-- ---- ---- ----	19.250	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 3	---- X--- ---- ----	39.250	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 4	---- -X-- ---- ----	20.720	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 5	---- --X- ---- ----	3.930	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 6	---- ---X ---- ----	17.440	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 7	--X- ---- ---- ----	23.260	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 8	---X ---- ---- ----	6.680	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	L 9	---- ---- X--- ----	7.880	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	M 4863A 01	XXXX --XX XX-- XX--	124.311	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	M 4863A 02	---- XXXX XX-- XX--	135.676	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0130E	036	M 4892A 01	XX-- ---- ---- ----	24.472	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S	0130E	001	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S	0130E	002	9	ENTIRE SECTION	635.780	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S	0130E	003	M 4862A	X--X ---- ---- ----	25.301	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Case Type 246100: CL-MULT USE MGT

7	0040S	0130E	003	U	XXXX XXXX XXXX XXXX	610.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0130E	003	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	004	9	ENTIRE SECTION	631.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	005	9	ENTIRE SECTION	627.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	006	9	ENTIRE SECTION	620.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	007	9	ENTIRE SECTION	637.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	018	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	019	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	030	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	031	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	001	9	ENTIRE SECTION	627.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	002	9	ENTIRE SECTION	629.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	003	9	ENTIRE SECTION	632.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	004	9	ENTIRE SECTION	634.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	005	9	ENTIRE SECTION	637.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Serial Number
7	0050S 0130E 008	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 009	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 010	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 011	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 012	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 013	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 013	9		ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 014	3 01		N2SESW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 014	3 02		SWSESW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 014	U		XXXX XXXX XXX- XXXX	600.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 015	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 016	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 017	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 020	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 021	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 02	9		ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 01		NENWNE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 02		E2SENE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 03		W2NENW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 04		NWSENW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 05		NENESE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 06		S2NESE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	3 07		E2SWSE;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 023	U		X--- -XX- ---- ---X	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 024	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 025	U		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 025	U		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 026	3 01		NENWNE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 026	3 01		NENWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 026	3 02		S2NWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 026	3 02		S2NWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 026	3 03		SEENW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 026	3 03		SEENW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 026	3 04		E2SWNW;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 026	U		X-XX ---X XXXX XXXX	480.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 026	U		X-XX ---X XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 027	U		-XX- XXXX XXXX XXXX	559.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0130E 027	U		-XX- XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 028	U		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0050S 0130E 028	U		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

7	0050S	0130E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	030	U	XXXX XXXX XXXX XXXX	738.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	030	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	031	9	ENTIRE SECTION	639.240	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	033	9	ENTIRE SECTION	741.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0130E	999		ENTIRE TOWNSHIP	23,434.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0130E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	60
7	0060S	0130E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	5100
7	0070S	0130E	999		ENTIRE TOWNSHIP	23,027.030	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0130E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0070S	0130E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0070S	0130E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0080S	0130E	999		ENTIRE TOWNSHIP	2,645.670	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0090S	0130E	001	9	ENTIRE SECTION	662.720	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	002	9	ENTIRE SECTION	660.800	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	003	9	ENTIRE SECTION	660.320	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	004	9	ENTIRE SECTION	660.240	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	005	9	ENTIRE SECTION	658.800	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	006	9	ENTIRE SECTION	688.450	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	007	9	ENTIRE SECTION	670.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	007	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0090S	0130E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	018	9	ENTIRE SECTION	670.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	018	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	020	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60

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**Serial Number**  
**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

Line	Section	Area	Acres	County	Section	Acres	County	Office	Serial Number
7	0090S	0130E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	02	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	026	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	027	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	036	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0030S	0140E	019	9	ENTIRE SECTION	552.841	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	020	9	ENTIRE SECTION	601.750	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	024	9	ENTIRE SECTION	665.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	025	9	ENTIRE SECTION	651.344	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	026	9	ENTIRE SECTION	640.107	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	027	9	ENTIRE SECTION	645.193	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	028	9	ENTIRE SECTION	636.437	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	029	9	ENTIRE SECTION	560.599	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	030	9	ENTIRE SECTION	637.227	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	031	9	ENTIRE SECTION	664.679	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	033	9	ENTIRE SECTION	624.535	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	034	9	ENTIRE SECTION	580.295	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	035	9	ENTIRE SECTION	566.948	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0140E	036	9	ENTIRE SECTION	551.323	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	001	A	---- --X- XXXX -XX-	280.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	001	L 10	---- ---- ---- X--X	1.960	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	001	L 11	---- ---- ---- ---X	31.010	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	001	L 4	---- -X-- ---- ----	20.870	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	001	L 6	---- ---- ---- X---	36.420	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	001	L 7	---- ---- ---- ---X	34.990	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	002	A	--XX ---X --XX --X-	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	002	B 01	N2NESE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	002	B 02	NENWSE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	002	B 03	W2SESE;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	002	L 1	X--- ---- ---- ----	17.640	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM



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Serial Number  
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Case Type 246100: CL-MULT USE MGT

7	0040S	0140E	002	L		-X--	----	----	----	39.020	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	002	L	3	----	X---	----	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	002	L	4	----	-X--	----	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	003	9		ENTIRE	SECTION			677.809	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	004	9		ENTIRE	SECTION			651.640	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	005	9		ENTIRE	SECTION			646.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	007	9		ENTIRE	SECTION			641.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	008	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	009	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	010	U		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	010	U		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	011	9		ENTIRE	SECTION			650.850	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	012	9		ENTIRE	SECTION			667.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	013	9		ENTIRE	SECTION			660.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	014	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	015	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	016	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	017	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	018	9		ENTIRE	SECTION			641.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	019	9		ENTIRE	SECTION			641.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	020	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	021	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	02	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	023	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	024	U		XXXX	XXXX	XXXX	XXXX	652.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	024	U		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	025	U		XXXX	XXXX	XXXX	XXXX	647.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	025	U		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	026	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	027	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	028	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	029	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	030	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	031	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	032	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	033	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	034	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	035	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	036	A		-XX-	XXXX	XXXX	----	400.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	036	L	1	X---	----	----	----	41.060	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Serial Number
7 0040S	0140E 036 L 1	X----			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0040S	0140E 036 L	---X			41.040	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0040S	0140E 036 L	---X			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0040S	0140E 036 L 3	----		X---	38.590	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0040S	0140E 036 L 3	----		X---	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0040S	0140E 036 L 4	----		-X--	39.980	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0040S	0140E 036 L 4	----		-X--	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0040S	0140E 036 L 5	----		--X-	40.620	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0040S	0140E 036 L 5	----		--X-	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0040S	0140E 036 L 6	----		---X	37.400	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0040S	0140E 036 M 4853	----		--XX	4.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 001 U	XXXX XXXX XXXX XXXX			637.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 001 U	XXXX XXXX XXXX XXXX			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 002 9	ENTIRE SECTION			642.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 003 9	ENTIRE SECTION			648.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 004 9	ENTIRE SECTION			648.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 005 9	ENTIRE SECTION			668.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 006 9	ENTIRE SECTION			665.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 007 9	ENTIRE SECTION			656.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 008 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 009 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 010 9	ENTIRE SECTION			644.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 011 U	XXXX XXXX XXXX XXXX			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 012 A	XXXX XXXX XXXX XXXX			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 012 A	XXXX XXXX XXXX XXXX			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 013 A	XXXX XXXX XXXX XXXX			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 014 U	XXXX XXXX XXXX XXXX			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 014 U	XXXX XXXX XXXX XXXX			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 015 9	ENTIRE SECTION			643.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 016 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 017 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 018 9	ENTIRE SECTION			655.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 019 9	ENTIRE SECTION			659.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 020 9	ENTIRE SECTION			643.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 021 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 02 A	XXXX XXXX XXXX XXXX			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 02 A	XXXX XXXX XXXX XXXX			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 023 A	XXXX XXXX XXXX XXXX			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 024 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 025 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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**BUREAU OF LAND MANAGEMENT**  
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**Serial Number**  
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**Case Type 246100: CL-MULT USE MGT**

7	0050S	0140E	026	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	027	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	028	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	029	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	030	A			XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	030	A			XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	030	L	1	01	---- X--X ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	030	L	1	02	---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	030	L	1	02	---- ---- X--X ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	030	L		01	---- -X-- ---- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	030	L		02	---- --X- ---- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	030	L		03	---- ---- -X-- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	030	L		03	---- ---- -X-- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	030	L		04	---- ---- --X- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	030	L		04	---- ---- --X- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0140E	031	9			ENTIRE SECTION	641.980	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	032	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	033	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	034	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	035	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0140E	036	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0140E	999				ENTIRE TOWNSHIP	23,109.620	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0140E	999				ENTIRE TOWNSHIP	23,113.150	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0140E	999				ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0140E	999				ENTIRE TOWNSHIP	21,993.630	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0140E	999				ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0090S	0140E	999				ENTIRE TOWNSHIP	23,588.620	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0140E	999				ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	001	9			ENTIRE SECTION	810.720	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	002	9			ENTIRE SECTION	806.400	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	003	9			ENTIRE SECTION	801.870	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	004	9			ENTIRE SECTION	797.410	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	005	9			ENTIRE SECTION	790.650	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	005	9			ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	006	9			ENTIRE SECTION	792.540	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	006	9			ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	008	9			ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	008	9			ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	009	9			ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	010	9			ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030

**NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM**

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Serial Number
7	0100S	0140E	011	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	012	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 4030
7	0100S	0140E	013	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	014	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 4030
7	0100S	0140E	015	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	015	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE 4030
7	0100S	0140E	016	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	02	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 4030
7	0100S	0140E	02	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	023	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	024	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 4030
7	0100S	0140E	025	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	026	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0100S	0140E	036	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0020S	0150E	001	9	ENTIRE SECTION	842.880 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	013	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	014	A	---- XXXX ----	160.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	014	A	---- XXXX ----	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	014	U	XXXX XXXX ---- XXXX	485.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	015	A	---- XXXX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	015	U	XXXX ---- ---- ----	162.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	016	A	---- XXXX XXXX XXXX	320.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	016	L 1	X--- ---- ---- ----	40.810 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	016	L 1	X--- ---- ---- ----	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	016	L	-X-- ---- ---- ----	40.710 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	016	L 3	---- X--- ---- ----	40.620 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	016	L 4	---- -X-- ---- ----	40.520 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	016	L 5	---- --X- ---- ----	40.410 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	016	L 6	---- ---X ---- ----	40.500 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	016	L 7	--X- ---- ---- ----	40.600 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	016	L 8	---X ---- ---- ----	40.700 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	017	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	019	A	---- ---- ---- XXXX	160.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	019	U	XXXX XXXX XXXX ----	521.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	020	A	---- ---- XXXX XXXX	320.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	020	U	XXXX XXXX ---- ----	342.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	021	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	02	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E	023	A	---- XXXX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E	023	A	---- XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Serial Number  
CARI-- - 000702--01

Case Type 246100: CL-MULT USE MGT

Case No	Section	Subsection	Acres	County	Section	Subsection	Acres	County	Serial Number
7	0030S	0150E 023	U	XXXX	----	----	166.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E 024	A	----	----	XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E 024	U	XXXX	XXXX	----	317.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E 025	A	XXXX	XXXX	XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 025	A	XXXX	XXXX	XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0150E 026	9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 027	9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 028	9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 029	9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 030	A	XXXX	----	XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 030	L 1	----	----	X--X	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 030	L 01	----	----	-X--	42.800	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 030	L 02	----	----	--X-	42.800	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 030	U	----	XXXX	----	167.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	A 01	X---	----	-X--	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	A 02	-XXX	----	X-XX	240.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	B 01	-X--	----	----	2.610	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	B 02	--X-	----	----	34.650	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	B 03	----	----	X----	19.670	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	B 04	----	----	--X-	24.320	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 1 01	----	X--X	----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 1 02	----	----	X--X	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 10	--X-	----	----	5.350	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 11	----	---	X	40.190	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 12	----	--X-	----	43.620	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 13	----	----	-X--	43.660	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 14	----	----	X----	20.330	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 15	----	----	----	39.960	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 16	----	----	----	2.110	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 17	----	----	----	15.680	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 18	----	----	---	40.620	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 19	----	----	--X-	43.660	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 01	----	-X--	----	42.820	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 02	----	--X-	----	42.860	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 03	----	----	-X--	42.910	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 04	----	----	--X-	42.950	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 3	-X--	----	----	1.130	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 4	----	X---	----	5.850	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 5	----	-X--	----	43.310	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0150E 031	L 6	----	X---	----	11.560	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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**Serial Number**  
**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

Section	Acres	Location	Notes	Serial Number
7 0030S 0150E 031 L 7	10.850	RIVERSIDE	----	1000000
7 0030S 0150E 031 L 8	16.260	RIVERSIDE	-X--	1000000
7 0030S 0150E 031 L 9	40.510	RIVERSIDE	---X	1000000
7 0030S 0150E 032 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0030S 0150E 033 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0030S 0150E 034 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0030S 0150E 035 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0030S 0150E 036 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 001 A	320.000	RIVERSIDE	----	1000000
7 0040S 0150E 001 L 1 01	80.000	RIVERSIDE	--XX	983301
7 0040S 0150E 001 L 1 02	80.000	RIVERSIDE	----	983301
7 0040S 0150E 001 L 1 02	0.000	RIVERSIDE	----	1000000
7 0040S 0150E 001 L 01	39.620	RIVERSIDE	X---	983301
7 0040S 0150E 001 L 02	39.470	RIVERSIDE	-X--	983301
7 0040S 0150E 001 L 03	39.120	RIVERSIDE	----	983301
7 0040S 0150E 001 L 03	0.000	RIVERSIDE	----	1000000
7 0040S 0150E 001 L 04	38.770	RIVERSIDE	----	1000000
7 0040S 0150E 001 L 04	0.000	RIVERSIDE	----	983301
7 0040S 0150E 002 9	635.730	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 003 9	635.360	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 004 9	632.380	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 005 9	638.140	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 006 B 01	160.000	RIVERSIDE	----	1000000
7 0040S 0150E 006 B 04	160.000	RIVERSIDE	----	1000000
7 0040S 0150E 006 B 06	160.000	RIVERSIDE	----	1000000
7 0040S 0150E 006 B 09	160.000	RIVERSIDE	----	1000000
7 0040S 0150E 006 L 12	19.810	RIVERSIDE	----	1000000
7 0040S 0150E 006 L 05	43.050	RIVERSIDE	----	1000000
7 0040S 0150E 006 L 3	18.060	RIVERSIDE	X---	1000000
7 0040S 0150E 006 L 6	19.940	RIVERSIDE	----	1000000
7 0040S 0150E 006 L 7	19.840	RIVERSIDE	----	1000000
7 0040S 0150E 007 9	646.020	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 008 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 009 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 010 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 011 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 012 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 013 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 014 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000
7 0040S 0150E 015 9	640.000	RIVERSIDE	ENTIRE SECTION	1000000

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Case Type 246100: CL-MULT USE MGT

7	0040S	0150E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	018	9	ENTIRE SECTION	653.080	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	019	9	ENTIRE SECTION	652.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	030	9	ENTIRE SECTION	660.560	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	031	9	ENTIRE SECTION	658.750	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	032	9	ENTIRE SECTION	652.160	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	033	9	ENTIRE SECTION	644.880	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	001	9	ENTIRE SECTION	638.400	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	002	9	ENTIRE SECTION	630.720	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	003	9	ENTIRE SECTION	637.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	004	9	ENTIRE SECTION	640.540	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	005	9	ENTIRE SECTION	639.420	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	006	9	ENTIRE SECTION	646.620	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	007	9	ENTIRE SECTION	655.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	018	9	ENTIRE SECTION	655.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	019	9	ENTIRE SECTION	655.580	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Acres	County	Description	Acres	County	Office	Serial Number
7	0050S	0150E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	030	9	ENTIRE SECTION	655.580	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	031	9	ENTIRE SECTION	656.420	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	032	A	XXXX XXXX --XX ----	400.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	033	A	XXXX XXXX XX-X XXXX	600.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	035	9	ENTIRE SECTION	644.520	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	036	9	ENTIRE SECTION	642.920	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0150E	999		ENTIRE TOWNSHIP	23,699.344	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0150E	999		ENTIRE TOWNSHIP	23,198.234	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0150E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0150E	999		ENTIRE TOWNSHIP	21,366.750	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0150E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0090S	0150E	999		ENTIRE TOWNSHIP	23,658.870	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0150E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	001	9	ENTIRE SECTION	820.560	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	002	9	ENTIRE SECTION	819.200	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	003	9	ENTIRE SECTION	817.800	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	004	9	ENTIRE SECTION	816.400	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	A	---- ---- XXXX XXXX	320.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 10	X--- ---- ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 11	---X ---- ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 12	--X- ---- ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 13	---- ---X ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 14	---- --X- ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 3	X--- ---- ---- ----	43.860	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 4	-X-- ---- ---- ----	43.790	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 5	---- X--- ---- ----	43.710	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 6	---- -X-- ---- ----	43.640	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 7	---- -X-- ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 8	---- X--- ---- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030

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**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

7	0100S	0150E	005	L	9	-X--	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	006	9		ENTIRE SECTION	795.340	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	007	9		ENTIRE SECTION	629.420	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	008	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	009	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	010	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	011	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	012	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	013	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	014	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	015	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	016	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	017	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	018	9		ENTIRE SECTION	633.280	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	019	9		ENTIRE SECTION	637.120	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	020	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	021	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	02	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	023	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	024	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	025	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	026	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	027	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	028	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	029	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	029	9		ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	030	9		ENTIRE SECTION	640.960	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	031	9		ENTIRE SECTION	644.840	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	032	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	033	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	034	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	035	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	036	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0110S	0150E	001	9		ENTIRE SECTION	640.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	002	9		ENTIRE SECTION	640.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	003	9		ENTIRE SECTION	640.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	004	9		ENTIRE SECTION	641.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	005	9		ENTIRE SECTION	642.520	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	006	9		ENTIRE SECTION	649.130	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	007	9		ENTIRE SECTION	650.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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**Case Type 246100: CL-MULT USE MGT**

7	0110S	0150E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0150E	001	9	ENTIRE SECTION	639.440	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S	0160E	021	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0010S	0160E	021	A	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	02	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	027	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	027	A	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0010S	0160E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0010S	0160E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0010S	0160E	034	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0010S	0160E	035	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0160E	035	A	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0010S	0160E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0160E	001	9	ENTIRE SECTION	639.200	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0160E	002	A	---- ---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0020S	0160E	002	A	---- ---- XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0160E	002	L	1 01 --XX ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0160E	002	L	1 02 ---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0020S	0160E	002	L	01 X---- ---- ----	39.850	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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7	0020S	0160E	002	L	02	-X--	----	----	----	40.360	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	002	L	03	----	X---	----	----	40.870	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	002	L	04	----	-X--	----	----	41.380	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	002	L	04	----	-X--	----	----	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	003	9						647.100	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	004	9						645.840	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	005	9						673.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	006	9						889.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	007	9						810.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	008	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	009	9						662.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	010	9						643.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	011	A						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	011	A						0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	012	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	013	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	014	A						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	014	A						0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	015	9						643.560	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	016	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	017	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	020	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	021	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	02	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	023	A						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	023	A						0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	024	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	025	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	026	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	027	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	028	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	029	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	032	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	033	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	034	A						160.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	034	U						480.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	034	U						0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	035	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	036	9						640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0160E	001	9						641.600	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000

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Line	Section	Area	Acres	Remarks	Acres	Location	Serial Number
7	0030S	0160E 002 9		ENTIRE SECTION	644.600	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 003 A		---- ---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 003 U		XXXX XXXX XXXX ----	494.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 004 9		ENTIRE SECTION	658.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 005 9		ENTIRE SECTION	658.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 008 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 009 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 010 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 011 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 012 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 013 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 014 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 015 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 016 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 017 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 018 9		ENTIRE SECTION	816.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 019 9		ENTIRE SECTION	824.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 020 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 021 A		XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 021 A		XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 021 U		---- XXXX XXXX ----	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 02 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 023 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 024 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 025 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 026 A		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 026 A		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 027 A		XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 027 A		XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 027 U		---- XXXX XXXX ----	328.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 027 U		---- XXXX XXXX ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 028 U		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 029 9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 030 9		ENTIRE SECTION	776.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 031 L 1		---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 031 L 01		---- -X-- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 031 L 02		---- --X- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 031 L 03		---- ---- -X-- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E 031 L 03		---- ---- -X-- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E 031 L 04		---- ---- --X- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301

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7	0030S	0160E	031	U		XXXX XXXX X--X XXXX	594.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0160E	031	U		XXXX XXXX X--X XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0160E	032	9		ENTIRE SECTION	619.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0160E	033	9		ENTIRE SECTION	635.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0160E	034	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0160E	035	A		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0160E	035	A		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0160E	036	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	001	9		ENTIRE SECTION	562.360	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	002	9		ENTIRE SECTION	614.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	003	9		ENTIRE SECTION	578.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	004	9		ENTIRE SECTION	607.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	005	9		ENTIRE SECTION	622.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	006	U		XXXX XXXX XXXX XXXX	774.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	007	A		---- ---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	007	L	1	---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	007	L		---- ---- -XX- ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	007	L		---- ---- -XX- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	007	L	3	01 ---- -X-- ---- ----	35.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	007	L	3	02 ---- ---- --X- ----	35.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	007	U		XXXX XXXX ---- ----	410.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	008	9		ENTIRE SECTION	599.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	009	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	010	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	011	9		ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	012	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	013	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	014	A		---- ---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	014	U		XXXX XXXX XXXX ----	512.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	015	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	016	9		ENTIRE SECTION	624.100	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	A		---- XXXX XXXX --XX	400.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	L	1	X--- ---- ---- ----	35.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	L		-X-- ---- ---- ----	35.080	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	L	3	--X- ---- ---- ----	35.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	L	4	---X ---- ---- ----	35.200	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	L	5	---- ---- ---- X---	36.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	017	L	6	---- ---- ---- -X--	36.500	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	018	A		XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	018	A		XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Serial Number
7	0040S 0160E 018 L 1	01		----	X--X	80.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 018 L 1	01		----	X--X	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L 1	02		----	---- X--X	80.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 018 L 1	02		----	---- X--X	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	01		----	-XX-	80.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	02		----	---- -XX-	80.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	3	01	----	-X--	35.700 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	3	02	----	--X-	35.500 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	3	03	----	---- -X--	35.300 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	3	04	----	---- --X-	35.100 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 019	9			ENTIRE SECTION	777.980 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 020	A			XXXX XXXX XXXX XXXX	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 020	A			XXXX XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021	A			---- XXXX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021	A			---- XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 021 L	1			X---	33.990 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L				-X--	34.120 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L	3			--X-	38.700 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L	4			---X	38.570 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 02	A			---- XXXX XXXX	320.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 02	A			---- XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 02	U			XXXX XXXX	320.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 023	A			XXXX XXXX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 023	U			---- XXXX	178.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 024	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 025	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 026	A			XXXX XX-X X--X XXXX	520.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 027	A			XX-- XXX-	200.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 028	A			XXXX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 029	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 030	9			ENTIRE SECTION	775.580 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 031	9			ENTIRE SECTION	773.600 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 032	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 033	A			--XX XXXX XXXX XXXX	560.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 034	A			--XX --XX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 035	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 036	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0160E 999				ENTIRE TOWNSHIP	23,046.320 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 001	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 002	9			ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Case Type 246100: CL-MULT USE MGT

7	0060S	0160E	003	9	ENTIRE SECTION	638.390 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	004	9	ENTIRE SECTION	646.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	005	9	ENTIRE SECTION	641.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	006	9	ENTIRE SECTION	707.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	007	9	ENTIRE SECTION	713.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	008	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	009	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	010	9	ENTIRE SECTION	651.910 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	011	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	012	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	013	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	014	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	015	9	ENTIRE SECTION	645.580 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	016	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	017	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	018	9	ENTIRE SECTION	714.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	019	U	XX-X XX-- --XX ----	376.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	020	U	XXXX XXXX ---- XX--	400.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	021	U	XXXX XXXX XX-- XXXX	560.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	02	9	ENTIRE SECTION	623.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	023	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	024	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	025	9	ENTIRE SECTION	636.390 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	026	9	ENTIRE SECTION	636.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	027	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	028	U	X--- ---- --XX --XX	187.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	029	U	---X --XX XXXX -XXX	396.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	030	9	ENTIRE SECTION	722.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	031	U	XXXX XXXX XXXX XXXX	714.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	032	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	033	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	034	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	035	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	036	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0160E	999		ENTIRE TOWNSHIP	2,001.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0160E	999		ENTIRE TOWNSHIP	23,027.440 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0160E	999		ENTIRE TOWNSHIP	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0090S	0160E	999		ENTIRE TOWNSHIP	23,956.530 IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0160E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	PALM SPRINGS/S COAST FLD	4030
7	0090S	0160E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	PALM SPRINGS/S COAST FLD	60

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Class	Location	Serial
7	0100S 0160E 001 A	320.000	IMPERIAL	XXXX XXXX			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 1	42.400	IMPERIAL	X----			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 10	40.000	IMPERIAL	--X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 11	40.000	IMPERIAL	----X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 12	40.000	IMPERIAL	----X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L	42.580	IMPERIAL	-X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 3	42.720	IMPERIAL	----X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 4	42.880	IMPERIAL	----X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 5	40.000	IMPERIAL	----X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 6	40.000	IMPERIAL	----X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 7	40.000	IMPERIAL	-X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 8	40.000	IMPERIAL	X---			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 001 L 9	40.000	IMPERIAL	---X			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 A	320.000	IMPERIAL	XXXX XXXX			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 1	43.050	IMPERIAL	X---			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 10	40.000	IMPERIAL	--X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 11	40.000	IMPERIAL	----X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 12	40.000	IMPERIAL	----X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L	43.220	IMPERIAL	-X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 3	43.400	IMPERIAL	----X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 4	43.570	IMPERIAL	----X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 5	40.000	IMPERIAL	----X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 6	40.000	IMPERIAL	----X-			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 7	40.000	IMPERIAL	-X--			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 8	40.000	IMPERIAL	X---			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 002 L 9	40.000	IMPERIAL	---X			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 003 9	816.400	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 004 9	819.480	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 005 9	819.380	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 006 9	1,202.950	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	4030
7	0100S 0160E 007 9	937.560	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 008 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 008 9	0.000	IMPERIAL	ENTIRE SECTION			EL CENTRO FIELD OFFICE	4030
7	0100S 0160E 009 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 010 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 011 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 012 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 013 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 014 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000
7	0100S 0160E 015 9	640.000	IMPERIAL	ENTIRE SECTION			PALM SPRINGS/S COAST FLD	1000000



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Case Type 246100: CL-MULT USE MGT

Section	Area	Section	Section	Description	Area	Category	Location	Serial Number
7	0100S	0160E	016	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	017	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	018	9	ENTIRE SECTION	938.240	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	019	9	ENTIRE SECTION	939.320	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	020	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	021	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	02	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	023	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	024	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	025	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	026	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	027	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	028	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	029	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	030	9	ENTIRE SECTION	940.200	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	031	9	ENTIRE SECTION	941.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	032	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	033	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	034	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	035	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0100S	0160E	036	9	ENTIRE SECTION	640.000	IMPERIAL	PALM SPRINGS/S COAST FLD 1000000
7	0110S	0160E	999		ENTIRE TOWNSHIP	24,850.530	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	001	9	ENTIRE SECTION	648.600	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	002	9	ENTIRE SECTION	640.760	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	003	9	ENTIRE SECTION	648.380	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	A	--XX --XX ---- XX-X	80.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 01	N2NESW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 02	SENESEW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 03	W2SWSW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 04	SESWSW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 05	SWSESW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 06	N2SWSE;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	B 07	SESWSE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	L 3	X--- ---- ---- ----	40.810	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	L 4	-X-- ---- ---- ----	40.760	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	L 5	---- X--- ---- ----	40.700	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	004	L 6	---- -X-- ---- ----	40.650	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	005	9	ENTIRE SECTION	648.200	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	006	9	ENTIRE SECTION	945.390	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0160E	007	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000

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**Serial Number**  
**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

Line	Section	Acres	County	Section	Area	County	Office	Serial Number
7	0120S 0160E 008	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 009	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	A		XXXX XX-- --XX X---	360.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 01		NESWNW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 02		N2SENW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 03		SESENW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 04		SWNESW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 05		NWNWSW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 06		S2NWSW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 07		N2NWSE;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 08		SENWSE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 09		NESESE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 010	B 10		SWSWSE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 011	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 012	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 013	9		ENTIRE SECTION	640.940	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 014	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 015	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 016	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 017	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 018	9		ENTIRE SECTION	944.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 019	9		ENTIRE SECTION	792.680	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 020	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 021	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 02	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 023	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 024	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 025	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 026	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 027	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 028	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 029	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 035	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S 0160E 036	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0160E 001	9		ENTIRE SECTION	1,414.280	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S 0170E 019	9		ENTIRE SECTION	641.600	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0170E 020	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0170E 021	9		ENTIRE SECTION	642.280	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0170E 02	9		ENTIRE SECTION	683.530	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0170E 023	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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**Serial Number**  
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**Case Type 246100: CL-MULT USE MGT**

7	0010S	0170E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	030	9	ENTIRE SECTION	643.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	031	9	ENTIRE SECTION	644.160	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	032	9	ENTIRE SECTION	656.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	033	9	ENTIRE SECTION	642.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	034	9	ENTIRE SECTION	644.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	035	9	ENTIRE SECTION	652.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0170E	036	9	ENTIRE SECTION	641.870	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0170E	999		ENTIRE TOWNSHIP	23,626.970	SAN DIEGO	EL CENTRO FIELD OFFICE	5100
7	0020S	0170E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0170E	999		ENTIRE TOWNSHIP	23,074.470	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0170E	999		ENTIRE TOWNSHIP	2,703.470	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0170E	999		ENTIRE TOWNSHIP	23,140.070	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0170E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	60
7	0050S	0170E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	5100
7	0060S	0170E	999		ENTIRE TOWNSHIP	23,095.570	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0170E	999		ENTIRE TOWNSHIP	23,896.770	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0170E	999		ENTIRE TOWNSHIP	24,503.920	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0170E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0170E	999		ENTIRE TOWNSHIP	23,059.420	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0170E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0170E	999		ENTIRE TOWNSHIP	23,086.410	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	001	9	ENTIRE SECTION	699.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	002	9	ENTIRE SECTION	698.960	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	A	---- XXXX XXXX	320.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 1	X--- ----	14.360	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 10	--X- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 11	---- ---X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 12	---- --X- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L	-X-- ----	14.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 3	---- X--- ----	14.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 4	---- -X-- ----	14.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 5	---- -X-- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 6	---- -X-- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0170E	003	L 7	-X-- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

**NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM**

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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Acres	County	Section	Area	County	Office	Serial Number
7	0110S	0170E	003	L	8	X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	003	L	9	---X---	40.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	004	9	ENTIRE SECTION	696.040	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	005	9	ENTIRE SECTION	695.920	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	006	9	ENTIRE SECTION	861.430	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	007	9	ENTIRE SECTION	793.320	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	018	9	ENTIRE SECTION	794.640	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	019	9	ENTIRE SECTION	794.360	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	030	9	ENTIRE SECTION	794.320	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	031	9	ENTIRE SECTION	795.720	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0110S	0170E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0120S	0170E	999		ENTIRE TOWNSHIP	24,404.060	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0130S	0170E	001	9	ENTIRE SECTION	1,414.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0130S	0170E	002	9	ENTIRE SECTION	1,413.680	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0130S	0170E	003	9	ENTIRE SECTION	641.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	
7	0130S	0170E	004	9	ENTIRE SECTION	641.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000	

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Case Type 246100: CL-MULT USE MGT

7	0130S	0170E	005	9	ENTIRE SECTION	641.280	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	006	9	ENTIRE SECTION	1,379.290	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	007	9	ENTIRE SECTION	625.200	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0170E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0170E	001	9	ENTIRE SECTION	641.180	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0170E	002	9	ENTIRE SECTION	638.560	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0170E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0170E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0170E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0172E	999		ENTIRE TOWNSHIP	10,268.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S	0180E	019	9	ENTIRE SECTION	645.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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**DEPARTMENT OF THE INTERIOR**  
**BUREAU OF LAND MANAGEMENT**  
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**Serial Number**  
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**Case Type 246100: CL-MULT USE MGT**

Case No	Section	Acres	County	Section Description	Acres	County	Office	Serial Number	
7	0010S	0180E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	030	9	ENTIRE SECTION	647.320	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	031	9	ENTIRE SECTION	645.880	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0180E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0180E	999		ENTIRE TOWNSHIP	23,936.190	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0180E	999		ENTIRE TOWNSHIP	23,895.510	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0180E	999		ENTIRE TOWNSHIP	2,833.810	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0180E	999		ENTIRE TOWNSHIP	23,314.920	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0180E	999		ENTIRE TOWNSHIP	23,138.570	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0180E	999		ENTIRE TOWNSHIP	23,126.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0180E	999		ENTIRE TOWNSHIP	21,829.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0180E	001	9	ENTIRE SECTION	698.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	002	9	ENTIRE SECTION	698.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	003	9	ENTIRE SECTION	698.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	003	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0090S	0180E	004	9	ENTIRE SECTION	698.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	005	9	ENTIRE SECTION	698.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	005	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0090S	0180E	006	A	----- XXXX	160.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 10	---- X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 11	-X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 12	X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 13	---X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 14	--X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 15	---- --X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 16	---- -X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 17	---- -X-----	38.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 18	---- ---- -X--	38.820	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 19	---- ---- -X--	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 0	---- ---- X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 1	---- ---- ---X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L	---- ---- --X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 3	---- ---- --X----	38.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 3	X-----	14.320	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	006	L 4	-X-----	14.400	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Use	Office	Serial
7	0090S 0180E 006 L 5	14.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 006 L 6	14.560	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 006 L 7	14.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 006 L 8	38.640	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 007 9	796.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 007 9	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 008 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 009 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 010 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 011 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 012 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 013 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 014 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 015 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 016 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 017 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 018 9	796.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 019 9	797.040	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 019 9	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 020 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 021 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 02 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 023 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 024 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 025 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 026 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 027 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 028 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 029 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 030 9	797.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 031 9	797.600	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 032 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 033 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 034 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0090S 0180E 035 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	60			
7	0090S 0180E 036 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	5100			
7	0100S 0180E 999	24,349.210	IMPERIAL	PALM SPRINGS/S COAST FLD	1000000			
7	0100S 0180E 999	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0110S 0180E 999	24,353.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			
7	0120S 0180E 999	24,438.860	IMPERIAL	EL CENTRO FIELD OFFICE	1000000			

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**Serial Number**  
**CARI-- - 000702--01**

**Case Type 246100: CL-MULT USE MGT**

7	0130S	0180E	001	U	XXXX XXXX XXXX XXXX	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	002	U	XXXX XXXX XXXX XXXX	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	003	U	XXXX XXXX XXXX XXXX	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	004	U	XXXX XXXX XXXX XXXX	749.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	005	U	XXXX XXXX XXXX XXXX	749.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	006	U	XXXX XXXX XXXX XXXX	751.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	007	U	XXXX XXXX XXXX XXXX	643.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	008	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	009	U	XXXX XXXX XXXX XXXX	570.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	010	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	011	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	013	U	XXXX XXXX XXXX ----	480.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	014	U	---- ---- ---- XXXX	160.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	015	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	5100
7	0130S	0180E	017	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	018	U	XXXX XXXX XXXX XXXX	644.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	019	U	XXXX XXXX XXXX XXXX	646.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	020	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	021	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	023	U	XXXX XXXX XXXX ----	480.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	025	U	XXXX XXXX XXXX XXXX	623.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	026	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	027	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	028	U	XXXX XXXX XXXX XXXX	639.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	029	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	030	U	XXXX XXXX XXXX XXXX	647.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	031	U	XXXX XXXX XXXX XXXX	649.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	032	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	033	T 37	XXXX ---- ---- ----	130.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	033	U	-XX- XXXX XXXX XXXX	509.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	034	T 37	---- -XX- ---- ----	30.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	034	U	XXXX XXXX XXXX XXXX	610.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	035	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	001	9	ENTIRE SECTION	641.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	002	9	ENTIRE SECTION	642.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	003	9	ENTIRE SECTION	642.700	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	004	9	ENTIRE SECTION	643.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	005	9	ENTIRE SECTION	641.440	IMPERIAL	EL CENTRO FIELD OFFICE	1000000



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Case Type 246100: CL-MULT USE MGT

7	0140S	0180E	006	9	ENTIRE SECTION	651.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	007	9	ENTIRE SECTION	636.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	018	9	ENTIRE SECTION	634.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	019	9	ENTIRE SECTION	634.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	02	9	ENTIRE SECTION	643.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	026	9	ENTIRE SECTION	696.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	030	9	ENTIRE SECTION	635.680	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	031	9	ENTIRE SECTION	635.520	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	036	9	ENTIRE SECTION	648.900	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	037	U	-XX- XX-X X--X -XX-	158.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	038	9	ENTIRE SECTION	668.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	039	9	ENTIRE SECTION	658.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	040	9	ENTIRE SECTION	641.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	041	9	ENTIRE SECTION	636.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	042	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	043	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	044	9	ENTIRE SECTION	668.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	045	9	ENTIRE SECTION	162.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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**Serial Number**  
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**Case Type 246100: CL-MULT USE MGT**

7	0140S	0180E	046	9	ENTIRE SECTION	165.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	047	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	048	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	049	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	050	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	051	9	ENTIRE SECTION	669.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	052	9	ENTIRE SECTION	179.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	053	9	ENTIRE SECTION	759.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	054	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	055	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	056	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	057	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	058	9	ENTIRE SECTION	741.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	001	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	002	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	003	9	ENTIRE SECTION	639.840	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	004	9	ENTIRE SECTION	639.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	005	9	ENTIRE SECTION	639.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S	0190E	019	9	ENTIRE SECTION	645.900	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

**NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM**

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Office	Serial Number
7	0010S	0190E	027	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	028	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	029	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	030	9	ENTIRE SECTION	645.600 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	031	9	ENTIRE SECTION	643.370 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	032	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	033	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	034	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	035	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	036	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0190E	999		ENTIRE TOWNSHIP	23,095.720 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0190E	999		ENTIRE TOWNSHIP	2,977.399 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0190E	999		ENTIRE TOWNSHIP	23,073.880 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0190E	999		ENTIRE TOWNSHIP	23,373.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0190E	999		ENTIRE TOWNSHIP	23,076.580 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0190E	999		ENTIRE TOWNSHIP	23,139.980 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0190E	999		ENTIRE TOWNSHIP	21,661.800 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0190E	999		ENTIRE TOWNSHIP	23,057.890 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0190E	999		ENTIRE TOWNSHIP	23,082.870 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0190E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0100S	0190E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0110S	0190E	999		ENTIRE TOWNSHIP	24,303.410 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0110S	0190E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0190E	999		ENTIRE TOWNSHIP	24,425.430 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0120S	0190E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	001	9	ENTIRE SECTION	748.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	002	9	ENTIRE SECTION	747.730 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	003	9	ENTIRE SECTION	719.069 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	004	9	ENTIRE SECTION	545.670 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	005	9	ENTIRE SECTION	746.529 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0130S	0190E	005	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	006	9	ENTIRE SECTION	749.094 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0130S	0190E	006	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	A	---- X--X ---- ----	80.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	L 1	X--- ---- ---- ----	39.970 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	L	-X-- ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	L 3	---- -X-- ---- ----	40.010 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	L 4	---- --X- ---- ----	40.050 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	L 5	--X- ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	007	L 6	---X ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Code	Sub	Acres	Notes	Acres	Category	Office	Serial
7	0130S	0190E	007	M	6901	X----	0.262	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	A		----- XXXX	160.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L	1	X---	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L		-X--	26.440	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L	3	---- -X--	6.910	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L	4	---- --X-	39.860	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L	5	---- ---X	27.430	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L	6	--X-	37.050	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	L	7	---X	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	M	6900	01 -XX- XXXX	87.901	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	008	M	6901	---- -X--	4.353	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	009	9		ENTIRE SECTION	243.230	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	010	9		ENTIRE SECTION	532.060	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	011	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	012	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	013	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	014	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	015	9		ENTIRE SECTION	640.210	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	016	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	017	A		X--- ---- X--X	120.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	017	B	01	-X--	36.930	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	017	B	02	--X-	26.930	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	017	B	03	---X	26.940	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	017	B	04	---- ---- -X--	30.150	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	017	B	05	---- ---- --X-	30.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	020	9		ENTIRE SECTION	640.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	A		---- ---- X--X XXXX	240.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L	1	---X	42.070	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L		--X-	39.710	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L	3	--X-	0.650	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L	4	---- --XX	25.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L	5	---- --XX	49.090	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L	6	---- ---- -X--	2.220	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	L	7	---- ---- -X--	37.850	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	T	38	XX-- XXX-	216.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	021	U		--XX --XX XXXX XXXX	478.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	02	9		ENTIRE SECTION	640.870	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	023	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	024	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	025	9		ENTIRE SECTION	622.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Case Type 246100: CL-MULT USE MGT

Case No.	Section No.	Section Name	Area (Acres)	County	Office	Serial Number
7	0130S 0190E 026	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 027	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 028	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 029	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 030	ENTIRE SECTION	642.560	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 031	ENTIRE SECTION	643.380	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 032	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 033	ENTIRE SECTION	640.890	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 034	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 035	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 036	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0190E 999	ENTIRE TOWNSHIP	23,726.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S 0190E 999	ENTIRE TOWNSHIP	35,385.090	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 001	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 002	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 003	ENTIRE SECTION	630.400	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 004	ENTIRE SECTION	639.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 005	ENTIRE SECTION	639.680	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 010	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 011	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 012	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 013	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 014	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 024	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 025	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S 0200E 019	ENTIRE SECTION	633.240	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 020	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 021	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 02	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 023	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 024	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 025	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 026	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 027	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 028	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 029	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 030	ENTIRE SECTION	631.380	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 031	ENTIRE SECTION	637.100	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 032	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 033	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0010S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0020S	0200E	999		ENTIRE TOWNSHIP	23,164.940	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	001	9	ENTIRE SECTION	640.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	002	9	ENTIRE SECTION	641.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	003	9	ENTIRE SECTION	640.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	004	9	ENTIRE SECTION	640.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	005	9	ENTIRE SECTION	641.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	006	9	ENTIRE SECTION	628.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	007	9	ENTIRE SECTION	655.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	008	9	ENTIRE SECTION	607.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	009	9	ENTIRE SECTION	643.190	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	013	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	015	9	ENTIRE SECTION	645.500	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	017	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	018	9	ENTIRE SECTION	663.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	019	9	ENTIRE SECTION	684.231	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	021	3 01	W2SESE;	20.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	021	U	XXXX XXXX XXXX XXX-	600.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	02	U	XXXX XXXX XX-X XXXX	587.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	023	9	ENTIRE SECTION	633.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	024	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	027	U	XXXX X-XX XXXX XXXX	600.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	028	3 01	W2NENE;	20.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	028	U	-XXX XXXX XXXX XXXX	600.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	030	9	ENTIRE SECTION	674.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	031	9	ENTIRE SECTION	675.920	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	033	9	ENTIRE SECTION	670.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Case Type 246100: CL-MULT USE MGT

7	0030S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	036	9	ENTIRE SECTION	641.235	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0200E	999		ENTIRE TOWNSHIP	2,800.176	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	001	9	ENTIRE SECTION	755.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	002	9	ENTIRE SECTION	740.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	003	9	ENTIRE SECTION	729.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	004	9	ENTIRE SECTION	727.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	005	9	ENTIRE SECTION	726.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	006	9	ENTIRE SECTION	808.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	007	9	ENTIRE SECTION	737.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	017	U	XX-- XXXX XXXX --XX	480.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	018	9	ENTIRE SECTION	737.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	019	9	ENTIRE SECTION	738.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	030	9	ENTIRE SECTION	738.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	031	9	ENTIRE SECTION	739.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	036	9	ENTIRE SECTION	615.680	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	001	9	ENTIRE SECTION	655.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0060S	0200E	002	9			ENTIRE SECTION	662.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	003	9			ENTIRE SECTION	633.280	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	004	A			---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	004	L	1	01	--XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	004	L	1	02	---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	004	L		01	X---- ----	39.200	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	004	L		02	-X-- ----	39.320	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	005	A			---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	005	L	1	01	--XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	005	L	1	02	---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	005	L		03	---- X--- ----	40.070	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	005	L		04	---- -X-- ----	40.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	006	9			ENTIRE SECTION	645.480	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	007	9			ENTIRE SECTION	644.220	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	008	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	009	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	010	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	011	9			ENTIRE SECTION	651.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	012	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	013	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	014	9			ENTIRE SECTION	651.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	015	9			ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	016	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	017	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	018	9			ENTIRE SECTION	644.840	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	019	9			ENTIRE SECTION	645.360	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	020	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	021	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	02	A			--X- XXXX XXXX XXXX	520.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	02	U			-X-- ----	42.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	023	A			---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	024	A			---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	025	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	026	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	027	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	028	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	029	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	030	9			ENTIRE SECTION	646.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	031	9			ENTIRE SECTION	647.100	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0200E	032	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000



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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Acres	Section	Township	County	State	Serial Number
7	0060S	0200E	033	9	ENTIRE SECTION	639.580	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0200E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0200E	999		ENTIRE TOWNSHIP	23,076.780	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	001	9	ENTIRE SECTION	474.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	002	9	ENTIRE SECTION	390.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	003	9	ENTIRE SECTION	390.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	004	9	ENTIRE SECTION	388.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	005	9	ENTIRE SECTION	384.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	006	9	ENTIRE SECTION	383.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	007	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	009	U	---- -XX- -XX- ----	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	018	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	019	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	020	U	---- XXXX XXXX ----	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	021	U	XXXX ---- -XX- -XX- ----	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	028	U	XXXX ---- -XX- -XX- ----	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	029	U	---- -XX- -XX- ----	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	030	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	031	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	032	U	---- -XX- XXXX XXXX	400.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	033	U	XXXX X--X XXXX XXXX	560.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Case Type 246100: CL-MULT USE MGT

7	0080S	0200E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0200E	001	9	ENTIRE SECTION	659.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	002	9	ENTIRE SECTION	724.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	003	U	XXXX XXXX XX-- XX--	564.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	004	9	ENTIRE SECTION	723.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	005	9	ENTIRE SECTION	723.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	006	9	ENTIRE SECTION	922.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	007	9	ENTIRE SECTION	807.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	010	U	---- ---- XXXX XXXX	320.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	012	9	ENTIRE SECTION	593.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	013	9	ENTIRE SECTION	604.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	018	9	ENTIRE SECTION	797.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	019	9	ENTIRE SECTION	787.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	024	9	ENTIRE SECTION	614.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	025	9	ENTIRE SECTION	624.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	030	9	ENTIRE SECTION	777.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	031	9	ENTIRE SECTION	767.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	036	9	ENTIRE SECTION	634.880	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	001	9	ENTIRE SECTION	854.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	002	9	ENTIRE SECTION	635.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	003	9	ENTIRE SECTION	641.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Case Type 246100: CL-MULT USE MGT

7	0100S	0200E	004	9	ENTIRE SECTION	641.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	005	9	ENTIRE SECTION	641.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	006	9	ENTIRE SECTION	644.640	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	007	9	ENTIRE SECTION	644.320	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	012	9	ENTIRE SECTION	667.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	018	9	ENTIRE SECTION	644.840	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	019	9	ENTIRE SECTION	646.060	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	030	9	ENTIRE SECTION	647.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	031	9	ENTIRE SECTION	647.520	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0200E	999		ENTIRE TOWNSHIP	24,296.510	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0200E	999		ENTIRE TOWNSHIP	24,433.400	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0200E	999		ENTIRE TOWNSHIP	23,951.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0200E	999		ENTIRE TOWNSHIP	23,312.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0200E	999		ENTIRE TOWNSHIP	23,270.560	IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0150S	0200E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	001	9	ENTIRE SECTION	781.370	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	002	9	ENTIRE SECTION	657.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Case Type 246100: CL-MULT USE MGT

7	0160S	0200E	003	9	ENTIRE SECTION	656.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	004	9	ENTIRE SECTION	657.500	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	005	9	ENTIRE SECTION	657.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	006	9	ENTIRE SECTION	671.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	007	9	ENTIRE SECTION	656.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	012	9	ENTIRE SECTION	770.460	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	013	9	ENTIRE SECTION	771.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	016	9	ENTIRE SECTION	640.980	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	017	9	ENTIRE SECTION	627.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	018	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	019	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	02	9	ENTIRE SECTION	642.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	024	9	ENTIRE SECTION	769.150	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	025	9	ENTIRE SECTION	771.060	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	030	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	031	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	037	9	ENTIRE SECTION	218.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	038	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	039	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	040	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	041	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	042	9	ENTIRE SECTION	536.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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**DEPARTMENT OF THE INTERIOR**  
**BUREAU OF LAND MANAGEMENT**  
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**Case Type 246100: CL-MULT USE MGT**

7	0160S	0200E	043	9	ENTIRE SECTION	234.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	044	9	ENTIRE SECTION	259.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	045	9	ENTIRE SECTION	496.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	046	9	ENTIRE SECTION	495.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	047	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	048	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	049	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	050	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	051	9	ENTIRE SECTION	491.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	052	9	ENTIRE SECTION	490.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	053	9	ENTIRE SECTION	259.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	054	9	ENTIRE SECTION	392.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	055	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	056	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	057	U	XXXX XXXX XXXX XXXX	618.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	057	Z	---- ---- XXXX XXXX	6.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	058	U	XXXX XXXX XXXX XXXX	567.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	058	Z	---- ---- XXXX XXXX	7.300	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	058	Z	---- ---- XXXX XXXX	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0160S	0200E	059	U	-XX- XXXX XX-- -X--	28.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	059	Z	---- ---- XX-- -X--	4.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	060	9	ENTIRE SECTION	335.140	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0160S	0200E	060	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	001	U	XX-- XX-- ---- ----	27.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	001	Z	XX-- XX-- ---- ----	5.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	002	U	XX-- XX-- ---- ----	65.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	002	Z	XX-- XX-- ---- ----	7.300	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	003	U	XX-- XX-- ---- ----	116.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	003	Z	XX-- XX-- ---- ----	7.300	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	004	9	ENTIRE SECTION	176.120	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0170S	0200E	004	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	005	9	ENTIRE SECTION	24.980	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	005	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0170S	0200E	006	9	ENTIRE SECTION	286.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	006	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0010S	0210E	019	9	ENTIRE SECTION	642.460	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0210E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0210E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0210E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0210E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	County	Section	Serial Number
7	0010S	0210E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	030	9	ENTIRE SECTION	642.140	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	031	9	ENTIRE SECTION	642.740	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0210E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0020S	0210E	999		ENTIRE TOWNSHIP	23,070.880	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0210E	999		ENTIRE TOWNSHIP	2,577.580	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0210E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 60
7	0030S	0210E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 5100
7	0040S	0210E	999		ENTIRE TOWNSHIP	23,141.067	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S	0210E	999		ENTIRE TOWNSHIP	23,268.380	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	001	9	ENTIRE SECTION	640.860	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	002	9	ENTIRE SECTION	683.560	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	003	9	ENTIRE SECTION	683.840	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	004	9	ENTIRE SECTION	617.420	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	005	9	ENTIRE SECTION	638.840	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	006	9	ENTIRE SECTION	878.730	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	007	9	ENTIRE SECTION	880.560	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	009	9	ENTIRE SECTION	627.960	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	010	9	ENTIRE SECTION	638.200	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	011	9	ENTIRE SECTION	641.310	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	012	9	ENTIRE SECTION	602.520	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	013	9	ENTIRE SECTION	606.220	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	014	9	ENTIRE SECTION	599.830	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	015	9	ENTIRE SECTION	645.170	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	016	9	ENTIRE SECTION	617.330	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	018	A	XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	018	L 1	---- X---- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	018	L 10	---- ---- -X-- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0210E	018	L 11	---- ---- -X-- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

7	0060S	0210E	018	L	12	----	----	-X--	----	20.270	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	13	----	----	--X-	----	20.320	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	15	----	----	--X-	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	16	----	----	---	X----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L		----		-X--	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	3	----	----	-X--	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	4	----	----	-X--	----	20.180	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	5	----	----	--X-	----	20.230	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	6	----	----	--X-	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	7	----	----	--X-	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	8	----	----	---X	----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	018	L	9	----	----	---	X----	40.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	019		9	ENTIRE	SECTION			881.830	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	020		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	021		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	02		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	023		9	ENTIRE	SECTION			641.810	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	024		9	ENTIRE	SECTION			611.740	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	025		9	ENTIRE	SECTION			617.900	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	026		9	ENTIRE	SECTION			619.150	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	027		9	ENTIRE	SECTION			641.520	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	028		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	029		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	030		9	ENTIRE	SECTION			882.400	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	031		9	ENTIRE	SECTION			882.560	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	032		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	033		9	ENTIRE	SECTION			640.080	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	034		9	ENTIRE	SECTION			641.240	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	035		9	ENTIRE	SECTION			644.670	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0060S	0210E	036		9	ENTIRE	SECTION			630.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	001		9	ENTIRE	SECTION			637.040	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	002		9	ENTIRE	SECTION			635.640	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	003		9	ENTIRE	SECTION			635.080	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	004		9	ENTIRE	SECTION			635.880	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	005		9	ENTIRE	SECTION			636.080	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	006		9	ENTIRE	SECTION			889.350	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	007		9	ENTIRE	SECTION			894.680	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	008		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	009		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0210E	010		9	ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Acres	Description	Acres	Location	Serial Number
7	0070S	0210E 011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 018	9	ENTIRE SECTION	895.200	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 019	9	ENTIRE SECTION	895.520	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	A	----- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	B 01	W2NWNE ;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	B 02	W2SWNE ;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	B 03	S2SENE ;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 10	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 11	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 12	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 13	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 14	-----X-----	24.210	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 15	-----X-----	24.360	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 16	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 17	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 18	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 3	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 4	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 5	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 6	-----X-----	23.900	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 7	-----X-----	24.140	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 8	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 030	L 9	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0210E 031	9	ENTIRE SECTION	901.040	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

7	0070S	0210E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0210E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0210E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0210E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0210E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0210E	999		ENTIRE TOWNSHIP	21,636.260	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0082S	0210E	999		ENTIRE TOWNSHIP	171.000	RIVERSIDE	EL CENTRO FIELD OFFICE	1000000
7	0140S	0210E	999		ENTIRE TOWNSHIP	23,680.690	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0210E	999		ENTIRE TOWNSHIP	24,766.915	IMPERIAL	EL CENTRO FIELD OFFICE	3SH6960
7	0150S	0210E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S	0220E	019	9	ENTIRE SECTION	642.300	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	021	9	ENTIRE SECTION	636.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	02	9	ENTIRE SECTION	684.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	023	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	026	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	027	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	028	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	030	9	ENTIRE SECTION	643.100	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	031	9	ENTIRE SECTION	643.700	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	034	9	ENTIRE SECTION	643.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	035	9	ENTIRE SECTION	714.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0220E	036	9	ENTIRE SECTION	636.330	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0220E	999		ENTIRE TOWNSHIP	2,946.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0220E	999		ENTIRE TOWNSHIP	21,760.310	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	001	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	002	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	003	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	004	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	005	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	006	9	ENTIRE SECTION	713.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	007	9	ENTIRE SECTION	669.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3	N2NESW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3	SWNESW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Case Type 246100: CL-MULT USE MGT

Section	Area	Section	Section	Section	Description	Area	Location	Location	Location	Location	Location	Serial Number	
7	0040S	0220E	009	3	03	W2SESW;	0.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	009	3	04	SESESW;	10.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	009	3	05	N2NWSE;	0.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	009	3	06	S2SWSE;	20.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	009	U		XXXX XXXX -XX- X--X	320.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	010	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	011	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	012	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	013	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	014	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	015	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	016	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	017	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	018	9		ENTIRE SECTION	672.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	019	9		ENTIRE SECTION	681.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	020	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	021	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	02	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	023	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	024	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	025	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	026	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	027	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	028	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	029	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	030	9		ENTIRE SECTION	691.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	031	9		ENTIRE SECTION	789.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	032	9		ENTIRE SECTION	723.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	033	9		ENTIRE SECTION	723.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	034	9		ENTIRE SECTION	724.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	035	9		ENTIRE SECTION	716.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0040S	0220E	036	9		ENTIRE SECTION	656.700	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0050S	0220E	999			ENTIRE TOWNSHIP	23,039.680	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0060S	0220E	999			ENTIRE TOWNSHIP	23,117.140	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	001	9		ENTIRE SECTION	645.040	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	002	9		ENTIRE SECTION	637.460	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	003	9		ENTIRE SECTION	638.530	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	004	9		ENTIRE SECTION	636.770	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	005	9		ENTIRE SECTION	624.140	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	006	9		ENTIRE SECTION	645.570	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000

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7	0070S	0220E	007	9			ENTIRE SECTION	642.080	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	A			---- X-XX ----	120.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	L	1		---- -X-- ----	2.320	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	L			---- -X-- ----	38.180	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	L	3		---- -X-- ----	2.540	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	63	02	---- -X-- ----	41.640	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	63	03	---- -X-- ----	1.750	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	63	04	---- -X-- ----	1.800	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	65		---- X--- ----	40.130	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	66		XX-- ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	67		--XX --XX ----	158.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	008	T	68		---- ---- XXXX	158.800	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	009	9			ENTIRE SECTION	636.490	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	010	9			ENTIRE SECTION	643.680	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	011	9			ENTIRE SECTION	618.300	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	012	9			ENTIRE SECTION	647.500	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	013	9			ENTIRE SECTION	667.840	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	014	9			ENTIRE SECTION	618.640	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	015	9			ENTIRE SECTION	649.940	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	016	9			ENTIRE SECTION	604.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	017	9			ENTIRE SECTION	639.850	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	018	9			ENTIRE SECTION	648.360	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	019	9			ENTIRE SECTION	605.140	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	020	9			ENTIRE SECTION	678.500	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	021	9			ENTIRE SECTION	690.720	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	02	9			ENTIRE SECTION	663.800	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	023	9			ENTIRE SECTION	641.470	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	024	9			ENTIRE SECTION	713.340	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	025	9			ENTIRE SECTION	699.680	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	026	9			ENTIRE SECTION	607.500	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	027	9			ENTIRE SECTION	657.780	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	028	9			ENTIRE SECTION	617.090	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	029	9			ENTIRE SECTION	676.890	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	030	9			ENTIRE SECTION	600.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	031	9			ENTIRE SECTION	625.840	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	032	9			ENTIRE SECTION	625.840	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	033	9			ENTIRE SECTION	649.910	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	034	9			ENTIRE SECTION	645.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	035	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0070S	0220E	036	9			ENTIRE SECTION	723.690	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000

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**Case Type 246100: CL-MULT USE MGT**

7	0132S	0220E	999		ENTIRE TOWNSHIP	2,895.971	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0220E	999		ENTIRE TOWNSHIP	24,180.098	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0220E	999		ENTIRE TOWNSHIP	23,112.690	IMPERIAL	EL CENTRO FIELD OFFICE	3SH6960
7	0150S	0220E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	YUMA FO	3SH6960
7	0150S	0220E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S	0230E	019	9	ENTIRE SECTION	628.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	024	9	ENTIRE SECTION	649.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	025	9	ENTIRE SECTION	653.997	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	026	9	ENTIRE SECTION	660.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	027	9	ENTIRE SECTION	641.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	030	9	ENTIRE SECTION	624.380	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	031	9	ENTIRE SECTION	620.380	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	033	9	ENTIRE SECTION	641.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	034	9	ENTIRE SECTION	668.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	035	9	ENTIRE SECTION	641.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	036	9	ENTIRE SECTION	640.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
						2,629,837.271			

**Document Category      Doc ID      Geographic Name**

BLM ORDER      12131967

**Agency      Agency Text**

1000000      BUREAU OF LAND MGMT

**US Rights Cd      US Rights Txt      Exception**

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Data Element No 1		Supplemental Data 1		Data Element 2		Supplemental Data 2	
520	MIN_SEGR	NON	NONE				
537	NUM_TYPE	FRN	FED REGISTER PUB NO	536	NUM_DESIG	32FR17863	
571	SURF_SEGR	AGR	CLOSED TO AGRI LAWS				
571	SURF_SEGR	SAL	CLOSED - SALES				

Act Date	Act Code	Action Txt	Action Remarks
12/13/1967	317	ORDER ISSUED	

Name	Address	City State Zip	Interest Relationship	% Interest
BLM		DC	HOLDING AGENCY	0.0000000

Line Nr	Remarks
0001	KEY 5S12E; ALL UNAPPROPRIATED PUBLIC LAND

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Case Type 246100: CL-MULT USE MGT

Mer	Twp	Rng	Sec	SType	SurNr	Suff	NE NNS	NW NNS	SW NNS	SE NNS	Acreage	County	District/Field Office	Mgmt Agency	
							EWWE	EWWE	EWWE	EWWE					
7	0050S	0120E	035	9			ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0050S	0120E	035	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0050S	0120E	036	A			XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0050S	0120E	036	A			XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	001	9			ENTIRE	SECTION			640.680	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	A		01	----	--XX	-X--	----	120.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	A		01	----	--XX	-X--	----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	A		02	---	X-	----	---	X-XX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	002	B		01	--X-	----	----	----	29.731	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	B		02	--X-	----	----	----	10.269	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	B		03	----	----	X----	----	38.707	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	B		04	----	----	X----	----	1.293	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	B		05	----	----	--X-	----	28.803	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	B		06	----	----	--X-	----	11.197	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	B		07	----	----	---	X----	7.691	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	B		08	----	----	---	X----	32.309	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	B		09	----	----	----	--X--	10.175	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	B		10	----	----	----	--X--	29.825	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	L	1		X----	----	----	----	40.370	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	L	1		X----	----	----	----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	L		01	-X--	----	----	----	2.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	002	L		02	-X--	----	----	----	38.430	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	L	3		----	X----	----	----	40.490	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	002	L	4		----	-X--	----	----	40.550	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	003	9			ENTIRE	SECTION			640.960	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	003	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	004	9			ENTIRE	SECTION			639.240	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	004	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	005	9			ENTIRE	SECTION			639.760	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	005	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	006	9			ENTIRE	SECTION			641.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	006	9			ENTIRE	SECTION			0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0060S	0120E	007	9			ENTIRE	SECTION			639.640	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	008	9			ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	009	9			ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0060S	0120E	010	9			ENTIRE	SECTION			659.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	

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Case Type 246100: CL-MULT USE MGT

7	0060S	0120E	010	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	018	9	ENTIRE SECTION	640.120	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	019	9	ENTIRE SECTION	640.360	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	030	9	ENTIRE SECTION	640.160	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	031	9	ENTIRE SECTION	639.920	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0120E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0120E	999		ENTIRE TOWNSHIP	23,022.460	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0070S	0120E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	001	9	ENTIRE SECTION	488.930	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	002	9	ENTIRE SECTION	483.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	003	9	ENTIRE SECTION	483.080	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	004	9	ENTIRE SECTION	483.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	005	9	ENTIRE SECTION	485.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	005	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	006	9	ENTIRE SECTION	491.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	006	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	007	9	ENTIRE SECTION	641.980	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030

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Case Type 246100: CL-MULT USE MGT

7	0080S	0120E	007	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	011	9	ENTIRE SECTION	657.790	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	014	9	ENTIRE SECTION	651.120	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	017	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	020	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	021	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	02	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	023	9	ENTIRE SECTION	652.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	026	9	ENTIRE SECTION	651.680	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	026	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	027	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	035	9	ENTIRE SECTION	647.960	RIVERSIDE	PALM SPRINGS/S COAST FLD	60
7	0080S	0120E	035	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0120E	035	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0120E	036	9	ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0120E	001	9	ENTIRE SECTION	641.120	IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0090S	0120E	001	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4000000
7	0090S	0120E	001	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0120E	001	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0120E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0120E	012	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4000000
7	0090S	0120E	012	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	60
7	0030S	0130E	019	9	ENTIRE SECTION	513.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301

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7	0030S	0130E	021	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	021	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	02	9	ENTIRE SECTION	643.241	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	023	9	ENTIRE SECTION	641.029	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	024	9	ENTIRE SECTION	721.618	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	025	9	ENTIRE SECTION	711.892	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	026	9	ENTIRE SECTION	643.872	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	027	9	ENTIRE SECTION	613.234	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	028	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	028	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	030	9	ENTIRE SECTION	525.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	031	9	ENTIRE SECTION	538.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	033	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	033	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0130E	034	9	ENTIRE SECTION	640.483	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	035	9	ENTIRE SECTION	646.350	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	A	---- ---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 1	X--- ---- ---- ----	8.930	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 10	---- -X-- ---- ----	21.160	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 11	---- ---- ---- -XX-	43.660	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 12	---- ---- ---- X--X	43.620	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L	-X-- ---- ---- ----	19.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 3	---- X--- ---- ----	39.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 4	---- -X-- ---- ----	20.720	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 5	---- --X- ---- ----	3.930	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 6	---- ---X ---- ----	17.440	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 7	--X- ---- ---- ----	23.260	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 8	---X ---- ---- ----	6.680	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	L 9	---- ---- X--- ----	7.880	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	M 4863A 01	XXXX --XX XX-- XX--	124.311	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	M 4863A 02	---- XXXX XX-- XX--	135.676	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0130E	036	M 4892A 01	XX-- ---- ---- ----	24.472	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0130E	001	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0130E	002	9	ENTIRE SECTION	635.780	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0130E	003	M 4862A	X--X ---- ---- ----	25.301	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0130E	003	U	XXXX XXXX XXXX XXXX	610.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0130E	003	U	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0130E	004	9	ENTIRE SECTION	631.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301

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Case Type 246100: CL-MULT USE MGT

7	0040S	0130E	005	9	ENTIRE SECTION	627.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	006	9	ENTIRE SECTION	620.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	007	9	ENTIRE SECTION	637.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	018	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	019	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	030	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	031	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0040S	0130E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	001	9	ENTIRE SECTION	627.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	002	9	ENTIRE SECTION	629.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	003	9	ENTIRE SECTION	632.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	004	9	ENTIRE SECTION	634.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	005	9	ENTIRE SECTION	637.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301
7	0050S	0130E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	983301

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Case Type 246100: CL-MULT USE MGT

7	0050S	0130E	011	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	012	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	013	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	013	9		ENTIRE SECTION	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	014	3	01	N2SESW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	014	3	02	SWSESW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	014	U		XXXX XXXX XXX- XXXX	600.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	015	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	016	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	017	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	020	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	021	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	02	9		ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	01	NENWNE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	02	E2SENE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	03	W2NENW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	04	NWSENW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	05	NENESE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	06	S2NESE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	3	07	E2SWSE;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	023	U		X--- -XX- ---- ---X	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	024	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	025	U		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	025	U		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	026	3	01	NENWNE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	026	3	01	NENWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	026	3	02	S2NWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	026	3	02	S2NWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	026	3	03	SEENW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	026	3	03	SEENW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	026	3	04	E2SWNW;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	026	U		X-XX ---X XXXX XXXX	480.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	026	U		X-XX ---X XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	027	U		-XX- XXXX XXXX XXXX	559.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	027	U		-XX- XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	028	U		XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	028	U		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	029	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	030	U		XXXX XXXX XXXX XXXX	738.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0050S	0130E	030	U		XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No.	Section	Acres	County	Section Description	Value	Location	Office	Serial Number
7	0050S	0130E	031	9	ENTIRE SECTION	639.240 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	032	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	033	9	ENTIRE SECTION	741.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	034	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	035	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0130E	036	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0130E	999		ENTIRE TOWNSHIP	23,434.020 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0130E	999		ENTIRE TOWNSHIP	23,027.030 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0130E	999		ENTIRE TOWNSHIP	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0070S	0130E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0070S	0130E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0080S	0130E	999		ENTIRE TOWNSHIP	2,645.670 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0090S	0130E	001	9	ENTIRE SECTION	662.720 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	002	9	ENTIRE SECTION	660.800 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	003	9	ENTIRE SECTION	660.320 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	004	9	ENTIRE SECTION	660.240 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	005	9	ENTIRE SECTION	658.800 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	006	9	ENTIRE SECTION	688.450 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	007	9	ENTIRE SECTION	670.800 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	007	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	008	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	009	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	010	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	011	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	012	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	013	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	014	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	015	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	016	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	017	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	018	9	ENTIRE SECTION	670.800 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	018	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	020	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	020	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	021	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	021	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	02	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0130E	02	9	ENTIRE SECTION	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	023	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0130E	024	9	ENTIRE SECTION	640.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030

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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Acres	County	Section	Acres	County	Section	Acres	County
7	0090S	0130E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030	
7	0090S	0130E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030	
7	0090S	0130E	026	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000	
7	0090S	0130E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000	
7	0090S	0130E	027	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030	
7	0090S	0130E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000	
7	0090S	0130E	036	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030	
7	0030S	0140E	019	9	ENTIRE SECTION	552.841	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	020	9	ENTIRE SECTION	601.750	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	024	9	ENTIRE SECTION	665.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	025	9	ENTIRE SECTION	651.344	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	026	9	ENTIRE SECTION	640.107	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	027	9	ENTIRE SECTION	645.193	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	028	9	ENTIRE SECTION	636.437	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	029	9	ENTIRE SECTION	560.599	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	030	9	ENTIRE SECTION	637.227	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	031	9	ENTIRE SECTION	664.679	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	033	9	ENTIRE SECTION	624.535	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	034	9	ENTIRE SECTION	580.295	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	035	9	ENTIRE SECTION	566.948	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0030S	0140E	036	9	ENTIRE SECTION	551.323	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	001	A	---- --X- XXXX -XX-	280.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	001	L 10	---- ---- ---- X--X	1.960	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	001	L 11	---- ---- ---- ---X	31.010	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	001	L 4	---- -X-- ---- ----	20.870	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	001	L 6	---- ---- ---- X---	36.420	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	001	L 7	---- ---- ---- ---X	34.990	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	A	--XX ---X --XX --X-	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	B 01	N2NESE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	B 02	NENWSE;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	B 03	W2SESE;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	L 1	X--- ---- ---- ----	17.640	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	L	-X-- ---- ---- ----	39.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	L 3	---- X--- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	002	L 4	---- -X-- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0140E	003	9	ENTIRE SECTION	677.809	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	

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Case Type 246100: CL-MULT USE MGT

7	0040S	0140E	004	9	ENTIRE SECTION	651.640 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	005	9	ENTIRE SECTION	646.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	006	9	ENTIRE SECTION	643.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	007	9	ENTIRE SECTION	641.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	008	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	009	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	010	U	XXXX XXXX XXXX XXXX	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	010	U	XXXX XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	011	9	ENTIRE SECTION	650.850 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	012	9	ENTIRE SECTION	667.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	013	9	ENTIRE SECTION	660.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	014	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	015	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	016	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	017	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	018	9	ENTIRE SECTION	641.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	019	9	ENTIRE SECTION	641.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	020	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	021	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	02	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	023	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	024	U	XXXX XXXX XXXX XXXX	652.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	024	U	XXXX XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	025	U	XXXX XXXX XXXX XXXX	647.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	025	U	XXXX XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	026	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	027	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	028	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	029	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	030	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	031	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	032	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	033	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	034	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	035	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	036	A	-XX- XXXX XXXX ----	400.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	036	L 1	X--- ---- ---- ----	41.060 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	036	L 1	X--- ---- ---- ----	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0140E	036	L	---X ---- ---- ----	41.040 RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0140E	036	L	---X ---- ---- ----	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0040S	0140E	036	L	3	----	----	----	X---	38.590	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	036	L	3	----	----	----	X---	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	036	L	4	----	----	----	-X--	39.980	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	036	L	4	----	----	----	-X--	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	036	L	5	----	----	----	--X-	40.620	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	036	L	5	----	----	----	--X-	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0040S	0140E	036	L	6	----	----	----	---X	37.400	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0140E	036	M	4853	----	----	--XX	----	4.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	001	U		XXXX	XXXX	XXXX	XXXX	637.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	001	U		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	002	9		ENTIRE	SECTION			642.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	003	9		ENTIRE	SECTION			648.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	004	9		ENTIRE	SECTION			648.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	005	9		ENTIRE	SECTION			668.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	006	9		ENTIRE	SECTION			665.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	007	9		ENTIRE	SECTION			656.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	008	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	009	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	010	9		ENTIRE	SECTION			644.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	011	U		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	012	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	012	A		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	013	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	014	U		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	014	U		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	015	9		ENTIRE	SECTION			643.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	016	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	017	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	018	9		ENTIRE	SECTION			655.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	019	9		ENTIRE	SECTION			659.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	020	9		ENTIRE	SECTION			643.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	021	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	02	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	02	A		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0050S	0140E	023	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	024	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	025	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	026	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	027	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0140E	028	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Serial Number  
CARI-- - 000702--02

Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Acres	County	Office
7 0050S	0140E 029 9	640.000	RIVERSIDE	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 030 A	320.000	RIVERSIDE	XXXX ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 030 A	0.000	RIVERSIDE	XXXX ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 1 01	80.000	RIVERSIDE	---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 1 02	80.000	RIVERSIDE	---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 1 02	0.000	RIVERSIDE	---- ---- X--X ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 030 L 01	41.000	RIVERSIDE	---- -X-- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 02	41.000	RIVERSIDE	---- --X- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 03	41.000	RIVERSIDE	---- ---- -X-- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 03	0.000	RIVERSIDE	---- ---- -X-- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 030 L 04	41.000	RIVERSIDE	---- ---- --X- ----	41.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7 0050S	0140E 030 L 04	0.000	RIVERSIDE	---- ---- --X- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 031 9	641.980	RIVERSIDE	ENTIRE SECTION	641.980	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 032 9	640.000	RIVERSIDE	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 033 9	640.000	RIVERSIDE	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 034 9	640.000	RIVERSIDE	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 035 9	640.000	RIVERSIDE	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0050S	0140E 036 9	640.000	RIVERSIDE	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0060S	0140E 999	23,109.620	RIVERSIDE	ENTIRE TOWNSHIP	23,109.620	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S	0140E 999	23,113.150	RIVERSIDE	ENTIRE TOWNSHIP	23,113.150	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S	0140E 999	0.000	RIVERSIDE	ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 4030
7 0080S	0140E 999	21,993.630	RIVERSIDE	ENTIRE TOWNSHIP	21,993.630	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0080S	0140E 999	0.000	RIVERSIDE	ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 4030
7 0090S	0140E 999	23,588.620	IMPERIAL	ENTIRE TOWNSHIP	23,588.620	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7 0090S	0140E 999	0.000	IMPERIAL	ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 001 9	810.720	IMPERIAL	ENTIRE SECTION	810.720	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 002 9	806.400	IMPERIAL	ENTIRE SECTION	806.400	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 003 9	801.870	IMPERIAL	ENTIRE SECTION	801.870	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 004 9	797.410	IMPERIAL	ENTIRE SECTION	797.410	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 005 9	790.650	IMPERIAL	ENTIRE SECTION	790.650	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7 0100S	0140E 005 9	0.000	IMPERIAL	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 006 9	792.540	IMPERIAL	ENTIRE SECTION	792.540	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 006 9	0.000	IMPERIAL	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7 0100S	0140E 008 9	640.000	IMPERIAL	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7 0100S	0140E 008 9	0.000	IMPERIAL	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 009 9	640.000	IMPERIAL	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7 0100S	0140E 010 9	640.000	IMPERIAL	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 011 9	640.000	IMPERIAL	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7 0100S	0140E 012 9	640.000	IMPERIAL	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 4030
7 0100S	0140E 013 9	640.000	IMPERIAL	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000



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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Area	Acres	County	Section	Acres	County	Office	Serial Number
7	0100S	0140E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	015	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	02	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0140E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0140E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0020S	0150E	001	9	ENTIRE SECTION	842.880	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	014	A	---- XXXX ----	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	014	A	---- XXXX ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	014	U	XXXX XXXX ---- XXXX	485.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	015	A	---- XXXX XXXX XXXX	480.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	015	U	XXXX ---- ---- ----	162.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	016	A	---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	016	L 1	X--- ---- ---- ----	40.810	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	016	L 1	X--- ---- ---- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	016	L	-X-- ---- ---- ----	40.710	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	016	L 3	---- X--- ---- ----	40.620	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	016	L 4	---- -X-- ---- ----	40.520	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	016	L 5	---- --X- ---- ----	40.410	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	016	L 6	---- ---X ---- ----	40.500	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	016	L 7	--X- ---- ---- ----	40.600	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	016	L 8	---X ---- ---- ----	40.700	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	019	A	---- XXXX ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	019	U	XXXX XXXX XXXX ----	521.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	020	A	---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	020	U	XXXX XXXX ---- ----	342.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	023	A	---- XXXX XXXX XXXX	480.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	023	A	---- XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	023	U	XXXX ---- ---- ----	166.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	024	A	---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0030S	0150E	024	U	XXXX XXXX ---- ----	317.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Subsection	Acres	Area	Section	Subsection	Acres	Area	Section	Subsection	Acres	Area	
7	0030S	0150E	025	A	XXXX	XXXX	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	983301
7	0030S	0150E	025	A	XXXX	XXXX	0.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	026	9	ENTIRE	SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	027	9	ENTIRE	SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	028	9	ENTIRE	SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	029	9	ENTIRE	SECTION	640.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	030	A	XXXX	----	320.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	030	L	1	----	80.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	030	L	01	----	42.800	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	030	L	02	----	42.800	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	030	U	----	XXXX	167.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	A	01	X----	80.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	A	02	-XXX	240.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	B	01	-X--	2.610	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	B	02	--X-	34.650	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	B	03	----	19.670	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	B	04	----	24.320	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	1	----	80.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	1	----	80.000	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	10	--X-	5.350	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	11	----	40.190	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	12	----	43.620	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	13	----	43.660	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	14	----	20.330	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	15	----	39.960	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	16	----	2.110	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	17	----	15.680	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	18	----	40.620	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	19	----	43.660	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	01	----	42.820	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	02	----	42.860	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	03	----	42.910	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	04	----	42.950	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	3	-X--	1.130	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	4	----	5.850	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	5	----	43.310	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	6	----	11.560	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	7	----	10.850	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	8	-X--	16.260	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000
7	0030S	0150E	031	L	9	----	40.510	RIVERSIDE	PALM	SPRINGS/S	COAST	FLD	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

7	0030S	0150E	032	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	033	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	034	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	035	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0150E	036	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	001	A			---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	001	L	1	01	--XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0150E	001	L	1	02	---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0150E	001	L	1	02	---- --XX ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	001	L		01	X--- ----	39.620	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0150E	001	L		02	-X-- ----	39.470	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0150E	001	L		03	---- X---	39.120	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0150E	001	L		03	---- X---	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	001	L		04	---- -X--	38.770	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0150E	001	L		04	---- -X--	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	002	9			ENTIRE SECTION	635.730	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	003	9			ENTIRE SECTION	635.360	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	004	9			ENTIRE SECTION	632.380	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	005	9			ENTIRE SECTION	638.140	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	B		01	---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	B		04	---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	B		06	---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	B		09	---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	L	12		---- ---- ---X	19.810	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	L		05	---- ---- -X--	43.050	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	L	3		X--- ----	18.060	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	L	6		---X ----	19.940	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	006	L	7		---- ---- X---	19.840	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	007	9			ENTIRE SECTION	646.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	008	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	009	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	010	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	011	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	012	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	013	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	014	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	015	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	016	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	017	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0150E	018	9			ENTIRE SECTION	653.080	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0040S	0150E	019	9	ENTIRE SECTION	652.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	030	9	ENTIRE SECTION	660.560	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	031	9	ENTIRE SECTION	658.750	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	032	9	ENTIRE SECTION	652.160	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	033	9	ENTIRE SECTION	644.880	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0040S	0150E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	001	9	ENTIRE SECTION	638.400	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	002	9	ENTIRE SECTION	630.720	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	003	9	ENTIRE SECTION	637.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	004	9	ENTIRE SECTION	640.540	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	005	9	ENTIRE SECTION	639.420	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	006	9	ENTIRE SECTION	646.620	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	007	9	ENTIRE SECTION	655.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	018	9	ENTIRE SECTION	655.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	019	9	ENTIRE SECTION	655.580	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0150E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Office	Serial
7	0050S	0150E	023	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	024	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	025	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	026	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	027	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	028	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	029	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	030	9	ENTIRE SECTION	655.580 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	031	9	ENTIRE SECTION	656.420 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	032	A	XXXX XXXX --XX ----	400.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	033	A	XXXX XXXX XX-X XXXX	600.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	034	9	ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	035	9	ENTIRE SECTION	644.520 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0150E	036	9	ENTIRE SECTION	642.920 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0150E	999		ENTIRE TOWNSHIP	23,699.344 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0150E	999		ENTIRE TOWNSHIP	23,198.234 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0070S	0150E	999		ENTIRE TOWNSHIP	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0150E	999		ENTIRE TOWNSHIP	21,366.750 RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0150E	999		ENTIRE TOWNSHIP	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0150E	999		ENTIRE TOWNSHIP	23,658.870 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0090S	0150E	999		ENTIRE TOWNSHIP	0.000 IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	001	9	ENTIRE SECTION	820.560 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	002	9	ENTIRE SECTION	819.200 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	003	9	ENTIRE SECTION	817.800 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	004	9	ENTIRE SECTION	816.400 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	A	---- ---- XXXX XXXX	320.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 10	X--- ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 11	---X ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 12	--X- ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 13	---- ---X ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 14	---- --X- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 3	X--- ---- ---- ----	43.860 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 4	-X-- ---- ---- ----	43.790 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 5	---- X--- ---- ----	43.710 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 6	---- -X-- ---- ----	43.640 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 7	---- -X-- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 8	---- X--- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	005	L 9	-X-- ---- ---- ----	40.000 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	006	9	ENTIRE SECTION	795.340 IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	007	9	ENTIRE SECTION	629.420 IMPERIAL	EL CENTRO FIELD OFFICE	4030

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Case Type 246100: CL-MULT USE MGT

7	0100S	0150E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	018	9	ENTIRE SECTION	633.280	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	019	9	ENTIRE SECTION	637.120	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	029	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	030	9	ENTIRE SECTION	640.960	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	031	9	ENTIRE SECTION	644.840	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0150E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0100S	0150E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0110S	0150E	001	9	ENTIRE SECTION	640.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	002	9	ENTIRE SECTION	640.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	003	9	ENTIRE SECTION	640.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	004	9	ENTIRE SECTION	641.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	005	9	ENTIRE SECTION	642.520	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	006	9	ENTIRE SECTION	649.130	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	007	9	ENTIRE SECTION	650.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0150E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM



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Case Type 246100: CL-MULT USE MGT

7	0020S	0160E	002	L	04	----	-X--	----	----	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	003	9		ENTIRE	SECTION			647.100	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	004	9		ENTIRE	SECTION			645.840	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	005	9		ENTIRE	SECTION			673.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	006	9		ENTIRE	SECTION			889.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	007	9		ENTIRE	SECTION			810.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	008	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	009	9		ENTIRE	SECTION			662.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	010	9		ENTIRE	SECTION			643.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	011	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	011	A		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	012	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	013	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	014	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	014	A		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	015	9		ENTIRE	SECTION			643.560	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	016	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	017	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	020	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	021	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	02	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	023	A		XXXX	XXXX	XXXX	XXXX	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	023	A		XXXX	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	024	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	025	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	026	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	027	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	028	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	029	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	032	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	033	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	034	A		XXXX	----	----	----	160.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	034	U		----	XXXX	XXXX	XXXX	480.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	983301
7	0020S	0160E	034	U		----	XXXX	XXXX	XXXX	0.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	035	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0020S	0160E	036	9		ENTIRE	SECTION			640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0160E	001	9		ENTIRE	SECTION			641.600	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0160E	002	9		ENTIRE	SECTION			644.600	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0160E	003	A		----	----	----	XXXX	160.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0160E	003	U		XXXX	XXXX	XXXX	----	494.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000



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Case Type 246100: CL-MULT USE MGT

Line	Section	Area	Acres	County	Section	Acres	County	Serial Number
7	0030S	0160E	004	9	ENTIRE SECTION	658.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	005	9	ENTIRE SECTION	658.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	018	9	ENTIRE SECTION	816.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	019	9	ENTIRE SECTION	824.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	021	A	XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	021	A	XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	021	U	---- XXXX XXXX ----	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	026	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	026	A	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	027	A	XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	027	A	XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	027	U	---- XXXX XXXX ----	328.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	027	U	---- XXXX XXXX ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	028	U	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	030	9	ENTIRE SECTION	776.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	031	L	1 ---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	031	L	01 ---- -X-- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	031	L	02 ---- --X- ---- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	031	L	03 ---- ---- -X- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	031	L	03 ---- ---- -X- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	031	L	04 ---- ---- --X- ----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	031	U	XXXX XXXX X--X XXXX	594.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0160E	031	U	XXXX XXXX X--X XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0030S	0160E	032	9	ENTIRE SECTION	619.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 983301

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	Category	Sub-Category	Notes	Area	Location	Ownership	Serial Number		
7	0030S	0160E	033	9	ENTIRE SECTION	635.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0030S	0160E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0030S	0160E	035	A	XXXX XXXX XXXX XXXX	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0030S	0160E	035	A	XXXX XXXX XXXX XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0030S	0160E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0040S	0160E	001	9	ENTIRE SECTION	562.360	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0040S	0160E	002	9	ENTIRE SECTION	614.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	003	9	ENTIRE SECTION	578.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	004	9	ENTIRE SECTION	607.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	005	9	ENTIRE SECTION	622.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	006	U	XXXX XXXX XXXX XXXX	774.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	007	A	---- ---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	007	L	1	---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	007	L		---- ---- -XX- ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000	
7	0040S	0160E	007	L		---- ---- -XX- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	007	L	3	01	---- -X-- ---- ----	35.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	007	L	3	02	---- ---- --X- ----	35.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	007	U		XXXX XXXX ---- ----	410.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	008	9	ENTIRE SECTION	599.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	011	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0040S	0160E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0040S	0160E	014	A	---- ---- ---- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0040S	0160E	014	U	XXXX XXXX XXXX ----	512.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	016	9	ENTIRE SECTION	624.100	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	017	A	---- XXXX XXXX --XX	400.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	017	L	1	X--- ---- ---- ----	35.020	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	017	L		-X-- ---- ---- ----	35.080	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	017	L	3	--X- ---- ---- ----	35.250	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	017	L	4	---X ---- ---- ----	35.200	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	017	L	5	---- ---- ---- X---	36.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	017	L	6	---- ---- ---- -X--	36.500	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301	
7	0040S	0160E	018	A	XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301		
7	0040S	0160E	018	A	XXXX ---- ---- XXXX	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000		
7	0040S	0160E	018	L	1	01	---- X--X ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301
7	0040S	0160E	018	L	1	01	---- X--X ---- ----	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0160E	018	L	1	02	---- ---- X--X ----	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	983301

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Serial Number
7	0040S 0160E 018 L 1	02		02	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	01		01	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L	02		02	80.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L 3	01		01	35.700	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L 3	02		02	35.500	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L 3	03		03	35.300	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 018 L 3	04		04	35.100	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 019 9				ENTIRE SECTION	777.980 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 020 A				XXXX XXXX XXXX XXXX	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 020 A				XXXX XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 A				---- XXXX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 021 A				---- XXXX XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L 1				X--- ---- ---- ----	33.990 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L				-X-- ---- ---- ----	34.120 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L 3				--X- ---- ---- ----	38.700 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 021 L 4				---X ---- ---- ----	38.570 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 02 A				---- ---- XXXX XXXX	320.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 02 A				---- ---- XXXX XXXX	0.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 02 U				XXXX XXXX ---- ----	320.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 983301
7	0040S 0160E 023 A				XXXX ---- XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 023 U				---- XXXX ---- ----	178.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 024 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 025 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 026 A				XXXX XX-X X--X XXXX	520.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 027 A				XX-- XXX- ---- ----	200.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 028 A				XXXX XXXX XXXX ----	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 029 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 030 9				ENTIRE SECTION	775.580 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 031 9				ENTIRE SECTION	773.600 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 032 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 033 A				--XX XXXX XXXX XXXX	560.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 034 A				--XX --XX XXXX XXXX	480.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 035 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S 0160E 036 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S 0160E 999				ENTIRE TOWNSHIP	23,046.320 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 001 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 002 9				ENTIRE SECTION	640.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 003 9				ENTIRE SECTION	638.390 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 004 9				ENTIRE SECTION	646.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S 0160E 005 9				ENTIRE SECTION	641.000 RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Case Type 246100: CL-MULT USE MGT

7	0060S	0160E	006	9	ENTIRE SECTION	707.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	007	9	ENTIRE SECTION	713.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	009	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	010	9	ENTIRE SECTION	651.910	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	015	9	ENTIRE SECTION	645.580	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	018	9	ENTIRE SECTION	714.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	019	U	XX-X XX-- --XX ----	376.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	020	U	XXXX XXXX ---- XX--	400.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	021	U	XXXX XXXX XX-- XXXX	560.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	02	9	ENTIRE SECTION	623.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	025	9	ENTIRE SECTION	636.390	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	026	9	ENTIRE SECTION	636.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	028	U	X--- ---- --XX --XX	187.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	029	U	---X --XX XXXX -XXX	396.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	030	9	ENTIRE SECTION	722.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	031	U	XXXX XXXX XXXX XXXX	714.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0160E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0160E	999		ENTIRE TOWNSHIP	2,001.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0160E	999		ENTIRE TOWNSHIP	23,027.440	RIVERSIDE	PALM SPRINGS/S COAST FLD	4030
7	0080S	0160E	999		ENTIRE TOWNSHIP	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0160E	999		ENTIRE TOWNSHIP	23,956.530	IMPERIAL	PALM SPRINGS/S COAST FLD	4030
7	0090S	0160E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	PALM SPRINGS/S COAST FLD	60
7	0090S	0160E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0110S	0160E	999		ENTIRE TOWNSHIP	24,850.530	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	001	9	ENTIRE SECTION	648.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	002	9	ENTIRE SECTION	640.760	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Case Type 246100: CL-MULT USE MGT

7	0120S	0160E	003	9	ENTIRE SECTION	648.380	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	A	--XX --XX ---- XX-X	80.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 01	N2NESW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 02	SENESW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 03	W2SWSW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 04	SESWSW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 05	SWSESW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 06	N2SWSE;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	B 07	SESWSE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	L 3	X--- ---- ---- ----	40.810	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	L 4	-X-- ---- ---- ----	40.760	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	L 5	---- X--- ---- ----	40.700	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	004	L 6	---- -X-- ---- ----	40.650	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	005	9	ENTIRE SECTION	648.200	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	006	9	ENTIRE SECTION	945.390	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	007	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	A	XXXX XX-- --XX X---	360.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 01	NESWNW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 02	N2SENW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 03	SESENW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 04	SWNESW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 05	NWNWSW;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 06	S2NESW;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 07	N2NWSE;	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 08	SENWSE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 09	NESESE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	010	B 10	SWSWSE;	10.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	013	9	ENTIRE SECTION	640.940	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	018	9	ENTIRE SECTION	944.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	019	9	ENTIRE SECTION	792.680	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0160E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
CARI-- - 000702--02

Case Type 246100: CL-MULT USE MGT

Section ID	Section Description	Area (Acres)	County	Section Type	Office	Serial Number
7 0120S 0160E 02 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 023 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 024 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 025 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 026 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 027 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 028 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 029 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 035 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0120S 0160E 036 9	ENTIRE SECTION	640.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0130S 0160E 001 9	ENTIRE SECTION	1,414.280	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0010S 0170E 019 9	ENTIRE SECTION	641.600	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 020 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 021 9	ENTIRE SECTION	642.280	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 02 9	ENTIRE SECTION	683.530	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 023 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 024 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 025 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 026 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 027 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 028 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 029 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 030 9	ENTIRE SECTION	643.400	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 031 9	ENTIRE SECTION	644.160	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 032 9	ENTIRE SECTION	656.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 033 9	ENTIRE SECTION	642.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 034 9	ENTIRE SECTION	644.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 035 9	ENTIRE SECTION	652.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0170E 036 9	ENTIRE SECTION	641.870	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0020S 0170E 999	ENTIRE TOWNSHIP	23,626.970	SAN DIEGO		EL CENTRO FIELD OFFICE	5100
7 0020S 0170E 999	ENTIRE TOWNSHIP	0.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0030S 0170E 999	ENTIRE TOWNSHIP	23,074.470	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0040S 0170E 999	ENTIRE TOWNSHIP	2,703.470	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0050S 0170E 999	ENTIRE TOWNSHIP	23,140.070	RIVERSIDE		PALM SPRINGS/S COAST FLD	60
7 0050S 0170E 999	ENTIRE TOWNSHIP	0.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0050S 0170E 999	ENTIRE TOWNSHIP	0.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	5100
7 0060S 0170E 999	ENTIRE TOWNSHIP	23,095.570	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0070S 0170E 999	ENTIRE TOWNSHIP	23,896.770	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0080S 0170E 999	ENTIRE TOWNSHIP	24,503.920	RIVERSIDE		PALM SPRINGS/S COAST FLD	4030
7 0080S 0170E 999	ENTIRE TOWNSHIP	0.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	Category	Office	Serial Number
7 0090S	0170E 999	23,059.420	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0090S	0170E 999	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7 0100S	0170E 999	23,086.410	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 001 9	699.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 002 9	698.960	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 A	320.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 1	14.360	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 10	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 11	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 12	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L	14.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 3	14.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 4	14.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 5	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 6	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 7	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 8	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 003 L 9	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 004 9	696.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 005 9	695.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 006 9	861.430	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 007 9	793.320	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 008 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 009 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 010 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 011 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 012 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 013 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 014 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 015 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 016 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 017 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 018 9	794.640	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 019 9	794.360	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 020 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 021 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 02 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 023 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 024 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7 0110S	0170E 025 9	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No.	Section	Area	Acres	Section	Acres	County	Office	Serial Number
7	0110S	0170E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	030	9	ENTIRE SECTION	794.320	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	031	9	ENTIRE SECTION	795.720	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0110S	0170E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0120S	0170E	999		ENTIRE TOWNSHIP	24,404.060	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	001	9	ENTIRE SECTION	1,414.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	002	9	ENTIRE SECTION	1,413.680	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	003	9	ENTIRE SECTION	641.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	004	9	ENTIRE SECTION	641.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	005	9	ENTIRE SECTION	641.280	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	006	9	ENTIRE SECTION	1,379.290	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	007	9	ENTIRE SECTION	625.200	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0170E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000



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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	County	Office	Serial Number
7	0130S	0170E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0140S	0170E	001	9	ENTIRE SECTION	641.180	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0140S	0170E	002	9	ENTIRE SECTION	638.560	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0140S	0170E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0140S	0170E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0140S	0170E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0130S	0172E	999		ENTIRE TOWNSHIP	10,268.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0010S	0180E	019	9	ENTIRE SECTION	645.800	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	030	9	ENTIRE SECTION	647.320	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	031	9	ENTIRE SECTION	645.880	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0010S	0180E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0020S	0180E	999		ENTIRE TOWNSHIP	23,936.190	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0030S	0180E	999		ENTIRE TOWNSHIP	23,895.510	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0040S	0180E	999		ENTIRE TOWNSHIP	2,833.810	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0050S	0180E	999		ENTIRE TOWNSHIP	23,314.920	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0060S	0180E	999		ENTIRE TOWNSHIP	23,138.570	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0070S	0180E	999		ENTIRE TOWNSHIP	23,126.020	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0080S	0180E	999		ENTIRE TOWNSHIP	21,829.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7	0090S	0180E	001	9	ENTIRE SECTION	698.160	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	002	9	ENTIRE SECTION	698.480	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	003	9	ENTIRE SECTION	698.800	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	004	9	ENTIRE SECTION	698.800	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	005	9	ENTIRE SECTION	698.160	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	006	A	----- XXXX	160.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	006	L 10	----- X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000
7	0090S	0180E	006	L 11	-X-----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE 1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	Category	Location	Office	Serial Number
7	0090S 0180E 006 L 12	X----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 13	---X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 14	--X--	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 15	----X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 16	----X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 17	----X-	38.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 18	----X-	38.820	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 19	----X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 0	----X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 1	----X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L	----X-	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 3	----X-	38.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 3	X----	14.320	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 4	-X---	14.400	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 5	---X-	14.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 6	---X-	14.560	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 7	---X-	14.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 006 L 8	---X-	38.640	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 007 9	ENTIRE SECTION	796.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 008 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 009 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 010 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 011 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 012 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 013 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 014 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 015 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 016 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 017 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 018 9	ENTIRE SECTION	796.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 019 9	ENTIRE SECTION	797.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 020 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 021 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 02 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 023 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 024 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 025 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 026 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 027 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S 0180E 028 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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**Serial Number**  
**CARI-- - 000702--02**

**Case Type 246100: CL-MULT USE MGT**

7	0090S	0180E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	030	9	ENTIRE SECTION	797.040	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	031	9	ENTIRE SECTION	797.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0180E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0180E	999		ENTIRE TOWNSHIP	24,349.210	IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0100S	0180E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0180E	999		ENTIRE TOWNSHIP	24,353.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0180E	999		ENTIRE TOWNSHIP	24,438.860	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	001	U	XXXX XXXX XXXX XXXX	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	002	U	XXXX XXXX XXXX XXXX	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	003	U	XXXX XXXX XXXX XXXX	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	004	U	XXXX XXXX XXXX XXXX	749.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	005	U	XXXX XXXX XXXX XXXX	749.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	006	U	XXXX XXXX XXXX XXXX	751.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	007	U	XXXX XXXX XXXX XXXX	643.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	008	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	009	U	XXXX XXXX XXXX XXXX	570.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	010	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	011	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	013	U	XXXX XXXX XXXX ----	480.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	014	U	---- ---- ---- XXXX	160.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	015	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	017	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	018	U	XXXX XXXX XXXX XXXX	644.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	019	U	XXXX XXXX XXXX XXXX	646.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	020	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	021	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	023	U	XXXX XXXX XXXX ----	480.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	025	U	XXXX XXXX XXXX XXXX	623.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	026	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	027	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	028	U	XXXX XXXX XXXX XXXX	639.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	029	U	XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	030	U	XXXX XXXX XXXX XXXX	647.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0180E	031	U	XXXX XXXX XXXX XXXX	649.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	Use	Notes	Area	Category	Location	Serial Number
7	0130S 0180E 032	U		XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0180E 033	T 37		XXXX ---- ---- ----	130.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0180E 033	U		-XX- XXXX XXXX XXXX	509.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0180E 034	T 37		---- -XX- ---- ----	30.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0180E 034	U		XXXX XXXX XXXX XXXX	610.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0180E 035	U		XXXX XXXX XXXX XXXX	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0180E 036	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 001	9		ENTIRE SECTION	641.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 002	9		ENTIRE SECTION	642.600	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 003	9		ENTIRE SECTION	642.700	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 004	9		ENTIRE SECTION	643.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 005	9		ENTIRE SECTION	641.440	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 006	9		ENTIRE SECTION	651.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 007	9		ENTIRE SECTION	636.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 008	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 009	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 010	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 011	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 012	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 013	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 014	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 015	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 016	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 017	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 018	9		ENTIRE SECTION	634.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 019	9		ENTIRE SECTION	634.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 020	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 021	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 02	9		ENTIRE SECTION	643.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 023	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 024	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 025	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 026	9		ENTIRE SECTION	696.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 027	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 028	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 029	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 030	9		ENTIRE SECTION	635.680	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 031	9		ENTIRE SECTION	635.520	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 032	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0180E 033	9		ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Case Type 246100: CL-MULT USE MGT

7	0140S	0180E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	036	9	ENTIRE SECTION	648.900	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	037	U	-XX- XX-X X--X -XX-	158.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	038	9	ENTIRE SECTION	668.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	039	9	ENTIRE SECTION	658.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	040	9	ENTIRE SECTION	641.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	041	9	ENTIRE SECTION	636.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	042	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	043	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	044	9	ENTIRE SECTION	668.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	045	9	ENTIRE SECTION	162.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	046	9	ENTIRE SECTION	165.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	047	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	048	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	049	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	050	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	051	9	ENTIRE SECTION	669.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	052	9	ENTIRE SECTION	179.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	053	9	ENTIRE SECTION	759.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	054	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	055	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	056	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	057	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0180E	058	9	ENTIRE SECTION	741.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	001	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	002	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	003	9	ENTIRE SECTION	639.840	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	004	9	ENTIRE SECTION	639.240	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	005	9	ENTIRE SECTION	639.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	012	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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**Serial Number**  
**CARI-- - 000702--02**

**Case Type 246100: CL-MULT USE MGT**

7	0150S	0180E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0180E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S	0190E	019	9	ENTIRE SECTION	645.900	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	030	9	ENTIRE SECTION	645.600	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	031	9	ENTIRE SECTION	643.370	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0190E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0020S	0190E	999		ENTIRE TOWNSHIP	23,095.720	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0190E	999		ENTIRE TOWNSHIP	2,977.399	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0190E	999		ENTIRE TOWNSHIP	23,073.880	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0050S	0190E	999		ENTIRE TOWNSHIP	23,373.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0190E	999		ENTIRE TOWNSHIP	23,076.580	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0190E	999		ENTIRE TOWNSHIP	23,139.980	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0190E	999		ENTIRE TOWNSHIP	21,661.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0190E	999		ENTIRE TOWNSHIP	23,057.890	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0190E	999		ENTIRE TOWNSHIP	23,082.870	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0190E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0100S	0190E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0110S	0190E	999		ENTIRE TOWNSHIP	24,303.410	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0110S	0190E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0190E	999		ENTIRE TOWNSHIP	24,425.430	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0120S	0190E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	001	9	ENTIRE SECTION	748.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	002	9	ENTIRE SECTION	747.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0190E	003	9	ENTIRE SECTION	719.069	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Line	Section	Acres	Category	Location	Office	Serial Number
7	0130S 0190E 004 9	ENTIRE SECTION	545.670	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 005 9	ENTIRE SECTION	746.529	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 005 9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0130S 0190E 006 9	ENTIRE SECTION	749.094	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 006 9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	4030
7	0130S 0190E 007 A	---- X--X ----	80.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 L 1	X--- ----	39.970	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 L	-X-- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 L 3	---- -X-- ----	40.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 L 4	---- --X- ----	40.050	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 L 5	--X- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 L 6	---X ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 007 M 6901	X--- ----	0.262	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 A	---- ---- XXXX	160.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L 1	X--- ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L	-X-- ----	26.440	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L 3	---- -X-- ----	6.910	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L 4	---- --X- ----	39.860	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L 5	---- ---X ----	27.430	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L 6	--X- ----	37.050	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 L 7	---X ----	40.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 M 6900 01	--XX XXXX ----	87.901	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 008 M 6901	---- -X-- ----	4.353	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 009 9	ENTIRE SECTION	243.230	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 010 9	ENTIRE SECTION	532.060	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 011 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 012 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 013 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 014 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 015 9	ENTIRE SECTION	640.210	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 016 9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 017 A	X--- ---- X--X	120.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 017 B 01	-X-- ----	36.930	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 017 B 02	--X- ----	26.930	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 017 B 03	---X ----	26.940	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 017 B 04	---- ---- -X--	30.150	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 017 B 05	---- ---- --X-	30.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 020 9	ENTIRE SECTION	640.080	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 A	---- ---- X--X XXXX	240.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 L 1	---X ----	42.070	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	County	Office	Serial
7	0130S 0190E 021 L	39.710	IMPERIAL	---	39.710	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 L 3	0.650	IMPERIAL	---	0.650	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 L 4	25.730	IMPERIAL	---	25.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 L 5	49.090	IMPERIAL	---	49.090	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 L 6	2.220	IMPERIAL	---	2.220	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 L 7	37.850	IMPERIAL	---	37.850	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 T 38	216.010	IMPERIAL	---	216.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 021 U	478.000	IMPERIAL	---	478.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 02 9	640.870	IMPERIAL	---	640.870	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 023 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 024 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 025 9	622.000	IMPERIAL	---	622.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 026 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 027 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 028 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 029 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 030 9	642.560	IMPERIAL	---	642.560	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 031 9	643.380	IMPERIAL	---	643.380	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 032 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 033 9	640.890	IMPERIAL	---	640.890	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 034 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 035 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S 0190E 036 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S 0190E 999	23,726.000	IMPERIAL	---	23,726.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S 0190E 999	35,385.090	IMPERIAL	---	35,385.090	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 001 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 002 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 003 9	630.400	IMPERIAL	---	630.400	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 004 9	639.920	IMPERIAL	---	639.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 005 9	639.680	IMPERIAL	---	639.680	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 010 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 011 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 012 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 013 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 014 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 024 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S 0190E 025 9	640.000	IMPERIAL	---	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S 0200E 019 9	633.240	RIVERSIDE	---	633.240	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 020 9	640.000	RIVERSIDE	---	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0200E 021 9	640.000	RIVERSIDE	---	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0010S	0200E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	030	9	ENTIRE SECTION	631.380	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	031	9	ENTIRE SECTION	637.100	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	033	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0010S	0200E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0020S	0200E	999		ENTIRE TOWNSHIP	23,164.940	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	001	9	ENTIRE SECTION	640.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	002	9	ENTIRE SECTION	641.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	003	9	ENTIRE SECTION	640.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	004	9	ENTIRE SECTION	640.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	005	9	ENTIRE SECTION	641.600	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	006	9	ENTIRE SECTION	628.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	007	9	ENTIRE SECTION	655.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	008	9	ENTIRE SECTION	607.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	009	9	ENTIRE SECTION	643.190	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	013	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	015	9	ENTIRE SECTION	645.500	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	017	9	ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	018	9	ENTIRE SECTION	663.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	019	9	ENTIRE SECTION	684.231	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	021	3	W2SESE ;	20.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	021	U	XXXX XXXX XXXX XXX-	600.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	02	U	XXXX XXXX XX-X XXXX	587.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0030S	0200E	023	9	ENTIRE SECTION	633.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0030S	0200E	024	9		ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	025	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	026	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	027	U		XXXX X-XX XXXX XXXX	600.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	028	3	01	W2NENE;	20.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	028	U		-XXX XXXX XXXX XXXX	600.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	029	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	030	9		ENTIRE SECTION	674.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	031	9		ENTIRE SECTION	675.920	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	032	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	033	9		ENTIRE SECTION	670.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	034	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	035	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0030S	0200E	036	9		ENTIRE SECTION	641.235	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0040S	0200E	999			ENTIRE TOWNSHIP	2,800.176	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	001	9		ENTIRE SECTION	755.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	002	9		ENTIRE SECTION	740.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	003	9		ENTIRE SECTION	729.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	004	9		ENTIRE SECTION	727.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	005	9		ENTIRE SECTION	726.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	006	9		ENTIRE SECTION	808.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	007	9		ENTIRE SECTION	737.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	008	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	009	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	010	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	011	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	012	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	013	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	014	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	015	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	016	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	017	U		XX-- XXXX XXXX --XX	480.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	018	9		ENTIRE SECTION	737.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	019	9		ENTIRE SECTION	738.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	020	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	021	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	02	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	023	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	024	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000
7	0050S	0200E	025	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST	FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0050S	0200E	026	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	027	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	028	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	029	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	030	9			ENTIRE SECTION	738.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	031	9			ENTIRE SECTION	739.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	032	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	033	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	034	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	035	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0050S	0200E	036	9			ENTIRE SECTION	615.680	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	001	9			ENTIRE SECTION	655.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	002	9			ENTIRE SECTION	662.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	003	9			ENTIRE SECTION	633.280	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	004	A			---- ---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	004	L	1	01	--XX ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	004	L	1	02	---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	004	L		01	X--- ---- ----	39.200	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	004	L		02	-X-- ---- ----	39.320	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	005	A			---- ---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	005	L	1	01	--XX ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	005	L	1	02	---- --XX ----	80.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	005	L		03	---- X--- ----	40.070	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	005	L		04	---- -X-- ----	40.250	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	006	9			ENTIRE SECTION	645.480	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	007	9			ENTIRE SECTION	644.220	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	008	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	009	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	010	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	011	9			ENTIRE SECTION	651.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	012	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	013	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	014	9			ENTIRE SECTION	651.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	015	9			ENTIRE SECTION	638.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	016	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	017	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	018	9			ENTIRE SECTION	644.840	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	019	9			ENTIRE SECTION	645.360	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	020	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	021	9			ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0060S	0200E	02	A	--X- XXXX XXXX XXXX	520.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	02	U	-X-- ---- ---- ----	42.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	023	A	---- ---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	024	A	---- ---- XXXX XXXX	320.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	030	9	ENTIRE SECTION	646.040	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	031	9	ENTIRE SECTION	647.100	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	033	9	ENTIRE SECTION	639.580	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0060S	0200E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0070S	0200E	999		ENTIRE TOWNSHIP	23,076.780	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	001	9	ENTIRE SECTION	474.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	002	9	ENTIRE SECTION	390.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	003	9	ENTIRE SECTION	390.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	004	9	ENTIRE SECTION	388.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	005	9	ENTIRE SECTION	384.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	006	9	ENTIRE SECTION	383.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	007	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	009	U	---- -XX- -XX- ----	160.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	018	9	ENTIRE SECTION	639.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	019	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	020	U	---- XXXX XXXX ----	320.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	021	U	XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000
7	0080S	0200E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD	1000000

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Case Type 246100: CL-MULT USE MGT

7	0080S	0200E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	028	U	XXXX ---- ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	029	U	---- -XX- -XX- ----	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	030	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	031	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	032	U	---- -XX- XXXX XXXX	400.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	033	U	XXXX X--X XXXX XXXX	560.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	034	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S	0200E	036	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0090S	0200E	001	9	ENTIRE SECTION	659.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	002	9	ENTIRE SECTION	724.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	003	U	XXXX XXXX XX-- XX--	564.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	004	9	ENTIRE SECTION	723.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	005	9	ENTIRE SECTION	723.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	006	9	ENTIRE SECTION	922.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	007	9	ENTIRE SECTION	807.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	010	U	---- ---- XXXX XXXX	260.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	012	9	ENTIRE SECTION	593.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	013	9	ENTIRE SECTION	604.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	018	9	ENTIRE SECTION	797.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	019	9	ENTIRE SECTION	787.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	02	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	024	9	ENTIRE SECTION	614.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	025	9	ENTIRE SECTION	624.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Case Type 246100: CL-MULT USE MGT

7	0090S	0200E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	030	9	ENTIRE SECTION	777.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	031	9	ENTIRE SECTION	767.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0090S	0200E	036	9	ENTIRE SECTION	634.880	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	001	9	ENTIRE SECTION	854.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	002	9	ENTIRE SECTION	635.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	003	9	ENTIRE SECTION	641.480	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	004	9	ENTIRE SECTION	641.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	005	9	ENTIRE SECTION	641.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	006	9	ENTIRE SECTION	644.640	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	007	9	ENTIRE SECTION	644.320	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	012	9	ENTIRE SECTION	667.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	013	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	016	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	017	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	018	9	ENTIRE SECTION	644.840	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	019	9	ENTIRE SECTION	646.060	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	024	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	025	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	030	9	ENTIRE SECTION	647.160	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	031	9	ENTIRE SECTION	647.520	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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**Case Type 246100: CL-MULT USE MGT**

7	0100S	0200E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0100S	0200E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0110S	0200E	999		ENTIRE TOWNSHIP	24,296.510	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0120S	0200E	999		ENTIRE TOWNSHIP	24,433.400	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0130S	0200E	999		ENTIRE TOWNSHIP	23,951.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0200E	999		ENTIRE TOWNSHIP	23,312.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0200E	999		ENTIRE TOWNSHIP	23,270.560	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0200E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	PALM SPRINGS/S COAST FLD	1000000
7	0160S	0200E	001	9	ENTIRE SECTION	781.370	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	002	9	ENTIRE SECTION	657.120	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	003	9	ENTIRE SECTION	656.800	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	004	9	ENTIRE SECTION	657.500	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	005	9	ENTIRE SECTION	657.920	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	006	9	ENTIRE SECTION	671.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	007	9	ENTIRE SECTION	656.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	008	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	009	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	010	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	011	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	012	9	ENTIRE SECTION	770.460	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	013	9	ENTIRE SECTION	771.730	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	014	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	015	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	016	9	ENTIRE SECTION	640.980	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	017	9	ENTIRE SECTION	627.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	018	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	019	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	020	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	021	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	02	9	ENTIRE SECTION	642.010	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	023	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	024	9	ENTIRE SECTION	769.150	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	025	9	ENTIRE SECTION	771.060	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	026	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	027	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	028	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	029	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	030	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

**NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM**

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

7	0160S	0200E	031	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	032	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	033	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	034	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	035	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	036	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	037	9	ENTIRE SECTION	218.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	038	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	039	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	040	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	041	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	042	9	ENTIRE SECTION	536.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	043	9	ENTIRE SECTION	234.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	044	9	ENTIRE SECTION	259.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	045	9	ENTIRE SECTION	496.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	046	9	ENTIRE SECTION	495.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	047	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	048	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	049	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	050	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	051	9	ENTIRE SECTION	491.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	052	9	ENTIRE SECTION	490.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	053	9	ENTIRE SECTION	259.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	054	9	ENTIRE SECTION	392.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	055	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	056	9	ENTIRE SECTION	640.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	057	U	XXXX XXXX XXXX XXXX	618.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	057	Z	---- ---- XXXX XXXX	6.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	058	U	XXXX XXXX XXXX XXXX	567.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	058	Z	---- ---- XXXX XXXX	7.300	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	058	Z	---- ---- XXXX XXXX	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0160S	0200E	059	U	-XX- XXXX XX-- -X--	28.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	059	Z	---- ---- XX-- -X--	4.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0160S	0200E	060	9	ENTIRE SECTION	335.140	IMPERIAL	EL CENTRO FIELD OFFICE	840040
7	0160S	0200E	060	9	ENTIRE SECTION	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	001	U	XX-- XX-- ---- ----	27.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	001	Z	XX-- XX-- ---- ----	5.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	002	U	XX-- XX-- ---- ----	65.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	002	Z	XX-- XX-- ---- ----	7.300	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0170S	0200E	003	U	XX-- XX-- ---- ----	116.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000

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Serial Number  
CARI-- - 000702--02

Case Type 246100: CL-MULT USE MGT

Section ID	Section Description	Area (Acres)	County	Section Type	Office	Serial Number
7 0170S 0200E 003 Z	XX-- XX-- ---- ----	7.300	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0170S 0200E 004 9	ENTIRE SECTION	176.120	IMPERIAL		EL CENTRO FIELD OFFICE	840040
7 0170S 0200E 004 9	ENTIRE SECTION	0.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0170S 0200E 005 9	ENTIRE SECTION	24.980	IMPERIAL		EL CENTRO FIELD OFFICE	840040
7 0170S 0200E 005 9	ENTIRE SECTION	0.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0170S 0200E 006 9	ENTIRE SECTION	286.240	IMPERIAL		EL CENTRO FIELD OFFICE	840040
7 0170S 0200E 006 9	ENTIRE SECTION	0.000	IMPERIAL		EL CENTRO FIELD OFFICE	1000000
7 0010S 0210E 019 9	ENTIRE SECTION	642.460	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 020 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 021 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 02 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 023 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 024 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 025 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 026 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 027 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 028 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 029 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 030 9	ENTIRE SECTION	642.140	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 031 9	ENTIRE SECTION	642.740	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 032 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 033 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 034 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 035 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0010S 0210E 036 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0020S 0210E 999	ENTIRE TOWNSHIP	23,070.880	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0030S 0210E 999	ENTIRE TOWNSHIP	2,577.580	RIVERSIDE		PALM SPRINGS/S COAST FLD	5100
7 0030S 0210E 999	ENTIRE TOWNSHIP	0.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0030S 0210E 999	ENTIRE TOWNSHIP	0.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	60
7 0040S 0210E 999	ENTIRE TOWNSHIP	23,141.067	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0050S 0210E 999	ENTIRE TOWNSHIP	23,268.380	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 001 9	ENTIRE SECTION	640.860	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 002 9	ENTIRE SECTION	683.560	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 003 9	ENTIRE SECTION	683.840	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 004 9	ENTIRE SECTION	617.420	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 005 9	ENTIRE SECTION	638.840	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 006 9	ENTIRE SECTION	878.730	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 007 9	ENTIRE SECTION	880.560	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 008 9	ENTIRE SECTION	640.000	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000
7 0060S 0210E 009 9	ENTIRE SECTION	627.960	RIVERSIDE		PALM SPRINGS/S COAST FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Line	Section	Subsection	County	Section	Area	Location	Section	Area	Location	Serial Number
7	0060S	0210E	010	9		ENTIRE SECTION	638.200	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	011	9		ENTIRE SECTION	641.310	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	012	9		ENTIRE SECTION	602.520	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	013	9		ENTIRE SECTION	606.220	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	014	9		ENTIRE SECTION	599.830	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	015	9		ENTIRE SECTION	645.170	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	016	9		ENTIRE SECTION	617.330	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	017	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	A		XXXX ---- XXXX	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 1		---- X----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 10		---- ---- -X--	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 11		---- ---- -X--	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 12		---- ---- -X--	20.270	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 13		---- ---- --X-	20.320	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 15		---- ---- --X-	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 16		---- ---- --X-	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L		---- -X--	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 3		---- -X--	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 4		---- -X--	20.180	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 5		---- --X-	20.230	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 6		---- --X-	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 7		---- --X-	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 8		---- ---X	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	018	L 9		---- ---- X---	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	019	9		ENTIRE SECTION	881.830	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	020	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	021	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	02	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	023	9		ENTIRE SECTION	641.810	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	024	9		ENTIRE SECTION	611.740	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	025	9		ENTIRE SECTION	617.900	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	026	9		ENTIRE SECTION	619.150	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	027	9		ENTIRE SECTION	641.520	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	028	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	029	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	030	9		ENTIRE SECTION	882.400	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	031	9		ENTIRE SECTION	882.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	032	9		ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	033	9		ENTIRE SECTION	640.080	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0060S	0210E	034	9		ENTIRE SECTION	641.240	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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Serial Number  
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Case Type 246100: CL-MULT USE MGT

Section ID	Section Description	Area (Acres)	Location	Serial Number
7 0060S 0210E 035 9	ENTIRE SECTION	644.670	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0060S 0210E 036 9	ENTIRE SECTION	630.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 001 9	ENTIRE SECTION	637.040	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 002 9	ENTIRE SECTION	635.640	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 003 9	ENTIRE SECTION	635.080	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 004 9	ENTIRE SECTION	635.880	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 005 9	ENTIRE SECTION	636.080	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 006 9	ENTIRE SECTION	889.350	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 007 9	ENTIRE SECTION	894.680	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 008 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 009 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 010 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 011 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 012 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 013 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 014 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 015 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 016 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 017 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 018 9	ENTIRE SECTION	895.200	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 019 9	ENTIRE SECTION	895.520	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 020 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 021 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 02 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 023 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 024 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 025 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 026 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 027 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 028 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 029 9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 A	----- XXXX	160.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 B 01	W2NWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 B 02	W2SWNE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 B 03	S2SENE;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 L 10	-----X-----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 L 11	-----X----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 L 12	-----X----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 L 13	-----X----	40.000	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000
7 0070S 0210E 030 L 14	-----X----	24.210	RIVERSIDE	PALM SPRINGS/S COAST FLD 1000000

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Serial Number  
CARI-- - 000702--02

Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	County	Section	Area	Location	Office	Serial
7	0070S 0210E 030 L 15	----	----	--X-	----	24.360 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 16	----	----	--X-	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 17	----	----	--X-	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 18	----	----	---	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 3	----	X---	----	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 4	----	-X--	----	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 5	----	-X--	----	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 6	----	-X--	----	----	23.900 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 7	----	--X-	----	----	24.140 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 8	----	--X-	----	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 030 L 9	----	--X-	----	----	40.000 RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 031 9	ENTIRE SECTION			901.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 032 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 033 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 034 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 035 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S 0210E 036 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0080S 0210E 999	ENTIRE TOWNSHIP			21,636.260	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0082S 0210E 999	ENTIRE TOWNSHIP			171.000	RIVERSIDE	EL CENTRO FIELD OFFICE	1000000
7	0140S 0210E 999	ENTIRE TOWNSHIP			23,680.690	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S 0210E 999	ENTIRE TOWNSHIP			24,766.915	IMPERIAL	EL CENTRO FIELD OFFICE	3SH6960
7	0150S 0210E 999	ENTIRE TOWNSHIP			0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0010S 0220E 019 9	ENTIRE SECTION			642.300	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 020 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 021 9	ENTIRE SECTION			636.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 02 9	ENTIRE SECTION			684.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 023 9	ENTIRE SECTION			639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 024 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 025 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 026 9	ENTIRE SECTION			639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 027 9	ENTIRE SECTION			686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 028 9	ENTIRE SECTION			639.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 029 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 030 9	ENTIRE SECTION			643.100	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 031 9	ENTIRE SECTION			643.700	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 032 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 033 9	ENTIRE SECTION			640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 034 9	ENTIRE SECTION			643.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 035 9	ENTIRE SECTION			714.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S 0220E 036 9	ENTIRE SECTION			636.330	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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**Serial Number**  
**CARI-- - 000702--02**

**Case Type 246100: CL-MULT USE MGT**

7	0020S	0220E	999		ENTIRE TOWNSHIP	2,946.040	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0030S	0220E	999		ENTIRE TOWNSHIP	21,760.310	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	001	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	002	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	003	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	004	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	005	9	ENTIRE SECTION	686.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	006	9	ENTIRE SECTION	713.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	007	9	ENTIRE SECTION	669.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	008	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3 01	N2NESW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3 02	SWNESW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3 03	W2SESW;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3 04	SESESW;	10.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3 05	N2NWSE;	0.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	3 06	S2SWSE;	20.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	009	U	XXXX XXXX -XX- X--X	320.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	010	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	011	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	012	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	013	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	014	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	015	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	016	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	017	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	018	9	ENTIRE SECTION	672.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	019	9	ENTIRE SECTION	681.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	024	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	025	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	026	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	027	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	030	9	ENTIRE SECTION	691.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	031	9	ENTIRE SECTION	789.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0040S	0220E	032	9	ENTIRE SECTION	723.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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**01 09-19-1964;078STAT0986;43USC1411-1418**

**Serial Number**  
**CARI-- - 000702--02**

**Case Type 246100: CL-MULT USE MGT**

Case No	Section	Acres	County	Section	Acres	County	Section	Acres	County
7	0040S	0220E	033	9	ENTIRE SECTION	723.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0040S	0220E	034	9	ENTIRE SECTION	724.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0040S	0220E	035	9	ENTIRE SECTION	716.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0040S	0220E	036	9	ENTIRE SECTION	656.700	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0050S	0220E	999		ENTIRE TOWNSHIP	23,039.680	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0060S	0220E	999		ENTIRE TOWNSHIP	23,117.140	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	001	9	ENTIRE SECTION	645.040	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	002	9	ENTIRE SECTION	637.460	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	003	9	ENTIRE SECTION	638.530	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	004	9	ENTIRE SECTION	636.770	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	005	9	ENTIRE SECTION	624.140	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	006	9	ENTIRE SECTION	645.570	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	007	9	ENTIRE SECTION	642.080	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	A	---- X-XX ----	120.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	L 1	---- -X-- ----	2.320	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	L	---- -X-- ----	38.180	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	L 3	---- -X-- ----	2.540	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 63 02	---- -X-- ----	41.640	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 63 03	---- -X-- ----	1.750	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 63 04	---- -X-- ----	1.800	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 65	---- X--- ----	40.130	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 66	XX-- ---- ----	80.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 67	--XX --XX ----	158.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	008	T 68	---- ---- XXXX	158.800	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	009	9	ENTIRE SECTION	636.490	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	010	9	ENTIRE SECTION	643.680	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	011	9	ENTIRE SECTION	618.300	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	012	9	ENTIRE SECTION	647.500	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	013	9	ENTIRE SECTION	667.840	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	014	9	ENTIRE SECTION	618.640	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	015	9	ENTIRE SECTION	649.940	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	016	9	ENTIRE SECTION	604.000	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	017	9	ENTIRE SECTION	639.850	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	018	9	ENTIRE SECTION	648.360	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	019	9	ENTIRE SECTION	605.140	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	020	9	ENTIRE SECTION	678.500	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	021	9	ENTIRE SECTION	690.720	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	02	9	ENTIRE SECTION	663.800	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	023	9	ENTIRE SECTION	641.470	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000
7	0070S	0220E	024	9	ENTIRE SECTION	713.340	RIVERSIDE	PALM SPRINGS/S	COAST FLD 1000000

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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**Serial Number**  
**CARI-- - 000702--02**

**Case Type 246100: CL-MULT USE MGT**

7	0070S	0220E	025	9	ENTIRE SECTION	699.680	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	026	9	ENTIRE SECTION	607.500	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	027	9	ENTIRE SECTION	657.780	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	028	9	ENTIRE SECTION	617.090	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	029	9	ENTIRE SECTION	676.890	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	030	9	ENTIRE SECTION	600.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	031	9	ENTIRE SECTION	625.840	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	032	9	ENTIRE SECTION	625.840	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	033	9	ENTIRE SECTION	649.910	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	034	9	ENTIRE SECTION	645.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	035	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0070S	0220E	036	9	ENTIRE SECTION	723.690	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0132S	0220E	999		ENTIRE TOWNSHIP	2,895.971	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0140S	0220E	999		ENTIRE TOWNSHIP	24,180.098	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0220E	999		ENTIRE TOWNSHIP	23,112.690	IMPERIAL	YUMA FO	3SH6960
7	0150S	0220E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	1000000
7	0150S	0220E	999		ENTIRE TOWNSHIP	0.000	IMPERIAL	EL CENTRO FIELD OFFICE	3SH6960
7	0010S	0230E	019	9	ENTIRE SECTION	628.800	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	020	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	021	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	02	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	023	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	024	9	ENTIRE SECTION	649.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	025	9	ENTIRE SECTION	653.997	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	026	9	ENTIRE SECTION	660.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	027	9	ENTIRE SECTION	641.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	028	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	029	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	030	9	ENTIRE SECTION	624.380	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	031	9	ENTIRE SECTION	620.380	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	032	9	ENTIRE SECTION	640.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	033	9	ENTIRE SECTION	641.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	034	9	ENTIRE SECTION	668.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	035	9	ENTIRE SECTION	641.000	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000
7	0010S	0230E	036	9	ENTIRE SECTION	640.560	RIVERSIDE	PALM SPRINGS/S COAST FLD	1000000

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**Case Type 246100: CL-MULT USE MGT**

**Serial Number**  
**CARI-- - 000702--02**

,604,441.921

Document Category	Doc ID	Geographic Name
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BLM ORDER	09131990	
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Agency	Agency Text
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1000000	BUREAU OF LAND MGMT
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US Rights Cd	US Rights Txt	Exception
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Data Element No 1	Supplemental Data 1	Data Element 2	Supplemental Data 2
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537	NUM_TYPE	FRN	FED REGISTER PUB NO	536	NUM_DESIG	55FR37777
694	INTENT_DOC	320	REVOCATION/TERMINATION			
694	INTENT_DOC	510	OPENING			
909	ACTION_DATE	10151990		693	REL_SEGR	07 SURFACE

Act Date	Act Code	Action Txt	Action Remarks
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09/13/1990	317	ORDER ISSUED	
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Name	Address	City State Zip	Interest Relationship	% Interest
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BLM		DC	HOLDING AGENCY	0.0000000
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Line Nr	Remarks
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**Case Type 246100: CL-MULT USE MGT**

**Serial Number**  
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**01 09-19-1964;078STAT0986;43USC1411-1418**  
**Case Type 246100: CL-MULT USE MGT**

**Serial Number**  
**CARI-- - 000702--03**

Mer	Twp	Rng	Sec	SType	SurNr	Suff	NE NW SW SE NNSS NNSS NNSS NNSS EWW EWW EWW EWW	Acreage	County	District/Field Office	Mgmt Agency
27I	0050SI	0130EI	014I	3I	01I		SESESW;I	10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	01I		W2NWNW;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	02I		SENWNE;I	10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	03I		W2SENE;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	04I		E2NENW;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	05I		SWSENW;I	10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	06I		E2SENW;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	07I		NWNESE;I	10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	3I	08I		W2SWSE;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	023I	UI			--X- ---- XXXX -X--I	240.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	026I	3I	01I		NWNWNE;I	10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	026I	3I	01I		NWNWNE;I	0.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0050SI	0130EI	026I	3I	02I		N2N2NW;I	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0050SI	0130EI	026I	3I	02I		N2N2NW;I	0.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	026I	3I	03I		SWNENW;I	10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	026I	3I	03I		SWNENW;I	0.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0050SI	0130EI	026I	3I	04I		S2NWNW;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	026I	3I	04I		S2NWNW;I	0.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0050SI	0130EI	026I	3I	05I		W2SWNW;I	20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0130EI	027I	UI		01I	X--X ---- ---- ----I	80.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	22983301I
27I	0050SI	0150EI	032I	AI			---- ---- XX-- XXXXI	240.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0050SI	0150EI	033I	AI			---- ---- --X- ----I	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0160EI	026I	AI			---- --X- -XX- ----I	120.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0160EI	027I	AI			--XX ---X XXXX XXXXI	440.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0160EI	028I	AI			---- ---- ---- XXXXI	160.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0160EI	033I	AI			XX-- ---- ---- ----I	80.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0160EI	034I	AI			XX-- XX-- ---- ----I	160.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0160EI	019I	UI			--X- --XX XX-- XXXXI	360.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0160EI	020I	UI			---- ---- XXXX --XXI	240.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0160EI	021I	UI			---- ---- --XX ----I	80.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0160EI	028I	UI			-XXX XXXX XX-- XX--I	440.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0160EI	029I	UI			XX-X XX-- ---- X--I	240.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI	0160EI	001I	AI			---- ---- XXXX XXXXI	320.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI	0160EI	001I	LI	1I		X--- ---- ---- ----I	42.400	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI	0160EI	001I	LI	10I		--X- ---- ---- ----I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI	0160EI	001I	LI	11I		---- ---X ---- ----I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM

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Case Type 246100: CL-MULT USE MGT

Case No	Section	Acres	MPERIALI	Location	Serial Number
27I	0100SI 0160EI 001I LI 12I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 2I	42.580	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 3I	42.720	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 4I	42.880	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 5I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 6I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 7I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 8I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 001I LI 9I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I AI	320.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 1I	43.050	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 10I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 11I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 12I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 2I	43.220	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 3I	43.400	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 4I	43.570	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 5I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 6I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 7I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 8I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 002I LI 9I	40.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 003I 9I	816.400	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 004I 9I	819.480	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 005I 9I	819.380	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 006I 9I	1,202.950	MPERIALI	PALM SPRINGS/S COAST FLDI	4030I
27I	0100SI 0160EI 007I 9I	937.560	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 008I 9I	640.000	MPERIALI	EL CENTRO FIELD OFFICEI	4030I
27I	0100SI 0160EI 008I 9I	0.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 009I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 010I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 011I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 012I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 013I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 014I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 015I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 016I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 017I 9I	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 018I 9I	938.240	MPERIALI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0100SI 0160EI 019I 9I	939.320	IMPERIALI	PALM SPRINGS/S COAST FLDI	21000000I

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Case Type 246100: CL-MULT USE MGT

Case No.	Section	Acres	Section Description	Acres	Section Description	Serial Number
27I	0100SI 0160EI 020I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 021I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 022I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 023I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 024I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 025I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 026I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 027I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 028I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 029I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 030I 9I		ENTIRE SECTIONI	940.200	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 031I 9I		ENTIRE SECTIONI	941.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 032I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 033I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 034I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 035I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0100SI 0160EI 036I 9I		ENTIRE SECTIONI	640.000	MPERIALI	PALM SPRINGS/S COAST FLDI 21000000I
27I	0130SI 0180EI 012I UI		XXXX XXXX XXXX XXXXI	640.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0180EI 013I UI		---- ---- ---- XXXXI	160.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0180EI 014I UI		XXXX XXXX XXXX ----I	480.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0180EI 022I UI		XXXX XXXX XXXX XXXXI	640.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0180EI 023I UI		---- ---- ---- XXXXI	160.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0180EI 024I UI		XXXX XXXX XXXX XXXXI	640.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 007I AI		---- ---- X--X XXXXI	240.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 007I LI 7I		---- ---- -X-- ----I	40.100	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 007I LI 8I		---- ---- --X- ----I	40.140	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 008I AI		---- ---- XXXX ----I	160.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 017I AI		---- XXXX XXXX ----I	320.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 018I 9I		ENTIRE SECTIONI	641.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I AI		XXXX X--X X--- XX--I	360.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I AI	02I	---- ---- ---X --XXI	120.000	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 1I		---- -X-- ---- ----I	40.360	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 10I		---- ---- ---- --X-I	14.220	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 11I		---- ---- ---X ----I	14.190	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 12I		---- ---- --X- ----I	18.450	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 2I		---- --X- ---- ----I	40.410	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 3I		---- ---- -X-- ----I	40.450	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 4I		---- ---- --X- ----I	40.500	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 5I		---- ---- --X- ----I	22.010	MPERIALI	EL CENTRO FIELD OFFICEI 21000000I
27I	0130SI 0190EI 019I LI 6I		---- ---- ---X ----I	25.790	IMPERIALI	EL CENTRO FIELD OFFICEI 21000000I

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**Case Type 246100: CL-MULT USE MGT**

27I	0130SI	0190EI	019I	LI	7I		----	----	----	--X-I	25.760	MPERIALI	EL CENTRO FIELD OFFICEI	21000000I
27I	0130SI	0190EI	019I	LI	8I		----	----	----	---XI	25.630	MPERIALI	EL CENTRO FIELD OFFICEI	21000000I
27I	0130SI	0190EI	019I	LI	9I		----	----	----	---XI	12.360	MPERIALI	EL CENTRO FIELD OFFICEI	21000000I
27I	0030SI	0200EI	021I	3I	01I		E2SESE;I				20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0030SI	0200EI	022I	UI			----	----	--X-	----	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0030SI	0200EI	027I	UI			----	-X--	----	----	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0030SI	0200EI	028I	3I	01I		E2NENE;I				20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0050SI	0200EI	017I	UI			--XX	----	----	XX--I	160.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	004I	LI	2I	03I	----	X---	----	----	39.440	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	004I	LI	2I	04I	----	-X--	----	----	39.560	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	005I	LI	2I	01I	X---	----	----	----	39.710	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	005I	LI	2I	02I	-X--	----	----	----	39.890	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	022I	AI			---	X	----	----	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	022I	UI			X---	----	----	----	42.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	023I	UI			XXXX	XXXX	----	----	326.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0060SI	0200EI	024I	UI			XXXX	XXXX	----	----	317.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	009I	UI			XXXX	X--X	X--X	XXXXI	480.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	020I	UI			XXXX	----	----	XXXXI	320.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	021I	UI			----	XXXX	XXXX	----	320.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	028I	UI			----	XXXX	XXXX	----	320.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	029I	UI			XXXX	X--X	X--X	XXXXI	480.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	032I	UI			XXXX	X--X	----	----	240.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0080SI	0200EI	033I	UI			----	-XX-	----	----	80.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0090SI	0200EI	003I	UI			----	----	--XX	--XXI	160.000	MPERIALI	EL CENTRO FIELD OFFICEI	21000000I
27I	0090SI	0200EI	010I	UI			XXXX	XXXX	----	----	320.000	MPERIALI	EL CENTRO FIELD OFFICEI	21000000I
27I	0100SI	0200EI	022I	9I			ENTIRE	SECTIONI			640.000	MPERIALI	EL CENTRO FIELD OFFICEI	21000000I
27I	0060SI	0210EI	018I	LI	14I		----	----	--X-	----	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0070SI	0210EI	030I	AI			X---	----	----	----	40.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0070SI	0210EI	030I	BI	01I		E2NWNE;I				20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0070SI	0210EI	030I	BI	02I		NESENE;I				10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0070SI	0210EI	030I	BI	03I		N2SENE;I				20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0220EI	009I	3I	01I		SESESW;I				10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0220EI	009I	3I	02I		NESESW;I				10.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0220EI	009I	3I	03I		S2NWSE;I				20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I
27I	0040SI	0220EI	009I	3I	04I		N2SWSE;I				20.000	RIVERSIDEI	PALM SPRINGS/S COAST FLDI	21000000I

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**Case Type 246100: CL-MULT USE MGT**

**Serial Number**  
**CARI-- - 000702--03**

38,813.320

Document Category	Doc ID	Geographic Name
BLM ORDERI	09281967I	I

Agency	Agency Text
21000000I	BUREAU OF LAND MGMTI

US Rights Cd	US Rights Txt	Exception
I	I	I

Data Element No 1	Supplemental Data 1	Data Element 2	Supplemental Data 2
2520I MIN_SEGRI	LOCI LOCATABLE MINERALSI	I	I
2537I NUM_TYPEI	FRNI FED REGISTER PUB NOI	2536I NUM_DESIGI	32FR13598I
2571I SURF_SEGRI	AGRI CLOSED TO AGRI LAWSI	I	I
2571I SURF_SEGRI	SALI CLOSED - SALESI	I	I

Act Date	Act Code	Action Txt	Action Remarks
09/28/1967I	317I	ORDER ISSUED I	I

Name	Address	City State Zip	Interest Relationship	% Interest
BLMI		DC	HOLDING AGENCY I	0.0000000

Line Nr	Remarks
0001I	KEY 5S12EI
0022I	T6SR20E SEC 24 EXCLUDING MS 6400 BI

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**Serial Number**  
**CARI-- - 000702--04**

**Case Type 246100: CL-MULT USE MGT**

Mer	Twp	Rng	Sec	SType	SurNr	Suff	NE NW SW SE NNSS NNSS NNSS NNSS EWW EWW EWW EWW	Acreage	County	District/Field Office	Mgmt Agency
27V	0050SV	0130EV	014V	3V	01V		SESESW;V	10.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	01V		W2NWNW;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	02V		SENWNE;V	10.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	03V		W2SENE;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	04V		E2NENE;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	05V		SWSENW;V	10.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	06V		E2SENW;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	07V		NWNESE;V	10.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	3V	08V		W2SWSE;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	023V	UV			--X- ---- XXXX -X--V	240.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	026V	3V	01V		NWNWNE;V	10.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	026V	3V	01V		NWNWNE;V	0.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0050SV	0130EV	026V	3V	02V		N2N2NW;V	40.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	026V	3V	02V		N2N2NW;V	0.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0050SV	0130EV	026V	3V	03V		SWNENW;V	10.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	026V	3V	03V		SWNENW;V	0.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0050SV	0130EV	026V	3V	04V		S2NWNW;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	026V	3V	04V		S2NWNW;V	0.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0050SV	0130EV	026V	3V	05V		W2SWNW;V	20.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0130EV	027V	UV		01V	X--X ---- ---- -V	80.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	22983301V
27V	0050SV	0150EV	032V	AV			---- ---- XX-- XXXXV	240.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0050SV	0150EV	033V	AV			---- ---- --X- ---- -V	40.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0040SV	0160EV	026V	AV			---- --X- -XX- ---- -V	120.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0040SV	0160EV	027V	AV			--XX ---X XXXX XXXXV	440.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0040SV	0160EV	028V	AV			---- ---- ---- XXXXV	160.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0040SV	0160EV	033V	AV			XX-- ---- ---- ---- -V	80.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0040SV	0160EV	034V	AV			XX-- XX-- ---- ---- -V	160.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0060SV	0160EV	019V	UV			--X- --XX XX-- XXXXV	360.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0060SV	0160EV	020V	UV			---- ---- XXXX --XXV	240.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0060SV	0160EV	021V	UV			---- ---- --XX ---- -V	80.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0060SV	0160EV	028V	UV			-XXX XXXX XX-- XX--V	440.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0060SV	0160EV	029V	UV			XX-X XX-- ---- X--V	240.000'	RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V	0130SV	0180EV	012V	UV			XXXX XXXX XXXX XXXXV	640.000'	IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V
27V	0130SV	0180EV	013V	UV			---- ---- ---- XXXXV	160.000'	IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V
27V	0130SV	0180EV	014V	UV			XXXX XXXX XXXX ---- -V	480.000'	IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V
27V	0130SV	0180EV	022V	UV			XXXX XXXX XXXX XXXXV	640.000'	IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V

NO WARRANTY IS MADE BY BLM FOR USE OF THE DATA FOR PURPOSES NOT INTENDED BY BLM



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Case Type 246100: CL-MULT USE MGT

Case No	Section	Subsection	Block	Acres	Area	Shape	Location	Serial Number
27V	0130SV	0180EV	023V UV	----	XXXXV		160.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0180EV	024V UV	XXXX	XXXX XXXX XXXXV		640.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	007V AV	----	X--X XXXXV		240.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	007V LV 7V	----	-X-- ----V		40.100' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	007V LV 8V	----	--X- ----V		40.140' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	008V AV	----	XXXX ----V		160.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	017V AV	----	XXXX XXXX ----V		320.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	018V 9V		ENTIRE SECTIONV		641.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V AV		XXXX X--X X--- XX--V		360.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V AV 02V		---- ---- ---X --XXV		120.000' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 1V		---- -X-- ---- ----V		40.360' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 10V		---- ---- ---- --X-V		14.220' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 11V		---- ---- ---X ----V		14.190' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 12V		---- ---- --X- ----V		18.450' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 2V		---- --X- ---- ----V		40.410' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 3V		---- ---- -X-- ----V		40.450' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 4V		---- ---- --X- ----V		40.500' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 5V		---- ---- --X- ----V		22.010' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 6V		---- ---- ---X ----V		25.790' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 7V		---- ---- ---- --X-V		25.760' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 8V		---- ---- ---- ---XV		25.630' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0130SV	0190EV	019V LV 9V		---- ---- ---- ---XV		12.360' IMPERIALV	EL CENTRO FIELD OFFICEV 21000000V
27V	0030SV	0200EV	021V 3V 01V		E2SESE;V		20.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0030SV	0200EV	022V UV		---- ---- --X- ----V		40.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0030SV	0200EV	027V UV		---- -X-- ---- ----V		40.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0030SV	0200EV	028V 3V 01V		E2NENE;V		20.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0050SV	0200EV	017V UV		--XX ---- ---- XX--V		160.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	004V LV 2V 03V		---- X--- ---- ----V		39.440' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	004V LV 2V 04V		---- -X-- ---- ----V		39.560' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	005V LV 2V 01V		X--- ---- ---- ----V		39.710' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	005V LV 2V 02V		-X-- ---- ---- ----V		39.890' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	022V AV		---X ---- ---- ----V		40.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	022V UV		X--- ---- ---- ----V		42.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	023V UV		XXXX XXXX ---- ----V		326.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0060SV	0200EV	024V UV		XXXX XXXX ---- ----V		317.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0080SV	0200EV	009V UV		XXXX X--X X--X XXXXV		480.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0080SV	0200EV	020V UV		XXXX ---- ---- XXXXV		320.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0080SV	0200EV	021V UV		---- XXXX XXXX ----V		320.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0080SV	0200EV	028V UV		---- XXXX XXXX ----V		320.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V
27V	0080SV	0200EV	029V UV		XXXX X--X X--X XXXXV		480.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV 21000000V

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**Case Type 246100: CL-MULT USE MGT**

**Serial Number**  
**CARI-- - 000702--04**

27V 0080SV 0200EV 032V UV	XXXX X--X ---- ----V	240.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0080SV 0200EV 033V UV	---- -XX- ---- ----V	80.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0090SV 0200EV 003V UV	---- ---- --XX --XXV	160.000' IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V
27V 0090SV 0200EV 010V UV	XXXX XXXX ---- ----V	320.000' IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V
27V 0100SV 0200EV 022V 9V	ENTIRE SECTIONV	640.000' IMPERIALV	EL CENTRO FIELD OFFICEV	21000000V
27V 0060SV 0210EV 018V LV 14V	---- ---- --X- ----V	40.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0070SV 0210EV 030V AV	X--- ---- ---- ----V	40.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0070SV 0210EV 030V BV 01V	E2NWNE;V	20.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0070SV 0210EV 030V BV 02V	NESWNE;V	10.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0070SV 0210EV 030V BV 03V	N2SENE;V	20.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0040SV 0220EV 009V 3V 01V	SENESEW;V	10.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0040SV 0220EV 009V 3V 02V	NESESEW;V	10.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0040SV 0220EV 009V 3V 03V	S2NWSE;V	20.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
27V 0040SV 0220EV 009V 3V 04V	N2SWSE;V	20.000' RIVERSIDEV	PALM SPRINGS/S COAST FLDV	21000000V
		12,834.970'		

Document Category	Doc ID	Geographic Name
BLM ORDERV	12131967V	V

Agency	Agency Text
21000000V	BUREAU OF LAND MGMTV

US Rights Cd	US Rights Txt	Exception
V	V	V

Data Element No 1	Supplemental Data 1	Data Element 2	Supplemental Data 2
2520V MIN_SEGRV	LOCV LOCATABLE MINERALSV	V	V
2537V NUM_TYPEV	FRNV FED REGISTER PUB NOV	2536V NUM_DESIGV	32FR17863V
2571V SURF_SEGRV	AGRV CLOSED TO AGRI LAWSV	V	V
2571V SURF_SEGRV	SALV CLOSED - SALESV	V	V

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**01 09-19-1964;078STAT0986;43USC1411-1418**  
**Case Type 246100: CL-MULT USE MGT**

**Serial Number**  
**CARI-- - 000702--04**

Act Date	Act Code	Action Txt	Action Remarks
12/13/1967V	317V	ORDER ISSUEDV	V

Name	Address	City State Zip	Interest Relationship	% Interest
BLMV		DC	HOLDING AGENCYV	0.0000000

Line Nr	Remarks
0001V	KEY 5S12EV
0057V	T6SR20E SEC 24 EXCLUDING MS 6400 BV

**CDI Details**

CDI Doc ID: 1266250 Document Type: Act Of Congress Admin State: California Geographic State: California

**Names On Document**

Title	Name
Holding Agency	Bia

**Miscellaneous Information**

Geographic Name: Yuma Indian  
 Authority: Wdl-Indian Reservation [March 3, 1905] (033 Stat. 1070)  
 BLM Serial Nr: CACAAA 161647 01  
 Metes/Bounds: No  
 LR-2000 Doc ID: 08151894  
 Counties: Imperial

**U.S. Commodities**

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**Document Activities**

Activity Type	Date	Comments
Order Issued	8/15/1894	

**Land Descriptions**

State	Meridian	Twp - Rng	Section	Aliquots	Survey #	Survey Type	County
CA	Gila-Salt River Mer	015.0S - 021.0E					Imperial
CA	Gila-Salt River Mer	008.0S - 022.0W	005	ENTIRE SECTION		UNSU	Imperial
CA	Gila-Salt River Mer	008.0S - 022.0W	006	N½NE SENE SESE		WATR	Imperial
CA	Gila-Salt River Mer	008.0S - 022.0W	007	S½NE NENE		WATR	Imperial
CA	Gila-Salt River Mer	008.0S - 022.0W	008			ALL	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	N½NW	6	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	NWNW	7	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	NENW	8	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	NWNE	9	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	NENE	10	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	S½ S½N½		ALIQ	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	001	N½N½		WATR	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	NENE	6	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	NENE	7	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	SENE	8	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	N½SE	9	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	S½SE	10	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	E½NE W½SE		WATR	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	002	E½		UNSU	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	011	N½NE	5	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	011	S½NE	6	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	011	N½SE	7	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	011	S½SE	8	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	011	W½E½		WATR	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	011	E½		UNSU	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	012			ALL	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	014	E½NE	1	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	014	SWNE SENE	2	LOTS	Imperial
CA	Gila-Salt River Mer	008.0S - 023.0W	014	S½NE		WATR	Imperial

				NENE NWNE			
CA	Gila-Salt River Mer	008.0S - 023.0W	014			UNSU	Imperial
CA	San Bernardino Mer	015.0S - 021.0E	025			ALL	Imperial
CA	San Bernardino Mer	015.0S - 021.0E	026			ALL	Imperial
CA	San Bernardino Mer	015.0S - 021.0E	035			ALL	Imperial
CA	San Bernardino Mer	015.0S - 021.0E	036			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	001			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	002			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	011			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	012			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	013			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	014			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	023			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	024			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	025			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	026			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	035			ALL	Imperial
CA	San Bernardino Mer	016.0S - 021.0E	036			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	025			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	026			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	027			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	028			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	029			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	030			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	031			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	032			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	033			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	034			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	035			ALL	Imperial
CA	San Bernardino Mer	015.0S - 022.0E	036			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	001			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	001			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	002			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	002			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	003			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	003			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	004			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	004			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	005			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	005			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	006			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	006			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	007			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	007			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	008			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	008			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	009			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	009			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	010			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	010			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	011			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	011			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	012			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	012			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	013			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	013			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	014			ALL	Imperial

CA	San Bernardino Mer	016.0S - 022.0E	014			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	015			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	015			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	016			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	016			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	017			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	017			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	018			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	018			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	019			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	019			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	020			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	020			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	021			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	021			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	022			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	022			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	023			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	023			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	024	N $\frac{1}{2}$ SE E $\frac{1}{2}$ SW		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	024	N $\frac{1}{2}$ SE E $\frac{1}{2}$ SW		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	024			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	024			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	025			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	025			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	025	N $\frac{1}{2}$ NWSW		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	025	N $\frac{1}{2}$ NWSW		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SWSW	3	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SWSW	3	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SESW	4	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SESW	4	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	N $\frac{1}{2}$ N $\frac{1}{2}$ SW W $\frac{1}{2}$ SE		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	N $\frac{1}{2}$ N $\frac{1}{2}$ SW W $\frac{1}{2}$ SE		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SWNE	1	TR	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SWNE	1	TR	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SWNE	2	TR	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	026	SWNE	2	TR	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	027			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	027			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	SWNW	7	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	SWNW	8	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	NESW	9	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	NWSE	10	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	NESE	11	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	E $\frac{1}{2}$ SE	16	LOTS	Imperial

CA	San Bernardino Mer	016.0S - 022.0E	028	W½SE	17	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	E½SW	18	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	NWSW	19	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028			RSDL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	028	NE N½NW SEW		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	029			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	029			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	030			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	030			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	035			ALL	Imperial
CA	San Bernardino Mer	016.0S - 022.0E	035			ALL	Imperial
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CA	San Bernardino Mer	016.0S - 022.0E	036			RSDL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	NESW	12	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	NWSW	13	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	SWSW	14	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	NENE	17	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	SWNE	18	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	SENE	19	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	NESE	20	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	NWSE	21	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	SESW	22	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	S½SE	23	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	E½SE		PROT	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	025	NWNE NW		ALIQ	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	026			ALL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	NESW	1	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	NWSW	2	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	N½SW	3	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	SWSE	4	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	SESE	5	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	SESE	6	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	SWSE	7	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	SWSE	8	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	SESE	9	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	NE S½NW NENW N½SE		ALIQ	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027			RSDL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027		01	MNR	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027	S½S½SW	01	RSDL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	027		02	MNR	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	028			ALL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	029			ALL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	030			ALL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	031			ALL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032	NENE	1	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032		2	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032	SEW	3	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032	SEW	4	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032	NWNE	5	LOTS	Imperial

CA	San Bernardino Mer	015.0S - 023.0E	032	NENE	6	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032	NWNE	7	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032	SENW	8	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032		9	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032			ALIQ	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	032			RSDL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	033		1	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	033		2	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	033	NWNW	3	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	033	N½NE SENE W½NW SENW SW N½SE SW		ALIQ	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	033			RSDL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	034			ALL	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	NWNE NENW	8	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	NWNE NENW	9	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SWNE SENW	10	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SWNE	11	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	N½SW	13	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	N½SW	14	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	NENE	17	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SENE NESE	21	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	N½SE	22	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SESW	23	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SWSE	24	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SWSW	6A	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SWSW	6B	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	035	SENE N½SE SWSE		UNSU	Imperial
CA	San Bernardino Mer	015.0S - 023.0E	036			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	002			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	003			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	004			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	005			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	006			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	007			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	008			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	009			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	010			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	014			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	NWNE	6	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SWNE SENW	7	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SWNW	8	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	NWSW	18	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SWSW	19	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	NWNE	20	LOTS	Imperial



CA	San Bernardino Mer	016.0S - 023.0E	015	SWNE S½NW N½SW	21	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	W½NE S½NW N½SW	22	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SWNE	23	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SENE	24	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SWNW	25	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	N½NE	26	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SENE	27	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	NESE	28	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	SWNW W½SW		UNSU	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	015	N½NW SESW W½SE SESE		ALIQ	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	016			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	017			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	018			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	019			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	020			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	021	SENE	2	LOTS	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	021	N½ N½S½		UNSU	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	022			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	023			ALL	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	029	N½NE NWNW		PROT	Imperial
CA	San Bernardino Mer	016.0S - 023.0E	030			ALL	Imperial
CA	San Bernardino Mer	015.0S - 024.0E	031	NWNE NENW	17	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 024.0E	031	W½NE SENE	18	LOTS	Imperial
CA	San Bernardino Mer	015.0S - 024.0E	031	SWNE NW N½SW SWSW NWSE		PROT	Imperial

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10062]  
**Date:** Tuesday, October 25, 2016 11:45:24 AM

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Thank you for your input, Ashley Hall.

The comment tracking number that has been assigned to your comment is **10062**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 25, 2016 11:45:14 CDT

**First Name:** Ashley

**Last Name:** Hall

**Email:**

**Are you submitting input on the behalf of an organization?** Yes

**Organization:** Old Spanish Trail Association - NV

**Topics**

Corridor alignment and spacing

Appropriate and acceptable uses

Acoustics

Cultural resources

Ecological resources

Lands with wilderness characteristics

Public access and recreation

Soils/erosion

Specially designated areas

Visual resources

**Geographic Area**

Region 1 > All Region 1 corridors

**Input**

[Blank]

**Attachments**

NV OSTA Letter to BLM-NV & Proj 10.24.16.docx

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)



# OLD SPANISH TRAIL ASSOCIATION

[www.oldspanishtrail.org](http://www.oldspanishtrail.org)

October 24, 2016

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Mr. Stan Plum  
Las Vegas Field Office  
Bureau of Land Management  
Las Vegas, NV

Dear Mr. Plum:

We are aware that the public comment period for the proposed Energy Corridor through Southern Nevada closes on October 24, 2016. We apologize for not accomplishing the compilation of our comments and submission of such by an earlier date; however, we hope that our comments will be accepted and considered at this time.

In "recognition of . . . contributions" that "private, nonprofit trail groups have made to the development and maintenance of the Nation's trails", including the Old Spanish Trail Association (OSTA), the National Trails System Act (NTSA) specifically states "it is further the purpose of this Act to encourage and assist volunteer citizen involvement [by reference including such groups as OSTA] in the **planning**, development, maintenance, **and management**, where appropriate, of trails" (emphasis added) (16 U.S.C. §1241(c)). Clearly, the NTSA directed significant importance to involvement of trail organizations, including the OSTA, in any planning and management for - specifically, in this instance - the OSNHT. Furthermore, the OSTA, and its assistance in contributing to the administration and management of the OSNHT is officially acknowledged, and supported by and through, a long standing cooperative agreement and yearly task agreements with the OSNHT Co-Administrator, the National Park Service (NPS), and in addition, through explicit project agreements and implicit acknowledgement in its dealings with the other Co-Administrator, the Bureau of Land Management (BLM). Therefore, we emphasize the importance of special attention by the Department of the Interior, and its Co-Administrators of the OSNHT (the NPS and the BLM) to the following comments on potential impacts to the OSNHT related to the current BLM undertaking.

Both OSNHT resources and values enumerated in the NTSA must be considered under National Environmental Policy Act analysis. In addition, OSNHT resources must be considered under National Historic Preservation Act, §106 analysis. The OSNHT was statutorily authorized as a National Historic Trail to be administered and managed pursuant to the NTSA by enabling legislation congressionally passed and executed in 2002 (see Pub. L. No. 107-325 & 16 U.S.C. 1244(a)(23)). The OSNHT designated routes were established at the time "as generally depicted on the maps numbered 1 - 9 as contained in th-2--2--2-e report entitled 'Old Spanish Trail National Historic Trail Feasibility Study,' dated July 2001" . 16 U.S.C. 1244(a)(23)(A). The entirety of those routes was continuously included as part of the OSNHT based on the whole Trail meeting the NTSA historic criteria for said route(s) as assessed in the feasibility study.

*John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741  
Phone: 435-689-1620 E-Mail: [ostamgr@gmail.com](mailto:ostamgr@gmail.com)*

The OSNHT, on federal lands in the vicinity of the subject undertaking is, therefore, established as a "Federal protection component" of the OSNHT pursuant to NTSA. See 16 U.S.C. §1242(a)(3). Consequently, federal land management agencies, such as the BLM, are obligated to protect the resources and values of the OSNHT, as described in NTSA for said sections of the Trail.

The resources and values protected on Federal protection components of NHTs include: "protection of the historic route and its historic remnants and artifacts for public use and enjoyment" (see 16 U.S.C. §1242(a)(3)). NHT values to be protected are further described in the introduction to the NTSA which states: "In order to provide for the ever-increasing outdoor recreation needs of an expanding population **and in order to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation** . . . . 16 U.S.C. §1241(a)(emphasis added). NTSA also limits allowable uses on federal lands along NHTs (Federal protection components") to "campsites, shelters, and related-public-use facilities" and "[o]ther uses which will not substantially interfere with the nature and purposes of the trail . . . permitted by the Secretary charged with the administration of the trail." 16 U.S.C. 1246(c).

Observations:

The Old Spanish Trail Association is very concerned with the standing proposal which is not an appropriate and acceptable use according to existing law.

First, a National Historic Trail, as established by Congress in 2002, is intended to take the visitor back in time to the period of its establishment and use. Whenever possible, modern intrusions which impact that goal are to be avoided. Pipelines, transmission lines, roads and other physical intrusions are perhaps the most visible public projects that fall into this category.

Second, proposed corridor 224-225 as an energy corridor would directly affect the earliest route of the Old Spanish Trail – The Armijo Route of 1829-1830. Armijo passed through the Las Vegas Valley, crossed the Black Mountains to Hidden Valley and Jean Dry Lake, then headed up today's Goodsprings Valley to its plentiful spring. He next headed over the Spring Mountains to Sandy Valley, to Emigrant Pass, and on into Southern California.

In conclusion, at a minimum, OSTA recommends BLM's complete analysis of NTSA OSNHT values under its NEPA analysis of its undertaking, including "high quality recreation experience," opportunities "to vicariously share the experience of the original users of a historic route," opportunities "to interpret the historic significance of the trail during the period of its major use," "historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion," and opportunities for "enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation" acknowledged by Congress in its authorization of the Trail. And, that BLM comprehensively assess the potential impact of its undertaking pursuant to NHPA, §106, on the OSNHT and its specific sites as eligible for listing on the National Register.

Thank you for your consideration and we look forward to further consultation on these proposed actions. Association Manager, John Hiscock (info. below) will be our contact on this matter.

Sincerely,

*Ashley J. Hall*  
Ashley Hall, President  
OSTA  
President

*Nicole Marie Dominguez*  
Nicole Marie Dominguez, President  
NV Chapter – OSTA

*Dr. Liz Warren*  
Dr. Liz Warren, Vice President  
NV Chapter - Vice

CC: John Hiscock, OSTA Manager

*John W. Hiscock, Association Manager P.O Box 324 Kanab, UT 84741*  
*Phone: 435-689-1620 E-Mail: ostamgr@gmail.com*

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10063]  
**Date:** Tuesday, October 25, 2016 12:13:25 PM

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Thank you for your input, Helen Mortenson.

The comment tracking number that has been assigned to your comment is **10063**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 25, 2016 12:13:13 CDT

**First Name:** Helen  
**Last Name:** Mortenson  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** Citizens for Active Management

**Topics**

Corridor alignment and spacing  
Appropriate and acceptable uses  
Cultural resources  
Paleontology  
Tribal concerns

**Geographic Area**

Region 1 > Specific Region 1 corridors

39-231 [8, 10]

**Input**

This form is being submitted by BLM for Ms. Mortenson who doesn't have a computer or email

**Attachments**

368\_corridor\_Mortenson.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)

### Section 368 Energy Corridor Regional Reviews

### Stakeholder Input Form – Region 1

#### Contact Information

Name HELEN MORTENSON

Email Address HELENMORTENSON@EARTHLINK.NET

Organization, if applicable CAM (CITIZENS FOR ACTIVE MANAGEMENT FRENCHMAN SUNRISE MT. AREA)

#### Geographic Scope

- Region 1
- General

If Region 1, please list the specific corridor CORRIDOR 39-231  
(Check 'Region 1' and list 'new corridor' above if you are recommending a new corridor in Region 1)

#### Topics—Choose one or more topics to which your input applies.

##### Energy Planning Concerns and Opportunities

- New corridor recommendation
- Appropriate and acceptable uses
- WWEC Purpose (e.g., renewable energy)
- Physical barrier
- Jurisdictional concern
- Corridor alignment and spacing
- Transmission capacity

##### Land Management Responsibilities and Environmental Concerns

- Acoustics
- Air quality
- Climate change
- Cultural resources
- Ecological resources
- Environmental Justice
- Hydrological resources
- Lands and Realty
- Lands with wilderness characteristics
- Interagency Operating Procedures
- Livestock Grazing
- Paleontology
- Public Access and Recreation
- Socioeconomics
- Soils/erosion
- Specially designated areas
- Tribal concerns
- Visual resources
- Wild horses and burros
- seismic activity

#### Input—Write your input in the space below, and continue on reverse side, as needed.

CORRIDOR 39-231 HAS A PINCH POINT OF 500'. THIS IS BETWEEN GYPSUM CAVE (WEST) PAPCO GYPSUM PLANT (EAST) THIS 500' IS TOO SMALL FOR ELECTRICITY AND A UTILITY PIPELINE.

FRENCHMAN, SUNRISE MT. AREA HAS LOTS OF FAULTS CREATING FREQUENT SEISMIC ACTIVITY, THAT COULD RUPTURE THE PIPELINE, CAUSING AN EXPLOSION. THAT EXPLOSION COULD COLLAPSE GYPSUM CAVE, (A NATIONAL HISTORIC REGISTERED SITE) - POTENTIALLY KILLING NATIVE AMERICANS USING THE CAVE FOR THEIR SALT SONGS.

**From:** [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)  
**To:**  
**Subject:** Section 368 Stakeholder Input [10064]  
**Date:** Thursday, October 27, 2016 1:49:36 PM

---

Thank you for your input, Emma Schoppe .

The comment tracking number that has been assigned to your comment is **10064**. Please refer to the comment tracking number in all correspondence relating to this comment.

**Comment Date:** October 27, 2016 13:49:23 CDT

**First Name:** Emma  
**Last Name:** Schoppe  
**Email:**

**Are you submitting input on the behalf of an organization?** Yes  
**Organization:** County of San Diego

#### **Topics**

Jurisdictional concern  
Ecological resources  
Public access and recreation  
Visual resources

#### **Geographic Area**

Region 1 > All Region 1 corridors

#### **Input**

The County of San Diego (County) has reviewed the West-Wide Energy Corridor – Region 1, and appreciates this opportunity to provide input. The County has completed their review and has the following comments regarding the proposed project.

Corridor 115-238 of the Section 368 Energy Corridor generally extends east-west along Interstate 8 (I-8) and is depicted in the mapping tool provided as likely to impact two San Diego County Parks: Mountain Springs Park and In-Ko-Pah Park (See Attachment 1). Implementation of the corridor through this area would impact visual and biological resources in these San Diego County Parks. County of San Diego Department of Parks and Recreation recommends these impacts be avoided and future land use plans analyze alternatives to crossing the two parks with the Energy Corridor.

The County looks forward to receiving future documents and/or notices related to this project and providing additional assistance at your request. If you have any questions regarding these comments, please contact Emma Schoppe, Land Use/Environmental Planner at (858) 495-5437, or via email at [Emma.Schoppe@sdcounty.ca.gov](mailto:Emma.Schoppe@sdcounty.ca.gov).

#### **Attachments**

2016-10 Section Corridor 368.pdf

Questions? Contact us at: [corridoreiswebmaster@anl.gov](mailto:corridoreiswebmaster@anl.gov)





# County of San Diego

**MARK WARDLAW**  
DIRECTOR  
PHONE (858) 694-2962  
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES  
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123  
[www.sdcounty.ca.gov/pds](http://www.sdcounty.ca.gov/pds)

**DARREN GRETLER**  
ASSISTANT DIRECTOR  
PHONE (858) 694-2962  
FAX (858) 694-2555

October 27, 2016

Jim Gazewood  
Bureau of Land Management

Via email to [blm\\_wo\\_368corridors@blm.gov](mailto:blm_wo_368corridors@blm.gov) and webpage submittal at  
<http://corridoreis.anl.gov/involve/stakeholder-input/>

## WEST WIDE ENERGY CORRIDORS

Dear Mr. Gazewood,

The County of San Diego (County) has reviewed the West-Wide Energy Corridor – Region 1, and appreciates this opportunity to provide input. The County has completed their review and has the following comments regarding the proposed project.

Corridor 115-238 of the Section 368 Energy Corridor generally extends east-west along Interstate 8 (I-8) and is depicted in the mapping tool provided as likely to impact two San Diego County Parks: Mountain Springs Park and In-Ko-Pah Park (See Attachment 1). Implementation of the corridor through this area would impact visual and biological resources in these San Diego County Parks. County of San Diego Department of Parks and Recreation recommends these impacts be avoided and future land use plans analyze alternatives to crossing the two parks with the Energy Corridor.

The County looks forward to receiving future documents and/or notices related to this project and providing additional assistance at your request. If you have any questions regarding these comments, please contact Emma Schoppe, Land Use/Environmental Planner at (858) 495-5437, or via email at [Emma.Schoppe@sdcounty.ca.gov](mailto:Emma.Schoppe@sdcounty.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Joe Farace".

Joe Farace, Group Program Manager  
Advance Planning Division  
Planning & Development Services

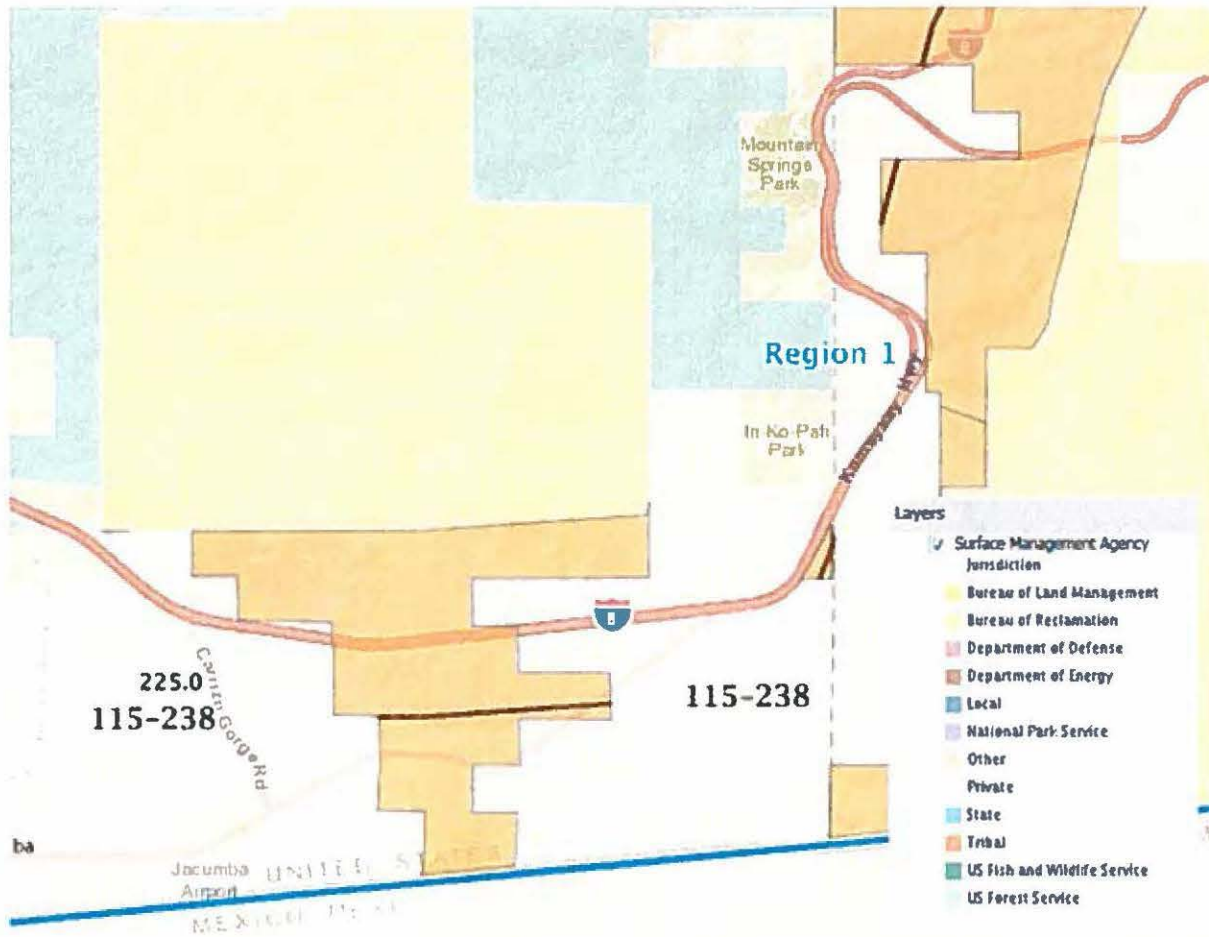
**Mr. Gazewood**  
**October 18, 2016**  
**Page 2 of 3**

**Email cc:**

**Michael De La Rosa, Policy Advisor, Board of Supervisors, District 1**  
**Adam Wilson, Policy Advisor, Board of Supervisors, District 2**  
**Keith Corry, Policy Advisor, Board of Supervisors, District 3**  
**Melanie Wilson, Board of Supervisors, District 4**  
**Chris Livoni, Policy Advisor, Board of Supervisors, District 5**  
**Vincent Kattoula, CAO Staff Officer, LUEG**  
**Laurel Lees, Planning Manager, PDS**  
**Emma Schoppe, Land Use/Environmental Planner, PDS**  
**Marcus Lubich, Park Project Manager, DPR**

Mr. Gazewood  
October 18, 2016  
Page 3 of 3

**Attachment 1: Corridor 115-238 at Counties of San Diego and Imperial Border**



(Source: Section 368 Energy Corridor Mapping Tool, <http://bogi.evs.anl.gov/section368/portal/>, retrieved: October 25, 2016)



SOUTHERN NEVADA WATER AUTHORITY

100 City Parkway, Suite 700 • Las Vegas, NV 89106  
MAILING ADDRESS: P.O. Box 99956 • Las Vegas, NV 89193-9956  
(702) 862-3400 • snwa.com

Electronically sent to [gsmale@blm.gov](mailto:gsmale@blm.gov) on October 24, 2016

October 24, 2016

West-Wide Energy Corridor Regional Reviews (Region 1)

Attn: Georgeann Smale  
Bureau of Land Management  
20 M Street, SE, Room 2134LM  
Washington, DC 20003

Dear Ms. Smale:

SUBJECT: SECTION 368 WEST-WIDE ENERGY CORRIDOR REGIONAL REVIEWS – REGION 1  
PUBLIC COMMENTS

Southern Nevada Water Authority (SNWA) appreciates the opportunity to provide recommendations for corridor modifications regarding the Section 368 West-wide Energy Corridor (WWEC) Regional Reviews for Region 1. SNWA is a political subdivision of the State of Nevada and is responsible for managing the regional water resources of southern Nevada. SNWA is also a member of the Silver State Energy Association (SSEA), a joint-powers association made up of the City of Boulder City, Lincoln County Power District No. 1, Overton Power District No. 5, and the Colorado River Commission of Nevada. SNWA and SSEA have authorized rights-of-way (ROW) within and adjacent to the existing WWEC alignment (N-78803 and N-86357, respectively). Design and siting decisions for these ROWs were based on the analysis of construction specifications for a water pipeline and transmission lines, site-specific topography, and proximity to major roads, highways, sensitive resources, sensitive land designations, existing ROWs, existing utilities, and tribal and private lands. Since these criteria are similar to the WWEC siting principles, we are sharing our alignments as they may help the Bureau of Land Management (BLM) and joint agencies determine where to modify or retain the corridor.

Please find enclosed maps and shapefiles showing the SNWA and SSEA-granted ROW alignments within the WWEC Region 1. Highlighted on the maps are the areas where the ROWs diverge from the WWEC due to technical constraints. The BLM and joint agencies may consider modifying the WWEC in these areas to accommodate for the technical constraints, which other energy alignments will also face, and to minimize land disturbance. The shapefiles included on the compact-disc show the SNWA and SSEA ROW alignments.

SNWA appreciates the opportunity to provide recommendations for corridor modifications for Region 1. Please continue to keep SNWA informed of the status of the review. If you have any questions regarding these comments or need additional information, please contact me at (702) 862-3457 or [kimberly.reinhart@snwa.com](mailto:kimberly.reinhart@snwa.com).

Sincerely,

A handwritten signature in blue ink that reads "Kimberly Reinhart".

Kimberly Reinhart  
Senior Environmental Planner

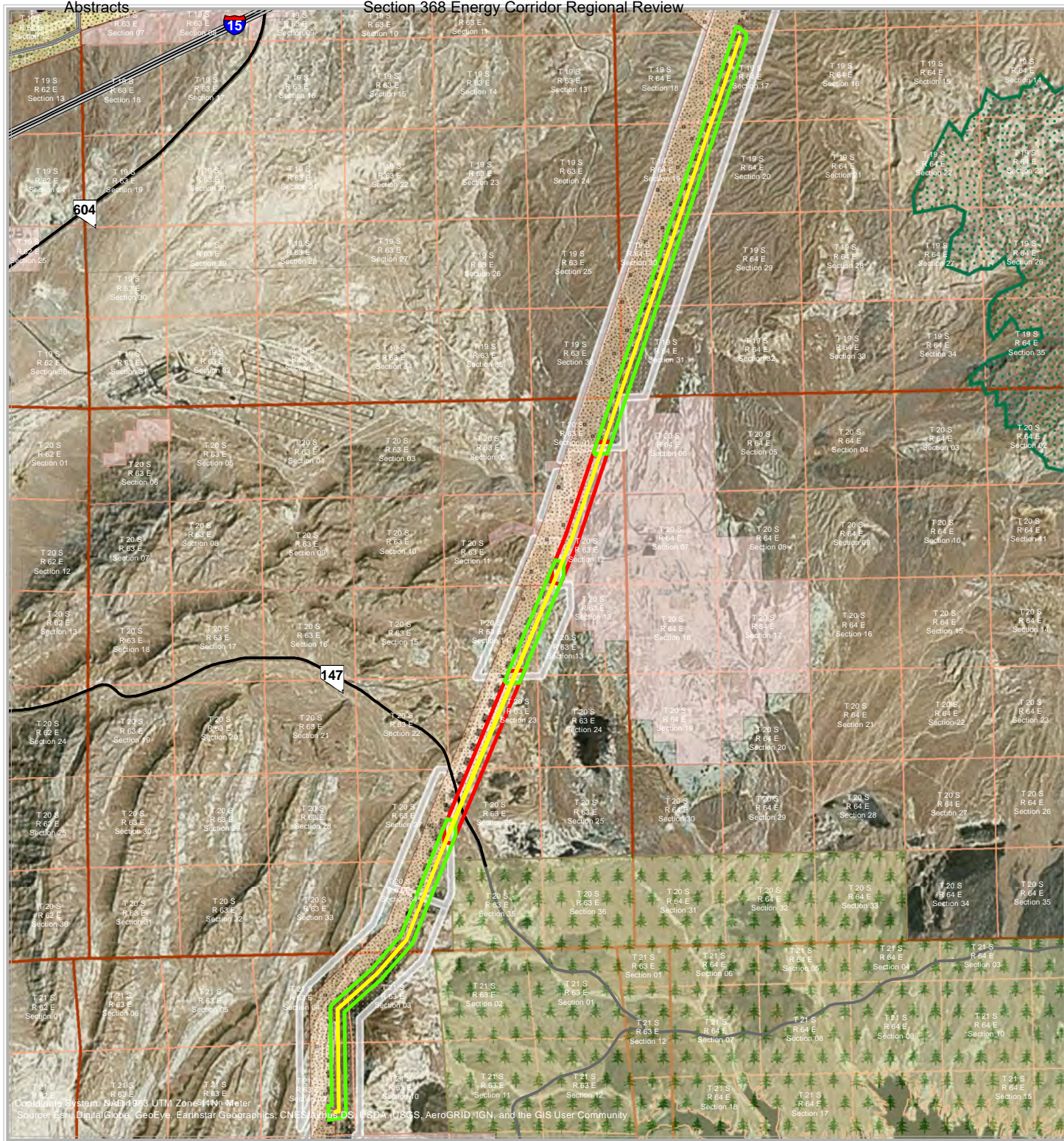
Cc: Scott Krantz, SSEA Manager

Enclosures

# MAPS

Region 1: Stakeholder Input -

Section 368 Energy Corridor Regional Review



## Western Wide Energy Corridor - Region 1

### West Wide Energy Corridor

- Energy Corridor Centerline
- ▭ Corridor
- ▭ BLM Utility Corridor
- ▭ L.C.C.R.D.A. Half Mile Corridor

### Land Ownership

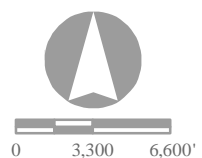
- ▭ BLM
- ▭ National Park Service
- ▭ Private
- ▭ Wilderness Areas - Designated (BLM)

### Granted Right-of-Ways

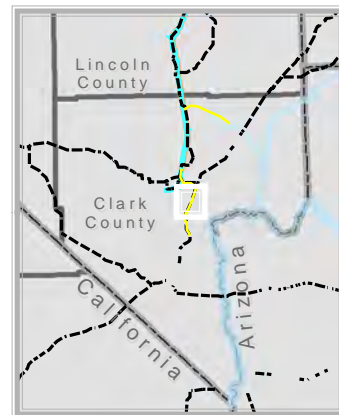
- ▭ Granted Transmission ROW N-86357

### SNWA Recommendation

- ▭ Modification to W.W.E.C. Recommended
- ▭ No Modification to W.W.E.C. Recommended

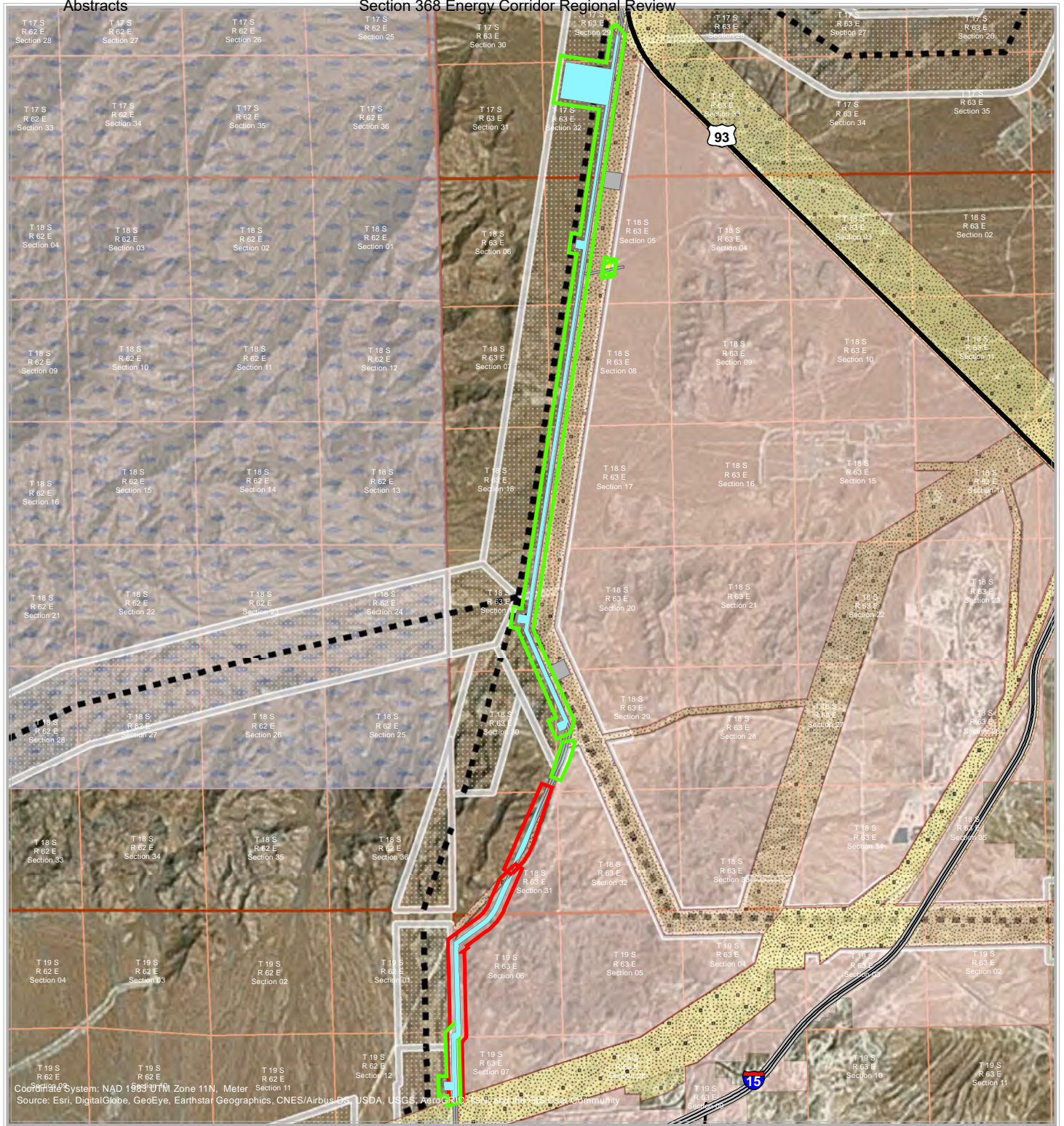


The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.



Region 1: Stakeholder Input - Abstracts

Section 368 Energy Corridor Regional Review



## Western Wide Energy Corridor - Region 1

### West Wide Energy Corridor

- Energy Corridor Centerline
- ▭ Corridor
- ▨ BLM Utility Corridor
- ▩ L.C.C.R.D.A. Half Mile Corridor

### Land Ownership

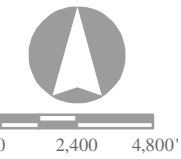
- BLM
- ▨ USFW
- ▩ Private

### Granted Right-of-Ways

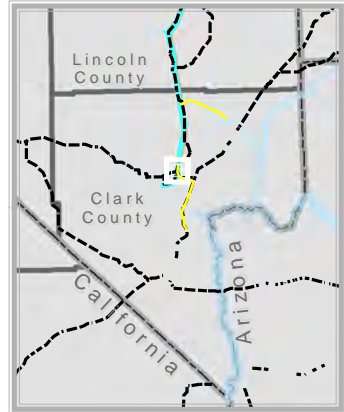
- ▨ Granted Water Pipeline/Transmission ROW N-78803
- ▩ Granted Transmission ROW N-86357

### SNWA Recommendation

- ▨ Modification to W.W.E.C. Recommended
- ▩ No Modification to W.W.E.C. Recommended



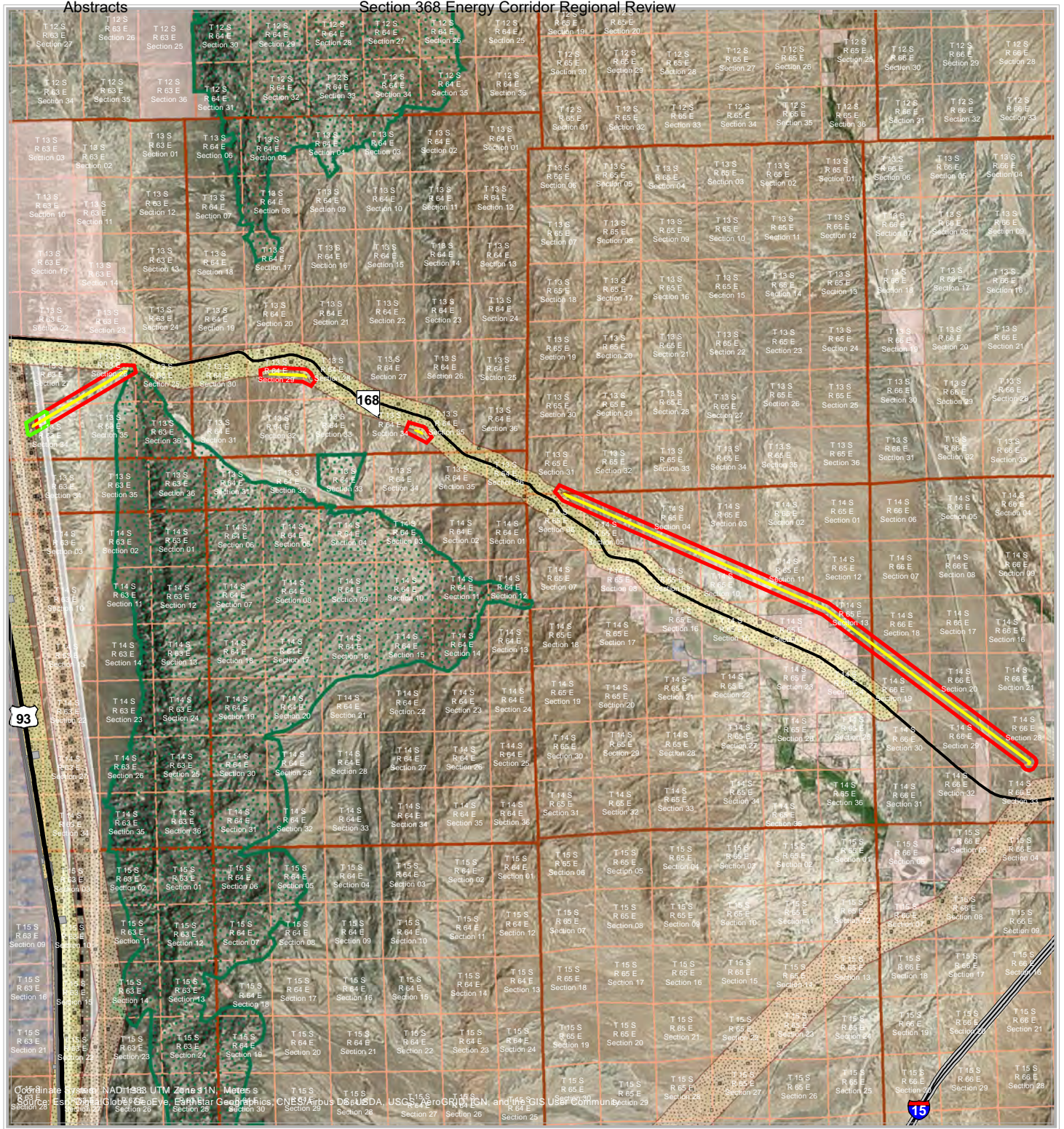
The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.



Region 1: Stakeholder Input -

Abstracts

Section 368 Energy Corridor Regional Review



## Western Wide Energy Corridor - Region 1

### West Wide Energy Corridor

- Energy Corridor Centerline
- ▭ Corridor
- ▨ BLM Utility Corridor
- ▨ L.C.C.R.D.A. Half Mile Corridor

### Land Ownership

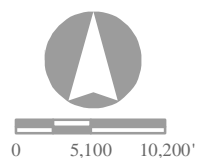
- ▭ BLM
- ▭ USFW
- ▭ Private
- ▭ Wilderness Areas - Designated (BLM)

### Granted Right-of-Ways

- ▭ Granted Transmission ROW N-86357

### SNWA Recommendation

- ▭ Modification to W.W.E.C. Recommended
- ▭ No Modification to W.W.E.C. Recommended



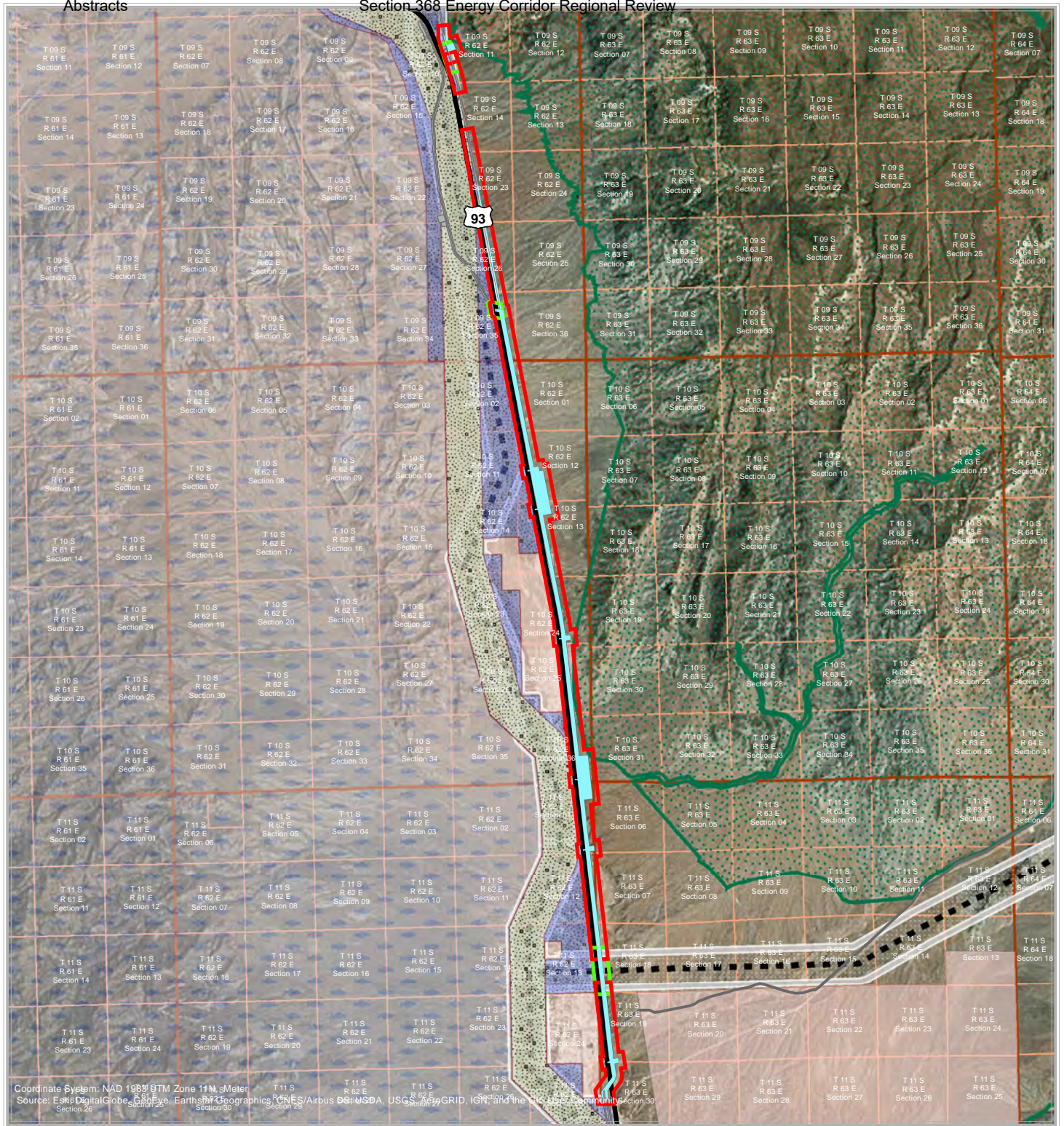
The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.





Region 1: Stakeholder Input - Abstracts

Section 368 Energy Corridor Regional Review



## Western Wide Energy Corridor - Region 1

### West Wide Energy Corridor

- Energy Corridor Centerline
- ▭ Corridor
- ▭ L.C.C.R.D.A. Half Mile Corridor
- ▭ Southwest Intertie Project (SWIP) Corridor

### Land Ownership

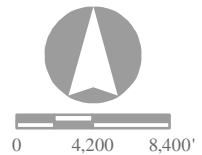
- ▭ BLM
- ▭ USFW
- ▭ Private
- ▭ Wilderness Areas - Designated (BLM)

### Granted Right-of-Ways

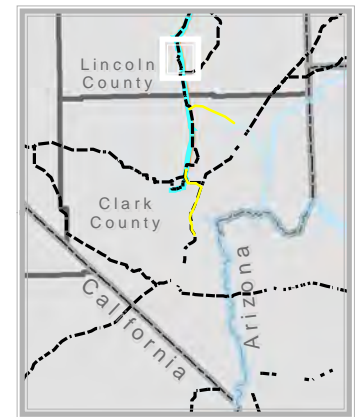
- ▭ Granted Water Pipeline/Transmission ROW N-78803

### SNWA Recommendation

- ▭ Modification to W.W.E.C. Recommended
- ▭ No Modification to W.W.E.C. Recommended



The information depicted on this map represents data collected from various sources by the Southern Nevada Water Authority and is intended for planning purposes only.





**National Headquarters**

1130 17th Street, N.W. | Washington, D.C. 20036-4604 | tel 202.682.9400 | fax 202.682.1331  
[www.defenders.org](http://www.defenders.org)

October 21, 2016

Stephen Fusilier  
Division of Lands, Realty and Cadastral Survey  
Bureau of Land Management  
20 M Street, S.E.  
Washington, DC 20003

*Sent via email to:* [sfusilie@blm.gov](mailto:sfusilie@blm.gov)

cc: [blm\\_wo\\_368corridors@blm.gov](mailto:blm_wo_368corridors@blm.gov); [Region1Corridors@anl.gov](mailto:Region1Corridors@anl.gov)

**Re: Comments on Section 368 Energy Corridors Periodic Review for Region 1**

Dear Mr. Fusilier:

Defenders of Wildlife (“Defenders”) believes that the West-Wide Energy Corridors (“WWECs”) provide BLM a significant opportunity to apply a directed development, smart from the start approach to transmission planning to further both its clean energy and wildlife objectives for public lands. BLM’s implementation of the solar energy program and master leasing plans for oil and gas have shown that a smart from the start approach can be incredibly effective at inducing development in the right places to minimize conflict while providing for an efficient permit review process. This WWEC regional review process provides BLM a tremendous opportunity to ensure the long-term success of BLM’s Solar Energy Program, and the forthcoming Wind and Solar Leasing Rule, by identifying recommended changes and additions to the existing corridors to incentivize transmission to low-conflict zones. Without transmission, many of the zones that BLM worked so hard to identify and designate in the Solar Energy Program PEIS will fail to attract development interest. Indeed, BLM delineated Region 1 for this review largely due to the high demand and interest in renewable energy development.

We have serious concerns that the process BLM has laid out for its Region 1 review will not remedy any of the deficiencies in the original corridor designations and, in turn, will fail to provide any real value to BLM or other stakeholders. Recent attempts to site transmission lines using a project by project approach show the challenges of siting transmission.

Defenders appreciates BLM initiating the periodic review process and providing opportunities for public participation, but is concerned that the review process thus far indicates that BLM has failed to meet its obligations under the 2013 Memorandum of Understanding (“MOU”)<sup>1</sup> and Settlement Agreement to consider avoidance of environmentally sensitive areas. Defenders is also concerned that BLM may not satisfy its obligations under the Endangered Species Act (“ESA”).

At present, BLM’s periodic review process has yet to comply with the requirements set forth under the MOU, and pursuant to the 2012 Settlement Agreement<sup>2</sup> that engendered the MOU, which expressly mandate that BLM consider several specific principles in undertaking the review process. BLM’s responses to the environmental concerns raised by Defenders of Wildlife and others with respect to specific corridor locations do not provide any science or fact-based analysis to demonstrate that BLM has evaluated whether the corridor locations minimize impact to the environment by avoiding environmentally sensitive areas to the maximum extent practicable, which is one of the principles that must be considered. Instead, BLM’s responses uniformly presume that future project-level analysis and future ESA consultation for individual right-of way (“ROW”) applications within the corridor will demonstrate that the environmental impacts have been minimized and mitigated, and do not cause jeopardy. This approach does not comport with the requirement to consider whether the corridor *locations* minimize impacts, and therefore arbitrarily and capriciously ignores the MOU governing the review process. Moreover, this approach fails to examine the cumulative impacts of inducing transmission or pipeline development in multiple corridors that affect the same species or the same resource. Furthermore, this approach relies on unsupported assumptions about what the outcome of future analysis and consultation will be, and is therefore arbitrary and capricious. To correct these problems, and to comply with the obligations of the ESA, BLM should engage in consultation per ESA section 7 prior to finalizing its recommendations. Finally, the approach BLM has taken thus far defers all analysis of impacts to the individual project-level, which undermines the statutory mandate under the EPAct<sup>3</sup> to “expedite”

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<sup>1</sup> Memorandum of Understanding Among the U.S. Department of Interior Bureau of Land Management, United States Department of Agriculture Forest Service, and United States Department of Energy Regarding Regional Periodic Reviews, Including Review of Interagency Operating Procedures for Section 368 Corridors (July 8, 2013).

<sup>2</sup> *Wilderness Soc’y et al. v. U.S. Dep’t of Interior*, No. 3:09-cv-03048 JW (N.D. Cal.) (July 3, 2012).

<sup>3</sup> Energy Policy Act of 2005, P.L. 109-58.

applications for development within the section 368 corridors, “taking into account prior analyses and environmental reviews undertaken during the designation.” 42 U.S.C. § 15926(c)(2).

### I. The MOU Requires BLM to Evaluate Whether Corridors Are *Sited* to Maximize Utility *and* Minimize Environmental Impact

Pursuant to the MOU, and per the Settlement Agreement’s provisions governing the content of the MOU, one of four “general principles” that must be considered in making “recommendations for revisions, deletions, and additions to the section 368 corridor network” is whether “[c]orridors are thoughtfully sited to provide maximum utility and minimum impact to the environment.”<sup>4</sup> Further, the Settlement Agreement expressly states that the “objectives” of its “provisions are to ensure that future revision, deletion, or addition to the system of corridors designated pursuant to section 368 of EPAct consider [several specifically enumerated] ... general principles” which include “avoidance of environmentally sensitive areas to the maximum extent practicable.”<sup>5</sup> The MOU re-states those objectives.<sup>6</sup> Consequently, the terms of the MOU must be understood to require BLM to consider, as part of the periodic review process, whether the designated corridor *routes* do in fact ensure that environmentally sensitive areas are avoided to the maximum extent practicable, and whether the *locations* of the corridors minimize environmental impacts while optimizing utility. Moreover, this periodic review process should be consistent with the directives of the President’s memorandum on Mitigating Impacts on Natural Resources From Development and Encouraging Related Private Investment, which requires that avoidance of environmental impacts be considered as a first step *before* other forms of mitigation are considered.<sup>7</sup>

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<sup>4</sup> MOU at Section V. C. (page 6); Settlement Agreement at 6 (emphasis added).

<sup>5</sup> Settlement Agreement at 4 (emphasis added).

<sup>6</sup> MOU at Section III. (page 2);

<sup>7</sup> 80 Fed. Reg. 68,743 (Nov. 3, 2015). The President directed all Federal agencies that manage natural resources, “to avoid *and then* minimize harmful effects to land, water, wildlife, and other ecological resources (natural resources) caused by land- or water-disturbing activities, and to ensure that any remaining harmful effects are effectively addressed, consistent with existing mission and legal authorities.” *Id.* at 68,744 (emphasis added). Per the memorandum, agencies “should also recognize that existing legal authorities contain additional protections for some resources that are of such irreplaceable character that minimization and compensation measures, while potentially practicable, may not be adequate or appropriate, and therefore agencies should design policies to promote avoidance of impacts to these resources.” *Id.*

Additionally, per the MOU and Settlement Agreement, BLM specifically agreed to “re-evaluate” the “Corridors of Concern” (“COCs”) identified in the Settlement Agreement “[a]s part of the periodic review process” that would be established by the MOU.<sup>8</sup> Therefore, for the COCs in particular, BLM clearly has an explicit obligation to re-evaluate the corridor routes to determine whether avoidance of environmentally sensitive areas is practicable and whether alternative routes could provide similar utility with less environmental impact.

Further, the MOU requires that “[t]he Agencies will review the section 368 corridors [in three enumerated geographic regions] to ensure that the four general principles . . . were considered prior to making recommendations for revisions, deletions, and additions to the section 368 corridors.”<sup>9</sup> One of the three enumerated regions encompasses “Southern California, southeastern Nevada, and western Utah.”<sup>10</sup> Thus, the MOU clearly commits the BLM to re-consider whether the siting for the 368 corridors in that geographic region, which covers the portions of Region 1 in California and Nevada, abided by the principle to “provide maximum utility and minimum impact to the environment.”<sup>11</sup>

More generally, the MOU requires that the Agencies will “make future recommendations for revisions, deletions, and additions to the section 368 corridors consistent with applicable law . . . and will consider the . . . four general principles in future siting recommendations.”<sup>12</sup> Thus, when the Agencies undertake to review any section 368 corridors to make recommendations, that review process must consider, *inter alia*, whether the “corridors are thoughtfully sited to provide maximum utility and minimum impact to the environment.”<sup>13</sup> Here, BLM has initiated a periodic review process to evaluate *all* of the corridors in Region 1. Consequently, BLM must consider the four principles in undertaking that review, including whether the “corridors are thoughtfully sited to provide maximum utility and minimum impact to the environment.”

In sum, the MOU expressly requires BLM to consider whether avoidance of environmentally sensitive areas is practicable and whether alternative routes could provide similar

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<sup>8</sup> Settlement Agreement at 4, 4 n.1; MOU at Section III (page 2) (“Additionally, the Agencies will re-evaluate as part of the regional periodic reviews the 45 corridors of concern (COC) identified by the Plaintiffs in Exhibit A of the Settlement.”)

<sup>9</sup> MOU at Section V. C. (page 6).

<sup>10</sup> MOU at Section V. C. (page 6).

<sup>11</sup> MOU at Section V. C. (page 6).

<sup>12</sup> MOU at Section V. C. (page 6).

<sup>13</sup> MOU at Section V. C. (page 6).

utility with less environmental impact for all of the COCs, for all corridors in southern California and southeastern Nevada, and for all corridors that BLM reviews as part of a periodic review process to make future siting recommendations, which here includes all of the corridors in Region 1. Moreover, considering an explicit evaluation of avoidance of impacts is consonant with the President's memorandum on mitigation.

## **II. BLM's Responses to Stakeholder Concerns Fail to Evaluate Whether Corridors of Concern Are *Sited* to Maximize Utility *and* Minimize Environmental Impact**

The "Corridor Abstracts" that BLM has developed to respond to the environmental concerns raised by Defenders and other organizations<sup>14</sup> fail to engage in any analysis whatsoever of whether the siting (i.e. location or routing) of the COCs maximizes utility while minimizing environmental impacts. Instead, the Corridor Abstracts repeatedly assert that no avoidance of areas of extreme environmental and wildlife sensitivity is required because the application of mitigation measures to be developed in the future for individual transmission or pipeline projects within the designated 368 corridors will minimize the environmental impacts, including the impacts to federally-listed threatened and endangered species. The Corridor Abstracts assert that these environmental concerns are "not a constraint" based on the assumption that future consultation or interagency operating procedures will adequately address any impacts. Per the Agencies' current Guidance for Stakeholder Review of the Section 368 West-Wide Energy Corridors, a concern is "not considered a constraint to development in the corridor if the BLM and FS staff identified that

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<sup>14</sup> Defenders and other organizations submitted detailed comments and information to BLM on the environmental and wildlife impacts associated with the designated 368 corridors. *See* Recommendations Related to the Request for Information: West-wide Energy Corridors Review (May 27, 2014); Comments on the West-wide Energy Corridors Draft Programmatic Environmental Impact (Feb. 14, 2008); Comments on the Preliminary Map of Potential Corridors (July 10, 2006); NEPA Scoping Comments (Nov. 23, 2005). Defenders herein reiterates the concerns raised in those earlier comments, and incorporates them by reference. At the public meetings that BLM held on September 22, 2016, in Palm Springs, California and September 27, 2016, in Las Vegas, Nevada, BLM and Argonne National Laboratory staff specifically asked stakeholders to evaluate whether the material presented in the Corridor Abstracts demonstrated that BLM had satisfied its obligations under the MOU and Settlement Agreement to conduct the periodic review in accordance with the four general principles enumerated in the MOU and Settlement Agreement. BLM has provided no other documentation purporting to address the environmental concerns relevant to each COC, or purporting to demonstrate why avoidance of the environmentally sensitive areas identified by the organizations is not practicable.

it is addressable through implementation of IOPs, standard stipulations, or other measures at the agencies' discretion.”<sup>15</sup> Further, the Stakeholder Guidance indicates that only “constraints” will be addressed through recommendations. Thus, it appears that the Agencies do not intend to consider as part of this review process whether the environmental impacts identified previously and extensively in Defenders' earlier comments, including impacts to federally-listed Desert Tortoise, are avoidable or warrant deletion or modification of corridor designations. This approach does not comport with the terms of the MOU and Settlement Agreement. The Agencies should treat identified environmentally sensitive areas as “constraints” unless and until they have developed a fact-based, scientifically sound assessment to demonstrate that the areas are avoided to the maximum extent practicable and that the total cumulative effects of development in these sensitive areas will not cause jeopardy to ESA-listed species or undermine the value of ACECs.

For example, with regard to corridor 39-231, which has Desert Tortoise habitat throughout the entire corridor (P1 and P2 connectivity habitat), the Corridor Abstracts offer the conclusion that the presence of this habitat is “not a constraint” (i.e. not a feature requiring avoidance by a rerouting or relocation of the corridor) because “impacts to connectivity habitat can be mitigated and minimized through ESA Sec. 7 consultation with the USFWS.” In response to potential impacts to the Rainbow Gardens ACEC, the Corridor Abstracts offer the conclusion that the presence of the ACEC in the corridor is “not a constraint” because “[m]itigation and minimization measures would be required to offset potential impacts to special status plant species and habitat within the ACEC.” Similarly, with regard to corridors 223-224 and 39-113, which contain Tortoise Conservation Areas, and P1 and P2 connectivity habitat, the Corridor Abstracts reject the contention that the corridors should be rerouted to entirely avoid the Desert Tortoise habitat that was free of pre-existing transmission lines, and to reduce the portions of the corridor otherwise running through Desert Tortoise habitat. The Corridor Abstracts assert that the habitat is “[n]ot a constraint” because “[i]mpacts to connectivity habitat can be mitigated and minimized through ESA Sec. 7 consultation with the USFWS.” The Corridor Abstract for corridor 39-113 also finds that Mormon Mesa ACEC, which BLM concedes is “specifically designated to protect desert tortoise critical habitat” is “[n]ot a constraint” despite the fact that the corridor cuts through the ACEC for approximately 8 miles. The

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<sup>15</sup> See Guidance for Stakeholder Review of the Section 368 Corridor Abstracts at 1. <http://corridoreis.anl.gov/involve/stakeholder-input/doc/CorridorAbstractGuidance.pdf>

only rationale for this conclusion is the assertion that “[u]se of IOPs, BMP’s would be required to avoid incompatible uses with the corridor.”

These responses entirely fail to demonstrate that the selected corridor *locations* minimize environmental impacts. The Corridor Abstracts provide no rationale to demonstrate that the benefits (utility) which can be obtained by facilitating transmission/pipeline development within these corridors cannot be achieved by alternative corridor locations through Region 1 that would allow the same additions of transmission between key nodes without traversing Desert Tortoise habitat or ACECs, or traversing those sensitive areas to a lesser extent. The plain purpose of section 368 was that designation of the section 368 corridors would facilitate and speed new transmission development by expediting the process for ROW approvals through federal lands. Congress required the federal agencies to “expedite” applications for ROWs in the 368 corridors. Designation of a corridor thus induces and directs development toward the lands within the corridor through the promise of an expedited process. In considering (or reconsidering) the designation, the Agencies therefore must consider whether attracting development to the lands within that particular route minimizes impacts as compared to alternative corridors that could achieve the same regional energy transmission goals.

Rather than evaluating whether the locations of the corridor designations avoided environmentally sensitive areas to the maximum extent practicable (by demonstrating that further avoidance of environmentally sensitive areas was not practicable), the Corridor Abstracts merely assert that impacts to sensitive areas within the designated corridors can be reduced at the project level through mitigation. Asserting that impacts to those sensitive areas can be reduced to a lower level, or offset through compensatory mitigation, is plainly not the same as evaluating whether those sensitive areas could be avoided entirely. The Agencies must revise their approach to identifying “constraints” to comport with the requirements of the MOU and Settlement Agreement, rather than attempting to circumvent those requirements by prematurely dismissing concerns about environmentally sensitive areas without any technical, science-based analysis to support the conjecture that avoidance is impracticable or unnecessary.



### III. BLM's Responses Fail to Examine Cumulative Impacts to the Same Resources from Multiple Corridors

A second, distinct problem with BLM's approach to the periodic review process is that it discusses the environmental impacts within each corridor individually, but at no point assesses the total impact to sensitive resources that are affected by multiple corridors. For example, within the portion of Region 1 in Nevada, three different COCs cut through habitat that is vital to Desert Tortoise. In its flat assertion that future ESA consultation with FWS will ensure mitigation and minimization, BLM appears to be relying on consultations that would occur for individual ROW applications. But the question that BLM must consider now is whether inducing development in the 368 corridors that it is reviewing will *collectively* have impacts to the species that could be significant enough to warrant avoidance. BLM's approach instead tacitly finds that no avoidance by the corridor routes is required so long as impacts to the species from induced development proceed to the threshold of causing jeopardy, but do not cause jeopardy. This is the case because consultations for individual ROWs will allow harmful development to continue up until the individual project that would be the "final straw" that causes jeopardy. Finding that no avoidance of the route is required because the harm from the corridors can reach the threshold of jeopardy does not comport with the obligation to ensure that the corridor siting provides "minimum impact to the environment." The brink of jeopardy is not "minimum impact." Further, because BLM has neither engaged in programmatic consultation on the 368 corridors nor conducted *any* analysis of the impacts of concentrating transmission development within the corridors, there is no way of knowing whether or at what point jeopardy might occur as a result of the decision to continue to attract development to these corridors. Therefore, BLM has also failed to meet its obligation to ensure that the corridor locations "promote efficient use of the landscape"<sup>16</sup> because it lacks the information to decide whether it would be a more efficient use of the landscape to direct transmission development elsewhere from the start. Consequently, it is arbitrary and capricious for BLM to assert that Desert Tortoise habitat is "not a constraint" requiring avoidance with regard to the multiple designated corridors that cut through that habitat.

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<sup>16</sup> MOU at Section V. C. (page 6).

#### **IV. BLM's Responses to Stakeholder Concerns Speculatively Rely on the Outcome of Future Consultations**

A third, independent problem with BLM's responses to the environmental concerns identified by Defenders and others is that they rely on the presumption that *future* consultations and *future* environmental analyses will identify mitigation measures that (1) avoid jeopardy to endangered species and (2) sufficiently offset harms to special status species and habitat within ACECs. As described above, BLM's responses repeatedly rely on the naked presumption that impacts to Desert Tortoise habitat "can be mitigated and minimized through ESA Sec. 7 consultation with the USFWS." The Corridor Abstracts do not cite any existing Biological Opinions to support their implicit contention that the effects of attracting transmission development to this vitally important habitat (1) will not jeopardize the species, and (2) will not be significant enough to warrant avoidance of those areas. Nor do the Corridor Abstracts refer to any existing scientific, fact-based analysis that discusses the available mitigation measures and evaluates their sufficiency in light of the impacts that will occur from inducing development in these environmentally sensitive areas. Consequently, BLM's conclusions that Desert Tortoise habitat and ACECs do not require avoidance, and therefore are "not a constraint" to the corridor route are based on what appears to be pure speculation about the outcome of analyses that have yet to occur. This reliance on speculation rather than facts and existing analysis would render any final recommendations resting on such speculation arbitrary and capricious.

#### **V. BLM Must Consult Prior to the Issuance of Final Recommendations**

Rather than deferring analysis of impacts to ESA listed species to some later point, BLM (and the other designating agencies) must consult on the impacts of its decision *before* it finalizes its recommendations on whether to modify or leave in place the current corridor designations. The ESA requires that: "Each Federal agency shall, in consultation with and with the assistance of the Secretary, insure that any action authorized, funded, or carried out by such agency (hereinafter in this section referred to as an "agency action") is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of [critical] habitat." 16 U.S.C. § 1536 (a)(2). Agency "action" includes "*all* activities or programs *of any kind* authorized, funded, or carried out, in whole or in part, by Federal agencies." 50 C.F.R. § 402.02

(emphasis added). Agency actions include those “actions directly or indirectly causing modifications to the land, water, or air.” 50 C.F.R. § 402.02. The decision to alter or leave in place the current designations of energy corridors constitutes agency action within the meaning of the ESA. Per the MOU, BLM and the other Agencies have undertaken a review process that requires reconsideration of the original basis for the corridors of concern and corridors in specific geographic regions, and also opens up for reconsideration all other corridors that the Agencies have subjected to the review process. This process will culminate in a decision to leave in place the current system of 368 corridors in Region 1, or to recommend changes to that system which will be effectuated through a series of future land use plan amendments. Due to the promise of expedited review of right-of-way applications mandated by Section 368 of the 2005 EPLA, the decision to leave in place or alter the corridor system will determine the extent to which future transmission and pipeline development will be preferentially attracted to the current corridor locations, and therefore the extent to which ESA-listed species and critical habitat within the corridors will be harmed by induced development that otherwise might occur elsewhere.

Reliance on future ESA consultations that will occur for individual ROW applications within the corridors, or even for plan amendments that consider an entire individual corridor, do not satisfy the obligation to consult here; the scope of the consultation must match the scope of the agency action, as the Ninth Circuit has observed. See *Conner v. Burford*, 848 F.2d 1441, 1453–55, 1461 n. 34 (9th Cir. 1988) (requiring a comprehensive biological opinion on post-leasing impacts of lease sales and rejecting the argument that such consultation need not occur if requirements for further authorization could prevent “irreversible or irretrievable commitment of resources”); see also *Pac. Coast Fed'n of Fishermen's Ass'ns v. Nat'l Marine Fisheries Servs.*, 482 F. Supp. 2d 1248, 1267 (W.D. Wash. 2007) (finding biological opinions inadequate because “[i]n adopting a wholesale deferral of analysis to the project level, it cannot be said that the agencies satisfied their burden to “make certain” that the proposed action is not likely to jeopardize listed species or destroy or adversely modify critical habitat.”). Where, as here, the future consultations will “focus on a smaller area” than the entire corridor system within the Region, and will “based on the ESA's definition of cumulative effects, assess only those prior federal projects that have undergone consultation” rather than the total impacts of continuing to attract development to areas within the corridor system, “[d]eferral, therefore, also necessarily improperly curtails the discussion of cumulative effects.” *Pac. Coast Fed'n of Fishermen's Ass'ns v. Nat'l Marine Fisheries Servs.*, 482 F. Supp. at 1267. As discussed above, multiple corridors in Region 1 affect Desert Tortoise, and BLM has at no point engaged in

any science-based assessment of the total impacts of inducing development in those corridors, or continuing to induce such development by leaving the designations in place. Moreover, BLM cannot satisfy its ESA obligations by relying on future compliance with interagency operating procedures or other guidance absent fact-based analysis of impacts to the listed species. *See Montana Wilderness Ass'n v. Fry*, 310 F. Supp. 2d 1127, 1149–50 (D. Mont. 2004) (finding biological assessment insufficient to satisfy ESA obligations where “BLM is merely reciting duties already required of it in these guidelines. These are not facts, they are conclusions; they are not descriptive, they are speculative. They reveal nothing about whether or how specific species or their habitat may be affected by ... development. Instead, they simply postpone that determination to some point in the future.”).

In sum, before BLM finalizes its recommendations on the corridors in Region 1, it must consult on the impacts of continuing to induce development in the areas within the section 368 corridors that will remain designated or be newly designated as a result of this periodic review process.

## **VI. BLM’s Approach Undermines the Purpose of the 368 Corridor System**

By essentially deferring all analysis of environmental impacts to the individual project level, BLM has undermined the statutory mandate under the EPAct<sup>17</sup> to “expedite” applications for development within the section 368 corridors, “taking into account prior analyses and environmental reviews undertaken during the designation.” 42 U.S.C. § 15926(c)(2). The approval of ROW applications within designated corridors would be appreciably expedited if BLM developed a meaningful, fact-based programmatic assessment of environmental impacts to which to tier. This review process, whereby the prior designations must be re-evaluated, represents an opportunity for BLM to prepare such analyses. A science-based programmatic assessment of the environmental impacts of development in the corridors would provide far greater certainty to transmission developers, and would therefore better facilitate transmission development in the corridors.

## **VII. Additional Comments on Specific COCs or Other Corridors in Region 1**

In addition to the overarching concerns articulated above, Defenders offers the following comments on specific corridors within Region 1, and herein incorporates by reference the

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<sup>17</sup> Energy Policy Act of 2005, P.L. 109-58.

comments submitted on October 20, 2016 by Defenders' California Program Office. With regard to these corridors, Defenders reiterates its recommendations that the corridors be deleted, rerouted, or narrowed to avoid the habitat of ESA-listed species, and that absent a science-based analysis to support the assertions that such habitat is "not a constraint," BLM should not leave any designations in place for corridors that may impact listed species by attracting development to their habitat.

**Corridor 223-224:**

- The corridor abstract indicates that the actual location of Priority 1 and 2 Desert Tortoise habitat along the corridor is unknown because "data [is] needed." In addition to the concerns articulated above about BLM's speculation that future ESA consultation will address any and all concerns about impacts to this habitat, Defenders is concerned about how BLM can draw any conclusions about the impacts to this habitat when the Agencies have yet to even locate its intersections with the corridor.
- The corridor abstract indicates that portions of the corridor near Mile Post 0.0 to Mile Post 4.7 are problematic because of the Desert National Wildlife Range, and that a reroute is required because of gaps in the designated corridor related to privately owned lands. Defenders strongly advocates against any reroute that would induce or attract ROW applications to the Desert National Wildlife Range, or that would go through the habitat of ESA-listed species. BLM should consider that its corridor designations have the effect of inducing ROW applications, and hence development, on areas that are located in the gaps between the designated areas. Consequently, BLM should consider reroutes that will avoid creating such incentives where the gap contains an environmentally sensitive area.

**Corridor 39-113:**

- The corridor abstract indicates that the actual locations of Tortoise Conservation Areas and Priority 1 and 2 Desert Tortoise habitat along the corridor are unknown because "data [is] needed." In addition to the concerns articulated above about BLM's speculation that future ESA consultation will address any and all concerns about impacts to this habitat, Defenders is concerned about how BLM can draw any conclusions about the impacts to this habitat when the Agencies have yet to even locate its intersections with the corridor.

- The corridor abstract notes that approximately 8 miles of the corridor cuts through the Mormon Mesa ACEC, which “is specifically designated to protect desert tortoise critical habitat.” The corridor abstract further notes that, other than the area cut by the corridor, the ACEC is “managed as an avoidance area” to the exact types of right-of-ways associated with energy transmission projects. Inexplicably, the corridor abstract asserts that the ACEC is “not a constraint” because “Use of IOPs, BMP’s would be required.” This response appears to presume, without any analysis or factual support whatsoever, that the impacts to the ACEC from development within the corridor will not require avoidance due to incompatibility. In addition to the failure to evaluate the potential for avoidance that was discussed in detail above, this approach undermines the purposes underlying Section 368 of the 2005 EPA Act. Locating a corridor through an area where development may later be deemed incompatible is irrational when the objective of establishing a corridor system is to foster a system of transmission lines *that connect to each other*. This approach takes away the certainty that transmission developers require to engage in large scale planning.
- The corridor abstract notes the proximity to the Dry Lakes SEZ and marks this as an “opportunity.” Defenders applauds the Agencies for identifying such opportunities, and looks forward to seeing the Agencies’ recommendations for corridor additions and modifications to maximize opportunities to connect to renewable resources.

### **Corridor 39-231**

- The corridor abstract concludes that impacts to a Tortoise Conservation Area (TCA) are not a concern because the areas is on private land in Boulder City, and any impacts would be constrained by the terms of a Habitat Conservation Plan. Again, problematically, this fails to consider that designating a corridor in a way that leaves a gap that contains sensitive privately owned land has the effect of inducing development on that private land, possibly by eminent domain. The abstract presumes that the HCP would either prevent the development or would ensure that the resulting harms do not cause jeopardy. But there is no actual analysis to assess the level of harm to the TCA, or to demonstrate that it could not be avoided.

- The corridor abstract finds that more than ten miles of corridor through the Rainbow Gardens ACEC is not a constraint, despite the rest of the ACEC being managed as an avoidance area, because mitigation and minimization measures would be required. Again, this presumes either that the need for these measures will block development or that the measures would be sufficient to eliminate any harm. But there is no fact-based analysis to evaluate the level of harm that will occur to the ACEC, or to establish that avoidance of the ACEC was not feasible.

### **VIII. Assessing Whether the Corridors Maximize Connectivity to Renewables**

The MOU and Settlement Agreement obligate BLM to consider whether “corridors provide connectivity to renewable energy generation to the maximum extent possible while also considering other sources if generation[.]”<sup>18</sup> We appreciate BLM’s preliminary efforts to address this requirement by including a discussion of candidate corridors for renewable energy connectivity during the stakeholder meetings and by identifying areas where existing corridors are in proximity to existing Solar Energy Zones. We recommend BLM also evaluate whether there are Solar Energy Zones that currently do not benefit from proximity to transmission capacity or a designated corridor and recommend that BLM consider strategies to promote the development of new corridors to address gaps, while at the same time taking into account the need to avoid environmentally sensitive areas in selecting potential new corridors or modifying current corridors. Fulfilling the Agencies’ obligations under the MOU and Settlement Agreement requires a robust, fact-based analysis of development opportunities and environmental impacts to inform the recommendations that result from this review process.

### **IX. Conclusion**

Thank you for the opportunity to provide these comments on the Regional Periodic Review for Region 1. We appreciate the Agencies’ efforts to involve stakeholders and to seek external information, and thank you for considering these comments. We believe this opportunity to revisit the WWECs represents a chance to incorporate forward-looking concepts of landscape-scale assessment, planning, and mitigation as we plan our nation’s renewable energy future. We look

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<sup>18</sup> MOU at Section V. C. (page 6); Settlement Agreement at 6.

forward to continuing our work and engagement with the Agencies, and welcome further dialogue on any of the issues raised in these comments.

Sincerely,



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October 20, 2016

Stephen Fusilier

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Re: Comments on Section 368 Energy Corridors within Priority Region 1

Dear Mr. Fusilier;

The Defenders of Wildlife thanks the Bureau of Land Management (BLM) for the opportunity to provide comments on energy corridors within Priority Region 1 designated under Section 368 of the Energy Policy Act of 2005. Comments included in this letter are submitted by the California Program Office of Defenders of Wildlife, and are focused entirely on corridors located within the California Desert Conservation Area, which is located with Priority Region 1. Separate comments will be submitted by the Washington, D.C. Headquarters office of Defenders of Wildlife.

Public lands within the CDCA are managed by the BLM<sup>1</sup>. The CDCA was established in the Federal Land Policy and Management Act of 1976, and has a long history of management for the protection of nationally and regionally significant natural and cultural resources. Our comments align with the corridor siting principles contained in the 2012 Settlement Agreement between environmental organizations and the U.S. Department of the Interior<sup>2</sup> as follows:

- Corridors are thoughtfully sited to provide maximum utility and minimum impact to the environment;
- Corridors promote efficient use of landscape for necessary development;
- Appropriate and acceptable uses are defined for specific corridors; and

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<sup>1</sup> Bureau of Land Management (BLM). 1999. The California Desert Conservation Area Plan of 1980, as amended. California Desert District. Moreno Valley, CA.

[http://www.blm.gov/style/medialib/blm/ca/pdf/cdd/cdcaplan.Par.15259.File.dat/CA\\_Desert\\_.pdf](http://www.blm.gov/style/medialib/blm/ca/pdf/cdd/cdcaplan.Par.15259.File.dat/CA_Desert_.pdf).

<sup>2</sup> *Wilderness Soc'y et al. v. U.S. Dep't of Interior*, No. 3:09-cv-03048 JW (N.D. Cal.) (July 3, 2012).

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- 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.

Our comments provide additional information in support of these ongoing Regional Reviews. It is hoped such information will be used in the development of recommendations for specific corridor additions, deletions or modifications. They are grouped by **General Comments for Priority Region 1, Corridors of Concern, and Other Corridors.**

### **General Comments for Priority Region 1:**

**1. Existing conditions in corridors:** The Priority Region 1 Abstract Report, as well as the interactive corridor mapping tool on the West-wide Energy Corridor (WWEC) website<sup>3</sup>, do not provide information on existing transmission, pipeline, substation and other related facilities, or connected maintenance access, within the corridors. We recognize there may be security reasons for not disclosing this information. It would improve our ability to identify and recommend opportunities for corridor modification if basic information on the percent of the corridor occupied by existing facilities, and the amount of disturbed and undisturbed land that exists, is provided in future updates.

**Recommendation:** A finer-scale analysis of the corridors should be performed so that the percent of the corridor occupied by existing facilities, and the amount of disturbed and undisturbed land, can be provided for public review in future updates to the corridor study. This would enhance our ability to identify opportunities and constraints regarding more efficient use of corridors and opportunities to reduce corridor width and impacts of future development on lands recently designated as the Mojave Trails National Monument (MTNM).<sup>4</sup>

Corridor width modification is also necessitated for conservation of several special status species recently addressed through the BLM's 2016 Desert Renewable Energy Conservation Plan (DRECP) Land Use Plan Amendment (LUPA)<sup>5</sup> and associated Record of Decision (ROD)<sup>6</sup>. Thirdly, energy corridor modification will also be necessary to protect habitat linkages between these recently designated conservation lands, and to allow for movement of species on a landscape scale. Once this finer-scale analysis and mapping is completed, the public should be given additional opportunities to provide comments and recommendations.

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<sup>3</sup> U.S. Department of Energy, U.S. Bureau of Land Management, U.S. Forest Service, and U.S. Department of Defense. 2016. West-wide Energy Corridor (WWEC) Information Center. <http://www.corridoreis.anl.gov/>.

<sup>4</sup> The White House. 2016. Presidential Proclamation—Establishment of the Mojave Trails National Monument. Washington D.C. <https://www.whitehouse.gov/the-press-office/2016/02/12/presidential-proclamation-establishment-mojave-trails-national-monument>.

<sup>5</sup> U.S. Bureau of Land Management (BLM). 2016. Land Use Plan Amendment. Desert Renewable Energy Conservation Plan DRECP. Land Use Plan Amendment to the California Desert Conservation Plan, Bishop Resource Management Plan, and Bakersfield Resource Management Plan. California State Office. Sacramento, CA. <http://drecp.org/finaldrecp/>.

<sup>6</sup> U.S. Bureau of Land Management (BLM). 2016. Record of Decision. Desert Renewable Energy Conservation Plan DRECP. Record of Decision for the Land Use Plan Amendment to the California Desert Conservation Plan, Bishop Resource Management Plan, and Bakersfield Resource Management Plan. California State Office. Sacramento, CA. <http://drecp.org/finaldrecp/>.

**2. Update conservation land designations:** The Priority Region 1 Abstract Report and interactive mapping tool does not reflect current conservation land designations within the CDCA. The Abstract Report and supporting documentation in the Section 368 Corridor Study prepared by the Argonne National Laboratory erroneously relied on outdated land use plans and amendments to the CDCA Plan. For example, it referenced amendments from the 2002 Northern and Eastern Mojave Plan, the 2002 Northern and Eastern Colorado Desert Plan and the 2006 ROD for the West Mojave Plan; the former two plans of which have been greatly modified by recent presidential monument designation and adoption of the 2016 DRECP LUPA; and the latter plan which is currently being revisited per court order and has greatly changed since 2006.

Public lands comprising MTNM, designated in February 2016, are now reserved for purposes of the monument. These lands have been appropriated and withdrawn from all forms of entry, location, selection, sale, or other disposition under the public land laws, from location, entry, and patent under the mining laws, and from disposition under all laws relating to mineral and geothermal leasing. While the MTNM proclamation does not preclude the renewal of existing facilities, their operation or maintenance, or with the replacement, modification, or upgrade within or adjacent to an existing authorization; such activities would have to be completed in a manner consistent with the care and management of the objects identified in the MTNM Proclamation (i.e., plant and animal resources, ecological connectivity, cultural & historic resources, and objects of natural science & scientific interest).

The DRECP, resulted in a significant designation of new conservation lands throughout the CDCA in the form of Areas of Critical Environmental Concern (ACECs) and California Desert National Conservation Lands (CDNCL). Specific management goals, objectives and management actions for these new conservation lands were also approved in this BLM-adopted plan.

**Recommendation:** The 368 Corridor Study Report, corridor abstracts and the interactive mapping tool need to be updated to account for the designation of the MTNM, and new ACECs and CDNCL lands within the CDCA. The Corridor Study Report and associated corridor analysis also need to account for new constraints on future use of pertinent corridors based on the goals, objectives and management actions associated with each of these new conservation land designations per the DRECP LUPA.

**3. Assumptions on resolving impacts and corridor constraint issues:** We have a general concern with the responses in the Abstract Report to essentially all of the environmental concerns raised by the public and agency staff for specific corridors. That response is, “*Not a constraint. Impacts would be analyzed and mitigated as part of the project specific environmental analysis required under NEPA and other federal law.*” Assuming National Environmental Policy Act (NEPA) analysis, adoption of applicable mitigation measures, and compliance with other legal requirements (i.e., Bald & Golden Eagle Protection Act, Endangered Species Act, and Migratory Bird Protection Act), will sufficiently resolve the identified concerns is far too speculative and uncertain.

NEPA requires Federal officials to consider, in an interdisciplinary manner, environmental values alongside the technical and economic considerations that are inherent factors in Federal decision

making.<sup>7</sup> Environmental impact assessment per NEPA also calls for the evaluation of reasonable alternatives to a proposed Federal action; solicitation of input from organizations and individuals that could potentially be affected; and the unbiased presentation of direct, indirect, and cumulative environmental impacts. From this analysis, potentially significant environmental effects can be identified, impacts mitigated and a final action decision adopted, with mitigation commitments subsequently monitored.

Further, the Department of the Interior (DOI) generally utilizes a mitigation hierarchy (i.e., avoid, minimize and mitigate impacts, as described below) which needs to be applied appropriately in addressing impacts. Further, in those instances where no mitigation is feasible for certain impacts; alternatives or other compensatory measures must be considered to avoid or minimize identified impacts. Characterizing virtually all identified impacts as “Not a constraint” and suggesting that these impacts would be thoroughly addressed through the application of unknown mitigation is highly questionable, somewhat pre-decisional and contrary to the fundamental intent of NEPA. We also include, by reference, additional comments on this issue submitted by the Washington, D.C. office of Defenders of Wildlife.

**Recommendation:** The analysis of impacts to special status species and their habitats, and new conservation lands within corridors, needs to be updated based on new conservation land designations in the CDCA, as described above; and the determination of whether a future use of a corridor is constrained should be made by a team of experts that include land use specialists, wildlife biologists and conservation planners, and appropriate managers.

We also recommend that the Department of the Interior DOI policy on the use of a mitigation hierarchy be clearly articulated and used by the Section 368 Energy Corridor Analysis Team before corridor constraint determinations are made. That mitigation hierarchy, in priority order, is to: 1) avoid impacts altogether; 2) minimize impacts; and 3) compensate for unavoidable adverse impacts.

By prioritizing impact avoidance, some Section 368 Energy Corridors may be found constrained, especially when considering the management actions associated with the new monument and conservation land designations in the CDCA. Relative to the many approved conservation actions developed for special status species addressed in the DRECP is adoption of a ground disturbance limit for each new conservation land unit, ranging from 0.1 to 1.0 percent. In measuring ground disturbance, BLM is to account for disturbance resulting from all past and current land use activities. In some subregions of the CDCA, BLM has indicated that existing ground disturbance is already near, or has even exceeded, the maximum limit allowed per these ground disturbance limits.

We further recommend reducing the width of identified commercial utility corridors in the CDCA from 10,560 feet to 1,320 to 3,500 feet, where practicable, to achieve more efficient use of the corridor, as well as to avoid or minimize impacts to undisturbed habitats.

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<sup>7</sup> Council on Environmental quality (CEQ). 2016. A. The National Environmental Policy Act. Washington D.C. <https://ceq.doe.gov/welcome.html>.

## Corridors of Concern:

The following comments describe the environmentally sensitive areas within specific corridors of concern that will be harmed by inducing transmission development in those areas, and recommend that specific portions of the corridors be rerouted or deleted to avoid such harm. The corridors should be identified as constrained by these sensitive areas and avoidance should be required absent any fact-based, scientifically sound analysis actually evaluating the extent of the environmental harm and the lack of alternatives to avoid it. The Agencies have yet to provide any such analysis.

**Corridor 23-25: Little Lake – Adelanto.** This Section 368 Energy Corridor is aligned with U.S. Highway 395 from Little Lake in Inyo County to Adelanto in San Bernardino County. It is 83.5 miles long with a width of 10,560 feet over most of its length; but narrows at the northern and southern segments, due to constraints associated with Department of Defense (DOD) installations (China Lake Naval Air Weapons Station and Edwards Air Force Base). It includes a commercial utility right-of-way corridor designated under the CDCA Plan. Two electric transmission lines and a gas pipeline have been constructed within portions of this corridor.

**Environmental concerns:** BLM's 2016 DRECP LUPA affected federal lands within **Corridor 23-25** by designating conservation areas, establishing goals/objectives and management actions, as follows:

### Area of Critical Environmental Concern:

**1. Barstow Woolly Sunflower.** Located four miles northeast of Kramer Junction and adjacent to U.S. Highway 395, this 19,100 acre ACEC was established in a 1982 LUPA for the purpose of protecting known populations of the endemic Barstow woolly sunflower (*Eriophyllum mohavense*); as well as habitat for the threatened Agassiz's desert tortoise (*Gopherus agassizii*), Mohave ground squirrel (*Xerospermophilus mohavensis*), and other special status species. These lands were subsequently designated as critical habitat for Agassiz's desert tortoise by the U.S. Fish and Wildlife Service (USFWS) in 1994. Numerous roads, landing strips and graded areas have been created within the ACEC and fairly extensive areas have been previously disturbed by both lawful and unlawful domestic sheep grazing. Rights of way can be considered, but must be compatible with the goals and objectives developed for this ACEC, which have been outlined in a management plan specifically prepared for the area. In its DRECP LUPA, BLM established a surface disturbance cap within this ACEC of 0.5 percent; which includes all past disturbance that can be detected and measured. Due to the amount of previous ground disturbance, the adopted surface disturbance cap for this ACEC may have already been reached.

**Recommendation:** The portion of **Corridor 23-25** that overlaps the Barstow Woolly Sunflower ACEC should be removed so that additional facilities are not allowed that would result in new surface disturbance.

**2. El Paso to Golden Valley Wildlife Corridor.** Located between the El Paso Mountains Wilderness and U.S. Highway 395, this ACEC was established by the BLM in its 2016 DRECP LUPA for the purpose of maintaining wildlife habitat connectivity between the El Paso Mountains, Golden Valley Wilderness and Western Rand Mountains ACEC; and maintaining a healthy desert ecosystem for imperiled species such as Agassiz's desert tortoise, Mohave ground squirrel,

burrowing owl (*Athene cunicularia*), desert kit fox (*Vulpes macrotis*), American badger (*Taxidea taxus*), and a variety of migratory/resident bird species. Rights of way can be considered, but must be compatible with the goals and objectives developed for this ACEC, as outlined in BLM's DRECP LUPA.

A ground disturbance cap of 1.0 percent has been established for this ACEC. This wildlife corridor, replete with two existing electricity transmission lines, passes through the El Paso Mountains; an area of high biological and cultural resource significance.

**Recommendation:** We recommend reducing the width of **Corridor 23-25** within the El Paso to Golden Valley Wildlife Corridor ACEC from 10,560 feet to 1,320 feet in order to achieve more efficient utility transmission management, provide for upgrades of existing transmission lines and limit additional development. **Corridor 23-25** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**3. Fremont-Kramer ACEC:** This large ACEC was designated in BLM's 2006 ROD for the West Mojave (WEMO) Plan<sup>8</sup> for the conservation of the threatened Agassiz's desert tortoise, and its designated critical habitat. These lands include Fremont Valley, the Rand Mountains, Red Mountain, Cuddeback Lake, and extends south beyond Kramer Junction. The management goals for this ACEC are protection of biological values, including habitat quality and connectivity, populations of Mohave ground squirrel, desert cymopterus (*Cymopterus deserticola*) and other BLM-designated sensitive species; while providing for compatible public uses. New rights of way will be considered, but must be compatible with the ACEC and its management goals, as outlined in BLM's DRECP LUPA and 2005 Final Environmental Impact Report and Statement for the West Mojave Plan<sup>9</sup>.

To the degree possible, new utility right-of-ways within this ACEC shall be sited as close together as practical, given engineering specifications, human safety, and other limiting factors. Numerous roads, former off-road vehicle staging areas and other disturbances occur within this ACEC. Per the adopted DRECP effort, this ACEC has a surface disturbance cap of 0.5 percent, which may have already been reached.

**Recommendation:** Given the 0.5 percent ground disturbance cap adopted per the 2016 DRECP LUPA, the many resource values of this ACEC, and designated critical habitat, we recommend that no new facilities be located east of U.S. Highway 395. We also recommend the width of **Corridor 23-25** proximal to the Fremont-Kramer ACEC be reduced from the current 10,560 feet to no more than 2,640 feet, and that it be located on the west side of Highway 395. **Corridor 23-25** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

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<sup>8</sup> Bureau of Land Management (BLM). 2006. Record of Decision West Mojave Plan Amendment to the California Desert Conservation Area Plan. California Desert District. Moreno Valley, CA. [http://www.blm.gov/style/medialib/blm/ca/pdf/pdfs/cdd\\_pdfs/wemo\\_pdfs.Par.4dfb777f.File.pdf/wemo\\_rod\\_3-06.pdf](http://www.blm.gov/style/medialib/blm/ca/pdf/pdfs/cdd_pdfs/wemo_pdfs.Par.4dfb777f.File.pdf/wemo_rod_3-06.pdf).

<sup>9</sup> Bureau of Land Management (BLM). 2005. Final Environmental Impact Report and Statement for the West Mojave Plan. A Habitat Conservation Plan and California Desert Conservation Area Plan Amendment. California Desert District. Moreno Valley, CA. [http://www.blm.gov/ca/pdfs/cdd\\_pdfs/wemo\\_pdfs/plan/wemo/Vol-1-Chapter1\\_Bookmarks.pdf](http://www.blm.gov/ca/pdfs/cdd_pdfs/wemo_pdfs/plan/wemo/Vol-1-Chapter1_Bookmarks.pdf)

**Corridor 23-106: Little Lake – Mojave.** This corridor is aligned with State Highway 14 and U.S. Highway 395. It is approximately 57 miles long, with a width of 10,560 feet over most of its length. It includes a commercial utility corridor designated under the 1980 CDCA Plan that supports two electricity transmission lines; both of which are located on the west side of State Highway 14.

**Environmental concerns:** BLM’s 2016 DRECP LUPA affects federal lands within Corridor **23-106** as follows:

**Area of Critical Environmental Concern:**

**1. Eagles Flyway.** This new ACEC and CDNCL unit provides a crucial habitat connection between the Robbers Roost Birds of Prey Nesting Area and the El Paso Mountains Wilderness. The ACEC contains high quality habitat supporting numerous species, some of which are primary prey of the golden eagle (*Aquila chrysaetos*). It supports a core population of the threatened Mohave ground squirrel and a significant number of the threatened Agassiz’s desert tortoise. The area was designated for maintaining safe passage of golden eagles and other raptors between east-west habitats; protection of Mohave ground squirrel habitat; maintaining habitat connectivity and preventing fragmentation, and maintaining healthy habitat to sustain a variety of other special status birds. The ACEC is also known for its high quality visual resources, including an expansive viewshed of the Sierra Nevada Mountain Range. A ground disturbance cap of 1.0 percent has been established for this ACEC/CDNCL unit. Right of way applications for facilities within the corridor are to be considered, but must be consistent with the management goals developed for both the ACEC and CDNCL, as outlined in the BLM’s DRECP LUPA.

**Recommendation:** We recommend **Corridor 23-106** width be reduced from 10,560 feet to no more than 3,500 feet and that it be located only on the west side of the state highway. This corridor should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**2. Jawbone-Butterbredt.** This ACEC was designated in 1980, with large portions designated as part of a CDNCL unit in the 2016 DRECP LUPA. The corridor spans a distance of 20 miles on the western edge of a designated conservation areas. Five active golden eagle nest sites occur within the ACEC. Additionally, connected eagle foraging territories extend eastward to the El Paso Mountains Wilderness and across the corridor that is aligned with State Highway 14. The Robber’s Roost Birds of Prey Nesting Area is located in the northern portion of this ACEC, and the area includes the bulk of a core Mohave ground squirrel population. Management goals have been developed to protect and enhance natural/cultural resources and values which are considered nationally significant. A surface disturbance cap of 1.0 percent has been adopted for this ACEC/CDNCL, which includes all past disturbance. Considering an extensive amount of previous disturbance associated with Highway 14 construction and maintenance, the installation of two commercial electricity transmission lines, two Los Angeles Aqueducts, and widespread off-road vehicle route proliferation, the adopted disturbance allowance for this ACEC/CDNCL unit is believed to have already been exceeded.

**Recommendation:** We recommend **Corridor 23-106** width be reduced from 10,560 feet to no more than 3,500 feet. This corridor should also be located only on the west side of the state

highway, adjacent to the two existing electricity transmission lines. This corridor should be identified as constrained, due to environmental sensitivity and surface disturbance limitations.

### **Other Corridors:**

(Not identified as Corridors of Concern in the settlement agreement)

**Corridor 27-266: Daggett-Victorville.** This corridor is aligned with four existing electricity transmission lines through its entire length. Minor segments of two gas pipelines also occur within this corridor.

It includes a commercial utility corridor designated in the BLM's 1980 CDCA Plan, predating its designation as a Section 368 energy corridor. The Corridor Abstract Report indicates there is interest in adding a new transmission facility called "Cool Water." The correct name for the latter proposed project is the Coolwater-Lugo Transmission Project, which was formally cancelled by the California Public Utilities Commission in 2015. **Corridor 27-266** is approximately 30 miles long and two miles wide.

**Environmental concerns:** BLM's 2016 DRECP LUPA affects federal land management within **Corridor 27-266** as follows:

### **Areas of Critical Environmental Concern:**

**1. Daggett Ridge Monkeyflower.** This ACEC was designated by the BLM in its 2006 ROD for the WEMO Plan for the specific protection of the Mojave monkeyflower (*Mimulus mohavensis*), a BLM-designated sensitive species. BLM also designated this ACEC as unit of the CDNCL and established a surface disturbance limit of 0.5 percent. In addition, BLM also placed additional conservation measures regarding use of the existing commercial utility corridor. Namely, that new utilities locating within the existing CDCA commercial utility corridor will be required to avoid Monkeyflower occurrences to the maximum extent practicable and provide compensation where avoidance is infeasible. No new vehicle routes are allowed in the ACEC and all vehicle traffic is currently limited to routes designated in 2006 as open to such use.

**Recommendation: Corridor 27-266** should be reduced in width from the existing 10,560 feet to 3,500 feet, or the width needed to accommodate upgrades of existing transmission facilities. New facilities should be allowed between or immediately adjacent to the four existing commercial transmission lines located within the approved CDCA utility corridor. This would protect Mojave monkeyflower and desert tortoise critical habitat. **Corridor 27-266** within the Daggett Ridge Monkeyflower ACEC should be identified as constrained due to biological resources, an adopted development cap and significant biological values of the CDNCL.

**2. Northern Lucerne Wildlife Linkage.** This ACEC was established in the BLM's 2016 DRECP LUPA for the protection of wildlife habitat within the linkage. Associated lands are important in maintaining existing populations of burrowing owl, desert bighorn sheep (*Ovis canadensis nelsoni*), golden eagle, Agassiz's desert tortoise, prairie falcon (*Falco mexicanus*) and several other special status species. Management goals are to maintain or improve habitat conditions for the above species; and maintain habitat connectivity with other ACECs in the region. Right of way applications for new facilities within the ACEC are to be analyzed on a case by case basis, and any authorizations for such



use must be compatible with the adopted ACEC management goals and objectives. The ACEC is subject to a maximum surface disturbance limit of 0.5 percent.

**Recommendation: Corridor 27-266** should be reduced in width from the existing 10,560 feet to 3,500 feet, or the width needed to accommodate upgrades of existing transmission facilities. New facilities should be allowed between or immediately adjacent to the four existing commercial transmission lines.

**3. Ord-Rodman.** This ACEC was established by BLM in its 2006 ROD for the WEMO Plan for the protection of the threatened Agassiz's desert tortoise; following the USFWS 1994 designation of critical habitat for this species. BLM also designated a majority of the ACEC as a unit of the CDNCL in the DRECP LUPA and established a surface disturbance limit of 0.5 percent. In non-CDNCL portions of the ACEC, a 1.0 percent surface disturbance cap was established.

Management goals and objectives adopted for this ACEC/CDNCL unit are to maintain or improve habitat condition for Agassiz's desert tortoise and maintain connectivity with other tortoise conservation land units. Regarding rights of way for new facilities, the management goals and objectives are to protect resource values of the ACEC, including wildlife linkages. These is to be achieved through the following management actions:

- Land use authorization proposals (new, renewal, and amendment) will be analyzed on a case-by-case basis to assess whether they are compatible with the ACEC and its management goals.
- To the degree possible, new utility right-of-ways shall be sited as close together as practical given engineering specifications, human safety, and other limiting factors. If an option is available, Corridor W will be used rather than Corridor H in the Ord-Rodman ACEC.

The first 13 miles of **Corridor 27-266** are located within the Ord-Rodman ACEC. Based on surveys performed in the ACEC from 2004 through 2014 under supervision of the Desert Tortoise Recovery Office of the USFWS, the adult tortoise population has declined by at least 56 percent, and a downward trend currently continues. Additional placement of energy projects within remaining undisturbed land within **Corridor 27-266** will contribute to additional habitat loss and fragmentation, and likely accelerate the decline of tortoises within this critical habitat unit. The remaining segment of **Corridor 27-266** outside critical habitat is located within an identified desert tortoise habitat linkage connecting the Ord-Rodman and Fremont-Kramer Critical Habitat Units.

BLM's 2016 DRECP LUPA included the following:

Objective 4.3 (Desert Tortoise Linkages): Protect and manage intact habitat on BLM land within the following linkages to enhance the population viability of the Ord-Rodman Tortoise Conservation Area:

- Ord-Rodman to Joshua Tree Linkage
- Fremont Kramer to Ord-Rodman Linkage

Additional development within **Corridor 27-266** will adversely impact BLM's stated goal of managing remaining intact tortoise habitat in a manner that will protect its intactness and increase the desert tortoise populations within the Ord-Rodman Conservation Area.

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**Recommendation: Corridor 27-266** should be reduced in width from the existing 10,560 feet to 3,500 feet, or the width needed to accommodate upgrades of existing transmission facilities. New facilities should be allowed between or immediately adjacent to the four existing commercial transmission lines.

**Corridor 27-41: Daggett – Bullhead City.** This corridor is approximately 148 miles long with a width of approximately two miles; except for a ten-mile segment traversing the Piute Valley that is 3,500 feet wide. **Corridor 27-41** is occupied by four gas pipelines along its western 110 miles, and is then joined by two electricity transmission lines.

**Environmental concerns:** The MTNM, established by Presidential Proclamation 9395 (February 12, 2016) is comprised of approximately 1.6 million acres of public lands. The monument overlaps with a large majority of **Corridor 27-41**.

The BLM's 2016 DRECP LUPA designated significant additional conservation land units (ACEC and CDNCL) which overlap with **Corridor 27-41** over nearly its entire length.

#### **MTNM:**

The Presidential Proclamation establishing this monument states:

*All Federal lands and interests in lands within the boundaries of the monument are hereby appropriated and withdrawn from all forms of entry, location, selection, sale, or other disposition under the public land laws, from location, entry, and patent under the mining laws, and from disposition under all laws relating to mineral and geothermal leasing, other than by exchange that furthers the protective purposes of the monument or disposal for the limited purpose of providing materials for repairing or maintaining roads and bridges within the monument consistent with care and management of the [monuments]objects...*

*Nothing in this proclamation shall be construed to preclude the renewal or assignment of, or interfere with the operation or maintenance of, or with the replacement, modification, or upgrade within or adjacent to an existing authorization boundary of, existing flood control, utility, pipeline, or telecommunications facilities that are located within the monument in a manner consistent with the care and management of the objects identified above. Existing flood control, utility, pipeline, or telecommunications facilities located within the monument may be expanded, and new facilities may be constructed within the monument, but only to the extent consistent with the care and management of the objects...*

The associated Presidential Proclamation places limits on new facilities that may be authorized within utility corridors; and that such facilities must be associated with an existing right of way. These new facilities must also be consistent with the care and management of the objects for which the monument was established. Among the measures BLM has adopted to contribute to protection of the objects within the monument are the designation of ACECs and CDNCLs, surface disturbance limits, restrictions of the use of motorized vehicles and visual resource management zones. Additional information on these measures and restrictions is presented in our comments on specific corridors that overlap the monument.

**Recommendation:** Given the provisions in the proclamation, we recommend that **Corridor 27-41** be reduced from 10,560 feet to no more than 3,500 feet in width, or to a width that conforms to the location of the existing facilities. That portion of **Corridor 27-41** that crosses east-west through the Piute Valley, which has been designated as critical habitat for Agassiz's desert tortoise, should be

reduced in width to 1,320 feet if there are facilities in place, or eliminated if the corridor is currently unused in order to protect critical habitat and a key habitat linkage extending into Nevada. We also recommend that no electricity transmission lines be allowed within **Corridor 27-41** in order to protect the scenic quality of lands within the MTNM. **Corridor 27-41** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

### **Areas of Critical Environmental Concern.**

**1. Amboy Crater.** This 679 acre ACEC was designated by BLM in a 1989 CDCA LUPA in recognition of the need to protect the Amboy Crater Natural National Landmark. The ACEC was also designated as part of the CDNCL in BLM's 2016 DRECP LUPA because of the national significance of the volcanic features of Amboy Crater. A surface disturbance cap of 1.0 percent has been adopted for this ACEC. It is also located entirely within the MTNM. The unique geological formations consisting of lava flows and pockets of wind-blown sand support unusual varieties of plants and animals that are the subject of academic research into species adaptation. Among the protective management actions authorized is the restoration of the north-facing slope of Amboy Crater, which is visible from nearby Historic Route 66, and which is directly adjacent to the southern boundary of **Corridor 27-41**.

**Recommendation:** Given the provisions in the proclamation, we recommend that **Corridor 27-41 within the Amboy Crater ACEC** be reduced from 10,560 feet to no more than 3,500 feet, or to a width that conforms to the location of existing facilities. We also recommend that no electricity transmission lines be allowed within **Corridor 27-41** within the Amboy Crater ACEC, in order to protect the scenic qualities of lands within the MTNM. **Corridor 27-41** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**2. Bristol Mountains.** This ACEC was designated by BLM through its 2016 DRECP LUPA for the purpose of protecting public lands that form a broad habitat linkage between the Cady Mountains Wilderness Study Area, Pisgah ACEC, Bristol Mountains, Mojave National Preserve and desert tortoise critical habitats in the western and eastern Mojave Desert. The area is inhabited by numerous special status species including the threatened Agassiz's desert tortoise, Mojave fringe-toed lizard (*Uma scoparia*), golden eagle, burrowing owl and desert bighorn sheep. Due to nationally significant resources and values, this area is also designated as a CDNCL unit. A surface disturbance limit of 0.5 to 1.0 percent has been adopted for this ACEC. Land use activities that would adversely impact its nationally significant values are prohibited. Applications for rights of way are to be considered on a case by case basis; however, activities that would impair wildlife habitat connectivity and movements are not to be allowed. This ACEC and CDNCL unit is entirely within the MTNM.

**Recommendation:** Based on existing conservation designations, adopted management goals and objectives, and surface disturbance restrictions in place governing activities in the MTNM, we recommend **Corridor 27-41** be reduced in width to conform to the location of existing facilities and disturbed areas. **Corridor 27-41** within the Bristol Mountains ACEC should also be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**3. Pisgah Research Natural Area.** This ACEC was designated through BLM's 2006 WEMO ROD to protect public lands supporting high densities of the threatened Agassiz's desert tortoise, Mojave fringe-toed lizard, golden eagle, prairie falcon, burrowing owl, desert bighorn sheep and

several BLM-designated sensitive plant populations. It was also designated through BLM's 2016 DRECP LUPA as a unit of the CDNCL. Management goals and objectives include protecting biological values, including habitat quality, populations of sensitive species, and landscape connectivity. Land use activities must be compatible with the protection of nationally significant values. A surface disturbance limit of 1.0 percent has been established for this ACEC through BLM's 2016 DRECP LUPA. **Corridor 27-41** overlaps with the ACEC and CDNCL for a distance of approximately 60 miles.

**Recommendation:** Based on the existing conservation designations, their management goals and objectives, and surface disturbance restrictions in place governing activities in the MTNM, we recommend **Corridor 27-41** be reduced in width to conform to the location of existing facilities and disturbed areas. **Corridor 27-41** within the Pisgah Research Natural Area ACEC should be identified as constrained due to environmental sensitivity and ground disturbance limitation.

**4. Piute-Fenner.** This ACEC was designated by BLM in its 2002 ROD for the Northern and Eastern Mojave (NEMO) LUPA<sup>10</sup> and designated as a unit of the CDNCL in BLM's 2016 DRECP LUPA. This ACEC encompasses critical habitat designated for the threatened Agassiz's desert tortoise. It also provides landscape linkage for various wildlife species which move between the Mojave National Preserve and public lands in Nevada, which are also designated as critical habitat for Agassiz's desert tortoise. Over 37,000 acres of this ACEC supports wilderness qualities which BLM committed to maintain in its 2016 DRECP LUPA, by preventing new surface disturbance. The majority of this ACEC is also included in a CDNCL unit. BLM is required to manage the area to protect nationally significant values. These include Agassiz's desert tortoise critical habitat, crucial habitat linkages, rare plant populations and Unusual Plant Assemblages. Multiple uses are only to be allowed if they are consistent with the goals and objectives adopted to protect ACEC values. Proposed land uses that would impair these ACEC values are prohibited. The surface disturbance limit adopted for this ACEC through BLM's 2016 DRECP LUPA ranges from 0.5 to 1.0 percent.

**Recommendation:** Based on the existing conservation designations, their management goals and objectives, and the restrictions in place governing activities in the MTNM, we recommend Corridor **27-41** be reduced in width to conform to the location of existing facilities and disturbed areas. **Corridor 27-41** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**5. Chemehuevi.** This ACEC was designated in BLM's 2002 ROD for the Northern and Eastern Colorado Desert (NECO) LUPA<sup>11</sup>, primarily to facilitate recovery objectives identified for Agassiz's desert tortoise and to protect critical habitat designated for this species. This ACEC was also designated as a unit of the CDNCL in BLM's 2016 DRECP LUPA in recognition of its nationally significant values. This ACEC is situated within a transition zone between the Mojave and

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<sup>10</sup> Bureau of Land Management (BLM). 2002. Record of Decision for Approved Northern and Eastern Mojave Desert Management Plan. An Amendment to the California Desert Conservation Area Plan. California Desert District. Moreno Valley, CA. [http://www.blm.gov/ca/news/pdfs/nemo2002/NEMO\\_Final\\_ROD\\_CSO.pdf](http://www.blm.gov/ca/news/pdfs/nemo2002/NEMO_Final_ROD_CSO.pdf).

<sup>11</sup> Bureau of Land Management (BLM). 2002. Record of Decision for Approved Northern and Eastern Mojave Desert Management Plan. An Amendment to the California Desert Conservation Area Plan. California Desert District. Moreno Valley, CA. <http://www.blm.gov/ca/st/en/fo/cdd/neco.html>.

Sonoran/Colorado Desert ecoregions and supports high biological diversity. Habitats within the area support numerous special status species, such as Agassiz's desert tortoise, Mojave fringe-toed lizard, burrowing owl, Bendire's thrasher (*Toxostoma bendirei*), prairie falcon and desert bighorn sheep. The area supports many Unusual Plant Assemblages designated by BLM for unusual occurrences of Crucifixion thorn (*Castella emoryi*), teddy bear cholla (*Cylindropuntia bigelovii*), and Sonoran Desert wash microphyll woodlands.

BLM is to manage this ACEC to maintain nationally significant values. This includes the protection of special status species populations by maintaining high quality habitat, landscape habitat linkages and climate change refugia. Appropriate multiple land uses are to be allowed, provided they are consistent with the management goals established to maintain nationally significant values. Any multiple uses which could conflict with these management goals are to be prohibited. A surface disturbance limit of 1.0 percent has been adopted for this ACEC.

**Recommendation:** Based on the existing conservation designations, adopted management goals and objectives, and the restrictions in place governing activities in the MTNM, we recommend **Corridor 27-41** within the Chemehuevi ACEC be reduced in width to conform to the location of existing facilities and disturbed areas. The corridor should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**Corridor 27-225: Interstate-15.** A majority of this corridor is situated within the CDCA and aligned with Interstate Highway 15, a four-lane divided highway. **Corridor 27-225** is approximately 114 miles long, with a width of approximately two miles. It was previously designated a commercial utility corridor in BLM's 1980 CDCA Plan and contains several high voltage electricity transmission lines. It also encompasses, and is intersected in several places, by portions of several gas pipelines. In the Ivanpah Valley, **Corridor 27-225** also supports two recently constructed solar energy generation projects.

**Environmental concerns:** The MTNM, as previously noted, was established by Presidential Proclamation 9395. This monument overlaps with a large majority of **Corridor 27-225**.

The BLM's 2016 DRECP LUPA designated additional conservation land units (ACEC and CDNCL) which overlap with **Corridor 27-225** over nearly its entire length.

#### **MTNM:**

The Proclamation establishing the monument places limits on new facilities that may be authorized within utility corridors. Such facilities must also be associated with an existing right of way, and must be consistent with the care and management of the objects for which the monument was established.

**Recommendation:** Given the provisions specified in the MTNM proclamation, we recommend that **Corridor 27-225** be removed where it overlaps the MTMN due to the constraints imposed on management of public lands containing the objects the monument was established to protect.

#### **Areas of Critical Environmental Concern.**

**1. Afton Canyon.** This 8,830 acre ACEC was designated by BLM in its 1980 CDCA Plan to protect high scenic quality, wetlands and riparian habitat associated with the Mojave River. Afton

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Canyon is often called the “Grand Canyon of the Mojave.” It supports numerous special status species, including several neotropical migratory bird species, nesting birds of prey, and a robust population of desert bighorn sheep.

BLM is to manage this ACEC to maintain nationally significant values, including the protection of special status species, by maintaining high quality habitat, crucial landscape habitat linkages and climate change refugia.

Appropriate multiple land uses are to be allowed, provided they are consistent with the management goals established for nationally significant values. Those uses that could conflict with the management goals are prohibited. Most importantly, BLM has identified this ACEC as a right of way exclusion area. No new rights of way are to be authorized. Based on our review of the Corridor Abstract Report, it is unclear if **Corridor 27-225** overlaps the Afton Canyon ACEC. A surface disturbance limit of 1.0 percent has been adopted for this ACEC through BLM’s 2016 DRECP LUPA.

**Recommendation:** Since BLM has prohibited new rights of way within the Afton Canyon ACEC, we recommend that **Corridor 27-225** be reduced in width to conform to the footprint of existing facilities or eliminated if further analysis shows it overlaps with the ACEC.

**2. Cronese Basin.** This 8,400 acre ACEC was designated in BLM’s 1980 CDCA Plan; and was subsequently modified in 2006 and 2016. In addition to supporting significant prehistoric cultural resources, this ACEC encompasses lands with wilderness characteristics, seasonal wetlands, Unusual Plant Assemblages, and a variety of BLM-designated sensitive species. Some areas within the ACEC have been identified as important climate change refugia for certain wildlife species. Applications for proposed land use activities (new, renewal, and amendment) are to be analyzed by BLM on a case-by-case basis to determine whether they are compatible with the ACEC and its management goals. Land uses which are not compatible with management goals are prohibited. A surface disturbance limit of 0.5 to 1.0 percent has been adopted for this ACEC through BLM’s 2016 DRECP LUPA.

**Recommendation:** We recommend there be no additional ground disturbance within that portion of the Cronese Basin ACEC that overlaps with **Corridor 27-225**, and that new facilities be located only on disturbed lands or adjacent to existing facilities. **Corridor 27-225** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**3. Soda Mountains Expansion.** This 16,720 acre ACEC was designated in BLM’s 2016 DRECP LUPA to protect a valuable habitat linkage for various species of plants and animals. It is located between designated wilderness and wilderness study areas proximal to Interstate Highway 15 and the Mojave National Preserve. Approximately 3,800 acres of the Soda Mountain Expansion ACEC have been designated as a CDNCL unit. Key species within this ACEC and its associated habitat linkages include Agassiz’s desert tortoise, golden eagle and desert bighorn sheep. Reestablishing movements of desert bighorn sheep from the South Soda Mountains to the North Soda Mountains across Interstate Highway 15 is a high priority for the California Department of Fish and Wildlife (CDFW), National Park Service (NPS) and BLM.

The desert bighorn sheep population in the area has expanded considerably and have recolonized the South Soda Mountains, and travel frequently between that mountain range and Afton Canyon to

the west. A key ACEC management goal is maintaining unencumbered habitat and wildlife travel connectivity along the breadth of this ACEC. Applications for proposed land use activities (new, renewal, and amendment) are to be analyzed by BLM on a case-by-case basis to determine whether they are compatible with the ACEC and its management goals. Land uses which are not compatible with ACEC management goals are prohibited. A surface disturbance limit of 1.0 percent has been adopted for this ACEC.

**Recommendation:** We recommend there be no additional ground disturbance within that portion of the Soda Mountains Expansion ACEC that overlaps **Corridor 27-225**, and that new facilities be located only on disturbed lands which will not impact ACEC habitat linkage. **Corridor 27-225** within the Soda Mountains Expansion ACEC should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**4. Superior-Cronese.** This 330,000 acre ACEC was designated in BLM's 2006 WEMO Plan ROD, to protect a high density Agassiz's desert tortoise population within the Superior-Cronese Critical Habitat Unit. It is located between Interstate Highway 15 and the southern boundary of the U.S. Army's National Training Center at Fort Irwin. The management goal for this ACEC is to promote the recovery of Agassiz's desert tortoise by maintaining or improving habitat condition and maintaining habitat linkages with other desert tortoise conservation areas. Applications for proposed land use activities (new, renewal, and amendment) are to be analyzed by BLM on a case-by-case basis to determine whether they are compatible with ACEC management goals. Those land uses which are not compatible with these management objectives are prohibited. A surface disturbance limit of 0.5 percent has been adopted for this ACEC.

**Recommendation:** We recommend there be no additional ground disturbance within that portion of the Superior-Cronese ACEC that overlaps **Corridor 27-225**, and that new facilities be located only on disturbed lands which do not impact the function of the ACEC or existing habitat linkages. **Corridor 27-225** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**5. Halloran Wash.** This 1,740 acre ACEC was designated in BLM's 1980 CDCA Plan and was subsequently modified in 1982 to protect significant prehistoric cultural resources. This ACEC also supports numerous species of at-risk plants and animals, including dense Joshua Tree Woodlands, numerous species of migratory and resident birds, desert bighorn sheep, mule deer and mountain lion. It was designated a CDNCL unit in BLM's 2016 DRECP LUPA. BLM has determined that the prehistoric cultural resources found within this ACEC date back approximately 4,000 years and that these resources are susceptible to impact from a variety of human activities including utility development within the existing utility corridor.

Management goals and objectives developed for this ACEC include protection of sensitive species and habitats, as well as cultural sites. Applications for proposed land use activities (new, renewal, and amendment) are to be analyzed by BLM on a case-by-case basis to determine whether they are compatible with the ACEC and its management goals. Those uses which are not compatible with ACEC management goals are prohibited. A surface disturbance limit of 0.5 percent has been adopted for this ACEC.

**Recommendation:** We recommend no additional surface disturbance on ACEC lands that overlap **Corridor 27-225**, and that new facilities be located on disturbed lands which do not impact the resource values associated with this ACEC. **Corridor 27-225** should be identified as constrained due to environmental sensitivity and surface disturbance limitations.

**6. Ivanpah.** This 78,000 acre ACEC was designated in BLM's 2002 NEMO Plan ROD and was subsequently expanded for the protection of the high density desert tortoise population and its designated critical habitat. Approximately 32,000 acres of the ACEC was designated as a CDNCL unit in BLM's 2016 DRECP LUPA. **Corridor 27-225** overlaps with ACEC lands for a distance of approximately 15 miles in California. Management goals developed for this ACEC include improving desert tortoise habitat, and maintaining native plant communities that support several rare plant species.

Applications for proposed land use activities (new, renewal, and amendment) are to be analyzed by BLM on a case-by-case basis to determine whether they are compatible with the ACEC and its management goals. Those uses that are not compatible with ACEC management goals are prohibited. A surface disturbance limit of 0.1 percent has been adopted for the valley portion of this ACEC and a 1.0 percent limit has been adopted for the upland portion of this ACEC.

**Recommendation:** Based on the very low surface disturbance limit adopted for this ACEC, and the extensive disturbance associated with two large solar energy generation facilities recently constructed in proximity, as well as the construction of an electrical transmission substation and formal Port of Entry into California, we recommend **Corridor 27-225** within this ACEC be designated as constrained. Its width should be reduced to conform to the location of existing facilities. We also recommend that BLM determine if the disturbance limits adopted for this ACEC have been met or exceeded, and make a finding as to whether any further surface disturbance can be allowed.

**7. Shadow Valley.** This 197,000 acre ACEC was designated in BLM's 2002 NEMO Plan ROD and was subsequently expanded in BLM's 2016 DRECP LUPA for the protection of a high density desert tortoise population and its designated critical habitat, important bat roosting habitat in the Silurian Hills, Joshua tree woodlands and numerous rare plant species. A large majority of the ACEC was also designated as a CDNCL unit in BLM's 2016 DRECP LUPA. The ACEC encompasses an important habitat linkage connecting surrounding public lands with highly intact habitat that is critical in maintaining populations of Agassiz's desert tortoise and desert bighorn sheep.

**Corridor 27-225** spans approximately 28 miles of land situated along the southern boundary of this ACEC. Applications for proposed land use activities (new, renewal, and amendment) are to be analyzed by BLM on a case-by-case basis to determine whether they are compatible with the ACEC and its management goals. Those land uses which are not compatible with ACEC management goals are prohibited. A surface disturbance limit ranging from 0.5 to 1.0 percent has been adopted for this ACEC.

**Recommendation:** Based on the overlap with critical habitat designated for Agassiz's desert tortoise, the Shadow Valley ACEC and CDNCL, and a low ground disturbance limit, we recommend **Corridor 27-225** be designated as constrained due to environmental protection needs.

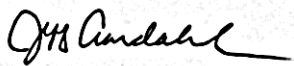
**National Headquarters** | 1130 17th Street, N.W. | Washington, D.C. 20036-4604 | tel 202.682.9400 | fax 202.682.1331 | [www.defenders.org](http://www.defenders.org)



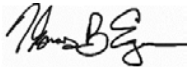
We also recommend that BLM determine if the disturbance limits for the Shadow Valley ACEC have been met or exceeded, and make a finding if any further ground disturbance can be allowed. We further recommend that any new proposals for rights of way within the corridor be limited to lands with existing surface disturbance situated adjacent to existing facilities.

This concludes our comments and recommendations on corridors located within the CDCA. We hope you and your colleagues find them useful in subsequent review and analysis which will identify updated opportunities and justification for corridor changes and modifications.

Sincerely,



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**Via email only**

21 October 2016

RE: Desert Tortoise Council comments on Section 368 West-wide Energy Corridors

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Dear Mr. Woodruff,

The Desert Tortoise Council (Council) is a non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public's understanding of this species. Established in 1975 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council regularly provides information to individuals, organizations and regulatory agencies on matters potentially affecting the desert tortoise within its geographic range.

We appreciate this opportunity to provide feedback to the U.S. Forest Service (USFS), U.S. Bureau of Land Management (BLM), and U.S. Department of Energy (DOE) (herein "Planning Team" or "Team") on the Section 368 West-wide Energy Corridors project (Project). The Council signed on as an Affected Interest in September 2016 using the Project website, and two of our Board members participated in the webinar on 29 September 2016. We understand that comments are due by 24 October 2016, and herein provide our concerns and recommendations.

Given our mission statement above, our comments are necessarily directed towards the federally- and state-listed Threatened desert tortoise (*Gopherus agassizii*), the state-protected Morafka's desert tortoise (*Gopherus morafkai*), and the habitats on which they rely, particularly designated critical habitat for the Mojave Population of *G. agassizii* (USFWS 1994).

The following outline is designed to identify specific corridors and provide comments and recommendations relative to each alignment. In the following comments, we first express our concerns then follow them with bulleted (●) recommendations that would somewhat alleviate

our concerns. Appendix A includes a series of maps provided by the Planning Team in various abstracts that have been marked up to show (1) the Planning Team's alternative (in **red**), (2) the Council's preferred alternative (in **green**), and, where applicable, the Council's other Alternatives (in various colors), which we believe would reduce impacts to *G. agassizii* and its critical habitat.

Following are a few general comments that apply to all of the corridors we discuss in this comment letter, so they would apply but not be reiterated in the corridor-specific comments that follow.

### **General Comments Pertaining to All Corridors**

There is an inherent weakness in the mapping tool, which does not include a layer that shows existing facilities. There is some information given in the abstracts but we are not sure how complete that information is. On 10/6/2016, I spoke with you about this issue and you indicated that this layer may not be available. So, in looking at the corridors, we cannot tell if there are already transmission lines and pipelines within them or if they are currently undeveloped. Constructing a new transmission line immediately adjacent to an existing one would have relatively less of an impact than constructing a brand new transmission line through undeveloped desert, so this information is important. So, we recommend:

- Add a layer to the mapping tool that shows existing transmission lines and pipelines within all identified corridors. It would be advisable to identify existing facilities in the metadata that are viewed when the information icon in the mapping tool is engaged. Although we see there are thin blue lines on the maps in the abstracts, these lines do not differentiate between transmission lines and pipelines. Once the public's initial comments and recommendations have been given to the Planning Team by 24 October 2016 and the Team presents a preferred alternative in the spring of 2017, we expect to see the existing infrastructure on maps of the preferred alternatives so we can ascertain future new impacts versus an expansion of existing impacts.

The following are a few programmatic recommendations that we believe will minimize impacts if implemented:

- Modify all pertinent existing land use management plans to reduce existing corridor widths from 10,650 feet down to the current proposed width of 3,500 feet identified for all new corridors. Given that the 3,500-foot width has been programmatically recommended for all new corridors, we interpret this to mean that this reduced width would also be sufficient to accommodate development in existing corridors. Therefore, reassess all corridors with current widths of 10,650 feet to be reduced to a 3,500-foot width.
- Have land managers adopt an "inside-out" approach to development within all corridors. This means that any new transmission lines and pipelines would be developed at the nearest proximate distance to an existing transmission line or pipeline as allowed by public health and engineering standards rather than developed along the outer edges of a given corridor. We note that this recommendation is the same as that given by BLM Comment 23-25.011, which states: "If additional transmission is permitted, site as close together as possible and with as little ground disturbance and vegetation clearing as possible."

- In addition to this “inside-out” approach, place all transmission lines and pipelines as close to existing paved roads as possible. Field studies (LaRue 1992; Nafus et al. 2013; von Seckendorff Hoff and Marlow 2002) have shown impact zones alongside roads that have eliminated or depressed tortoise occurrence in those areas. As such, it is important that any new facilities be constructed as close to existing, well-traveled roads, highways, and interstates as possible in habitats that have likely already been adversely affected by vehicle use and associated impacts.

### **Corridor-Specific Comments**

The following comments identify a specific corridor, give a brief location description, and cite specific concerns, which are then followed with specific bulleted recommendations.

**Corridor 18-23:** The abstract refers to this corridor as “395 Corridor for Priority Region 1 only, or Eastern Sierra.” We note that the southern half of this corridor, south of Rose Valley along both side of SR-395, is comprised of occupied tortoise habitat. Equally important, this is an essential corridor for the California-listed, Threatened Mohave ground squirrel (*Xerospermophilus mohavensis*). In so far as the Mohave ground squirrel and desert tortoise are sympatric and the protection of one species benefits the conservation of the other, we feel it is important to make several specific recommendations with regards to Corridor 18-23.

- The abstract indicates that this corridor is 10,650 feet wide. The Planning Team should significantly restrict the width of this corridor to as narrow an area as possible. Although Mohave ground squirrel occurs on China Lake Naval Air Weapons Station to the east, the narrowness of this corridor on public lands makes it essential that the corridor not become so developed as to sever the connectivity for Mohave ground squirrels, in particular, and desert tortoise, in general, that occur north and south of this corridor. A corridor width less than 3,500 feet is recommended.

**Corridor 23-25:** The “Little Lake to Adelanto” corridor occurs south of Corridor 18-23, running alongside SR-395 between Little Lake to the north and Adelanto to the south. The abstract indicates that the corridor is 83.6 miles long and that portions of the corridor on BLM lands are 10,650 feet wide. We note that the abstract identifies the entire length of the corridor as a “Corridor of Concern” because of its impacts to desert tortoise critical habitat, National Conservation Areas, and Areas of Critical Environmental Concern (ACECs), which were identified in the Settlement Agreement.

We are very concerned that approximately two-thirds of this corridor (approximately 53 of 83 miles) bisects the desert tortoise Fremont-Kramer desert tortoise Critical Habitat Unit (CHU). Although it is fortunate that the entire corridor follows SR-395 it is unfortunate that this corridor is currently designated to be two miles wide. We note that from just south of the communities of Red Mountain and Johannesburg south to Adelanto that all existing transmission lines occur along the west side of Highway 395. We also note that focused trapping surveys for Mohave ground squirrel were performed in 2016 to determine the importance of this area between Red Mountain (at 20 Mule Team Road) and south to Kramer Junction (LaRue 2016) for that species. Based on that study where 13 Mohave ground squirrels were trapped and tortoise sign was found throughout areas west of SR-395, the Mohave Ground Squirrel Technical Advisory Group (MGS TAG) will recommend to the BLM that this area be dropped from consideration as a Development Focus Area under the Desert Renewable Energy Conservation Plan. If the BLM concurs, the need for more transmission line development may be reduced. Specific recommendations follow:

- Importantly, locate any new transmission or pipeline facilities that would occur north of Kramer Junction *along the west side* of SR-395 because (1) the eastern side of SR-395 is designated as the Fremont-Kramer desert tortoise CHU and the west side is not designated as such; and (2) all existing transmission lines occur along the west side of this major transportation route, so it is better to consolidate impacts to the west than to spread them out to the east.
- Similarly, position any new linear development proposed south of Kramer Junction along the west side of SR-395, where all existing transmission lines and pipelines currently occur.
- It is essential that the Planning Team communicates with California Department of Transportation (Caltrans), which has already performed focused surveys for desert tortoises and may be planning to relocate SR-395 east of its current location, both north and south of Kramer Junction. There should be in depth analyses to judge whether it is better to position new linear energy development along the current alignment of SR-395 (i.e., within Corridor 23-25 as currently delineated by the Team) or along the new alignment of SR-395 to the east, which depends, in part, on the use or abandonment of portions of SR-395 for future transportation.
- Finally, we note that BLM Comments 23-25.012 and .013 indicate that more data are needed to “follow locally specific connectivity recommendations, such as those for the Southern California Wildlands Linkages.” Have these data been acquired? If not, the Planning Team must collect and analyze these data before a preferred alternative for this corridor can be proposed.

**Corridor 23-106:** Identified as a “Corridor of Concern” in the Settlement Agreement because it would affect a National Conservation Area and the Jawbone-Butterbredt and Middle Knob ACECs, the “Little Lake to Mojave” corridor follows along the west side of SR-14 between SR-58 to the south and Little Lake to the north and is 10,650 feet wide on public lands managed by the BLM, all of which are considered tortoise-occupied habitats. It also runs through Red Rock State Park between MP-35 and MP-40. Specific recommendations follow:

- This corridor width should be reduced from 10,650 feet wide to the 3,500-foot width deemed sufficient to accommodate new energy corridors. The narrow widths of the bajadas between approximately Red Rock State Park and the junction of SR-14 and SR-178 make it essential that this corridor not be two miles wide.
- We note that BLM Comment 23-106.007 indicates that “[t]his corridor segment intersects a Southern California Wildlands Linkage” and that more data are needed to assess impacts. The Planning Team must collect and analyze these data before a preferred alternative for this corridor can be proposed.

**Corridor 27-41:** The “Daggett to Bullhead City” corridor runs along Interstate 40 (I-40), National Trails Highway (SR-66), and then departs SR-66 about 18 miles southwest of Essex and extends 56-miles± cross-country. Except for a 10-mile section between Milepost (MP-) 138 and MP-148 where the corridor width would be 3,500 feet wide, the entire corridor would be 10,650 feet wide and accommodate both aboveground transmission lines and underground pipelines. Specific recommendations follow:

- At the western end of this corridor, which coincides with the Ord-Rodman desert tortoise CHU, eliminate the polygons located south of I-40 (light blue line in Figure 1) and reposition the corridor to the north of I-40 to avoid adverse modification of critical habitat. There are many desert tortoises south of I-40. This is an active research area, and many tortoises are fitted with transmitters. There have been known injuries to desert tortoises from use and maintenance of the transmission line service roads.

We are very concerned about the eastern 56-mile± portion of the corridor that departs from SR-66 at approximately MP-80, proceeds cross-country to the east bisecting the Chemehuevi desert tortoise CHU located south of I-40, and then heads north to MP-138 bisecting the Piute-Eldorado desert tortoise CHU located north of I-40.

- We understand from the abstract that both Metropolitan Water District (230 kV) and Imperial Irrigation District (69 kV) transmission lines occur from milepost 110.0 to 137.9 over a 27-mile reach located north and south of I-40, which bisect both critical habitat units. Construct no new transmission lines or pipelines within this portion of the corridor; any new development should follow the “Council’s Other Alternative” given below.

- Using one of the two following alternatives, reconsider and redesign the eastern portions of Corridor 27-41 to follow existing routes of travel, including I-40, SR-66, and California SR-95.

Council’s Preferred Alternative: Corridor 27-41 would remain in its entire length along I-40 to California SR-95, and then proceed northwards to the current proposed location at MP-148. The 33-mile± length of this new corridor coinciding with the southern boundary of the Mojave National Preserve would be restricted to the southern side of I-40 (green line in Figure 1). We note that this proposal is consistent with BLM Comment 27-41.001 given in the abstract tables, which refers to “map included as Attachment 6,” which was not available to us for review. We also note that the Planning Team indicated it should consider “additional corridor options,” which the Council has identified herein.

Council’s Other Alternative: Corridor 27-41 would remain along SR-66 from MP-75, through Essex, to I-40 as per the dark blue line in Figure 1; then follow I-40 east to California SR-95; then follow SR-95 north to the junction with the Team’s alternative at MP-143; and then proceed east to MP-148.

**Corridor 27-225:** The “Interstate 15” corridor is 114 miles long running between Daggett, CA and Jean, NV along I-15. It runs along the southeastern boundary of the Superior-Cronese desert tortoise CHU, then borders the northwestern corner of the Mojave National Preserve, and then north of there bisects the Ivanpah desert tortoise CHU. Specific recommendations follow:

- Eliminate all polygons occurring along a 31-mile± stretch of I-15 on the north side, which is inside the Superior-Cronese desert tortoise CHU, and develop any new transmission lines and pipelines on the south side of I-15 in this area (blue line Figure 2).

- Although we have recommended that all corridor widths be programmatically reduced from 10,650 feet wide to 3,500 feet wide, we believe that this reduction is particularly important for the 25-mile± stretch of the corridor that runs through the Ivanpah desert tortoise CHU (green line in Figure 2). If public health and engineering specifications allow, a width even narrower than 3,500 feet through this area is preferred.

**Corridor 27-266:** This “Daggett to Victorville” corridor runs along a northeast-to-southwest axis between I-40 and I-15. Although not identified as a Corridor of Concern in the settlement, the corridor bisects the northwestern corner of the Ord-Rodman desert tortoise CHU and runs through the middle of the Mojave Monkeyflower ACEC. In addition, this is an important golden eagle nesting area and has been identified as a “Key Raptor Area” by the BLM and Raptor Research Foundation. In the last few years, the Council and numerous other environmental groups soundly opposed Southern California Edison’s attempt to put a new transmission line through this corridor to connect existing facilities between Kramer Junction and Adelanto, called the Coolwater to Lugo alignment. We understand that this so-called “South of Kramer Transmission Project” has been abandoned due to environmental impacts.

- Given numerous environmental impacts associated with this corridor, as identified during the failed attempt of Southern California Edison to develop the “South of Kramer Transmission Project,” abandon this corridor from all further use.

- There are already four existing transmission lines through this corridor that have used the most accessible terrains available. If the above recommendation is untenable, the Planning Team should assess the accessibility of this corridor through mountainous areas east of SR-247 to determine if another transmission line can be accommodated. If the assessment reveals that there is insufficient space to accommodate another transmission line, the future development of transmission lines through this corridor should be prohibited. This recommendation is consistent with BLM’s findings (Comment 27-266.001) that “[e]xisting infrastructure may limit the potential for additional projects.” There are existing electrical system alternatives that can meet power delivery goals without building new transmission lines in this corridor. The California Public Utilities Commission ruled that need for a new corridor had not been established.

**Corridor 30-52:** Although the “Palo Verde to Palm Springs” corridor extends eastwards into Arizona, herein we focus on tortoise habitats occurring in California. Like most other corridors on federal lands in California, this one is 10,650 feet wide. We note that in Arizona the corridor width is reduced to 5,280 feet, and again question the need for corridor widths that are twice as wide in California. Specific recommendations follow:

- In order to reduce direct impacts to the Chuckwalla desert tortoise CHU and indirect impacts to Joshua Tree National Park, which is proactively managed for the recovery of desert tortoises, reduce the width of the corridor through the 33-mile± area located along I-10 and west of Desert Center from 10,650 feet to 3,500 feet (green line in Figure 3).

- In order to reduce direct and indirect impacts to the Chuckwalla desert tortoise CHU, eliminate all corridor polygons located south of I-10 to approximately 33 miles east of Desert Center, thereby restricting new transmission line and pipeline development to the north side of the freeway (blue line in Figure 3).

**Corridor 37-39:** The “East Apex Connector” extends west-to-east from the southeast corner of the Desert National Wildlife Range in Nevada. The corridor width ranges from 3,500 feet down to 1,800 feet due to limited availability of federal lands.

- As given in BLM Comments 37-39.008 and .009, the Planning Team is required to provide missing data to determine if new projects in the corridor require rerouting "...to avoid siting new facilities in TCAs [Tortoise Conservation Areas] without existing transmission, and minimize additional transmission siting in TCAs."

**Corridors 37-223(N) and 37-223(S):** The "West Apex" corridor extends east-to-west near the southeast corner of the Desert National Wildlife Range in southern Nevada, intended to link with Corridor 223-224 near the northwest corner of Nellis Air Force Base.

- As given in BLM Comment 37-223.006, the Planning Team is required to provide missing data to determine if new projects in the corridor require rerouting "...to avoid siting new facilities in TCAs [Tortoise Conservation Areas] without existing transmission, and minimize additional transmission siting in TCAs."

- With regards to connectivity as given in BLM Comment 37-223.007, the Planning Team is obligated to provide missing data to determine if new projects in the corridor require rerouting "...to avoid siting new facilities in Priority 1 & 2 Connectivity Habitat without existing transmission, and minimize additional transmission siting in these areas. And further, as per BLM Comment 37-223.008, "[r]e-route to avoid 'Very High' risk to permeability, and work closely with state and federal wildlife and science agencies to ensure that connectivity is maintained."

The two bullets given above are repeated for many other proposed corridors. To minimize redundancy but still inquire about the current status of the Planning Team's obligations to address BLM's stated concerns, the following corridors have one or both of the same two issues given above, which pertain to the need to provide missing data to minimize impacts to Tortoise Conservation Areas and Priority 1 and 2 Connectivity Habitat: Corridor 37-232 – "Coyote Springs;" Corridor 39-113 – "East Apex/Mormon Mesa to St. George;" Corridor 39-231 - East Las Vegas/Sunrise Mountain;" Corridor 47-231 – "Moenkopi Substation, AZ to Eldorado Substation, NV;" Corridor 223-224 – "Junction US-95/Hwy-160 to Northwest Las Vegas;" Corridor 224-225 – "North Pahrump/US-95 to Las Vegas/Ivanpah Valley;" and Corridor 225-231 – "South McCullough Wilderness."

- Given the above list, have the new data been acquired? If so, how have they been considered in developing corridor alternatives? If not, we contend that the data are needed before the preferred alternatives among these corridors can be determined.

**Corridors 41-46 and 41-47:** The "Davis Dam Southeast" and "Davis to Prescott" corridors, respectively, are located in Arizona, extending south from near Bullhead City to just east of Topock, then east, passing Franconia, then southeast to Kingman. Except for about 15 miles± of the corridor being 10,650 feet wide, the majority of it is 5,260 feet wide.

Both identified as "Corridors of Concern" in the Settlement Agreement, our primary concern is that development in both corridors would impact the Black Mountain population of *G. agassizii*. Although the federally-listed Mojave Population of the desert tortoise occurs west and north of the Colorado River, while the Black Mountain population of *G. agassizii* is afforded only



Arizona State protection along with *G. morafkai*, genetics studies have shown that many of the tortoises found in the Black Mountain area, which is east of the river and bisected by these two corridors, are *G. agassizii* rather than *G. morafkai* (Edwards et al. 2015). *G. morafkai* also occur in this area and the distribution of both species and their critical habitat needs to be assessed before placing projects on the ground.

- Before allowing development within these corridors, the Planning Team, and particularly the BLM, must perform focused studies to determine the regional extent and specific identities of the “Back Mountain population” of tortoises, which among other things, will require genetics studies to determine geographical boundaries between the two species. Once these data are acquired, the BLM must then initiate formal consultation with the U.S. Fish and Wildlife Service (USFWS) to determine if these tortoises warrant federal listing as a Threatened or Endangered distinct population segment.

**Corridor 46-269:** Referred to as the “Bill Williams” corridor, this 94-mile± alignment extends northwest-southeast in west central Arizona from south of Franconia, to west of Phoenix. Varying parts of the alignment are both 5,280 and 10,650 feet wide.

- BLM Comment 46-269.006 indicates that portions of the corridor intersect Sonoran Desert Tortoise [*G. morafkai*] category I or II habitat, and that the Planning Team should consider re-routing the corridor to avoid siting new facilities in this habitat. Have other alternatives been considered? We note that this same query applies to **Corridor 115-238** – “Palo Verde to San Diego.”

We appreciate the amount of work that has been performed by the Planning Team to provide the detailed level of information given in the abstracts, the ease with which the mapping tool is used, and the enormous effort involved, given that we have considered only one of six regions. We trust that our specific recommendations will be considered in developing preferred alternatives among the corridors, and that requests for missing data will be addressed and those data used to identify corridors that will effectively minimize impacts to these two imperiled tortoise species. We look forward to seeing the next iteration of alternatives to see how our recommendations have ben implemented.

Regards,



Edward L. LaRue, Jr., M.S.  
Desert Tortoise Council, Ecosystems Advisory Committee, Chairperson

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## **Appendix A. Planning Team, Preferred, and Other Alternative Corridor Alignments**

In Figures 1 through 3, we depict the alternative identified by the Planning Team as a **red line**, which is taken from the map(s) provided in the abstracts for each corridor. We then provide the Council's Preferred Alternatives and Other Alternatives, which are shown in various colors, with the Council's **Preferred Alternative** always shown as a **green line**.

Figure 1. Corridor 27-41: **Team's Alternative**, **Preferred Alternative**, and **Other Alternative**

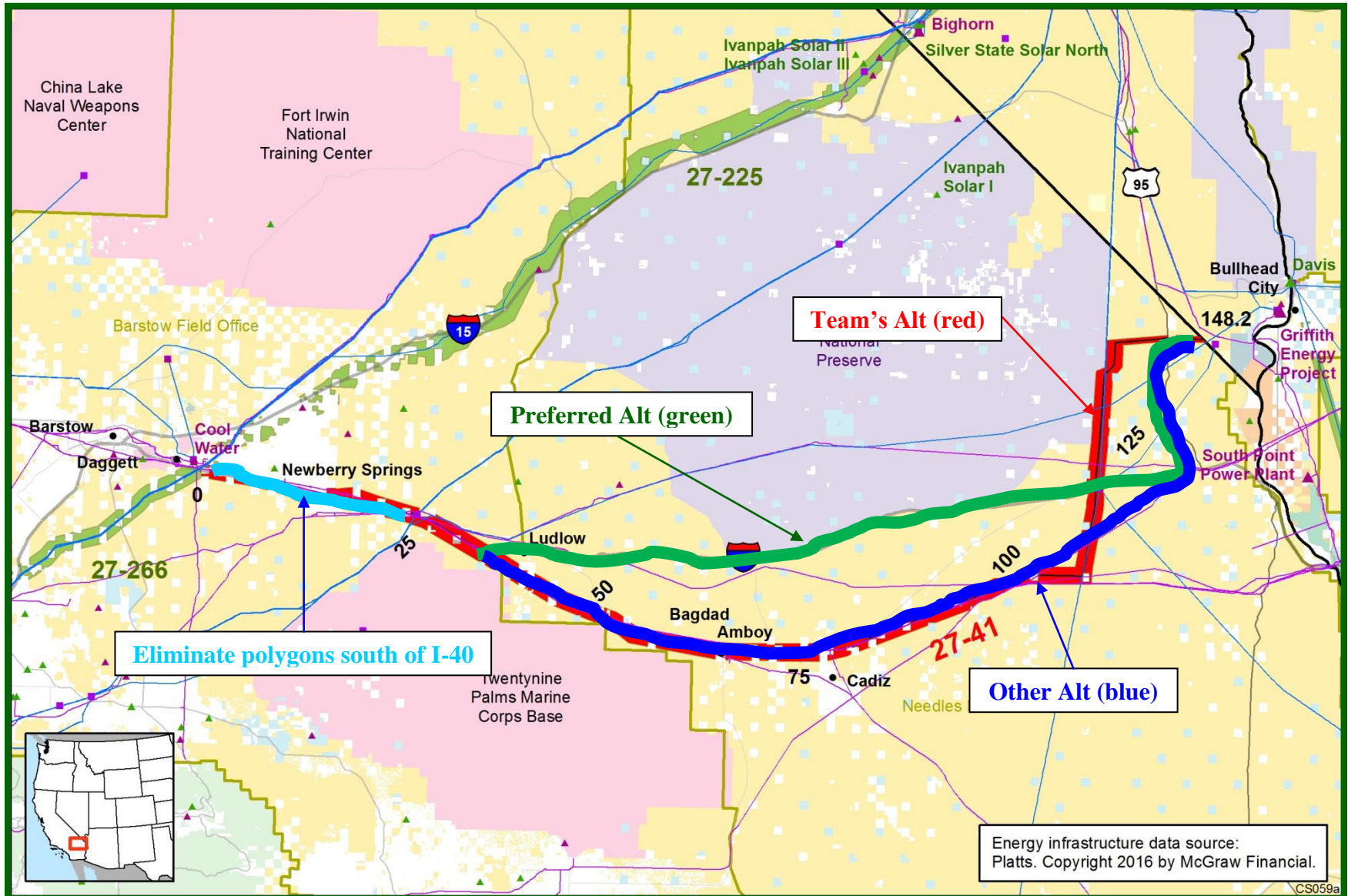


Figure 2. Corridor 27-225: Council's Recommendations

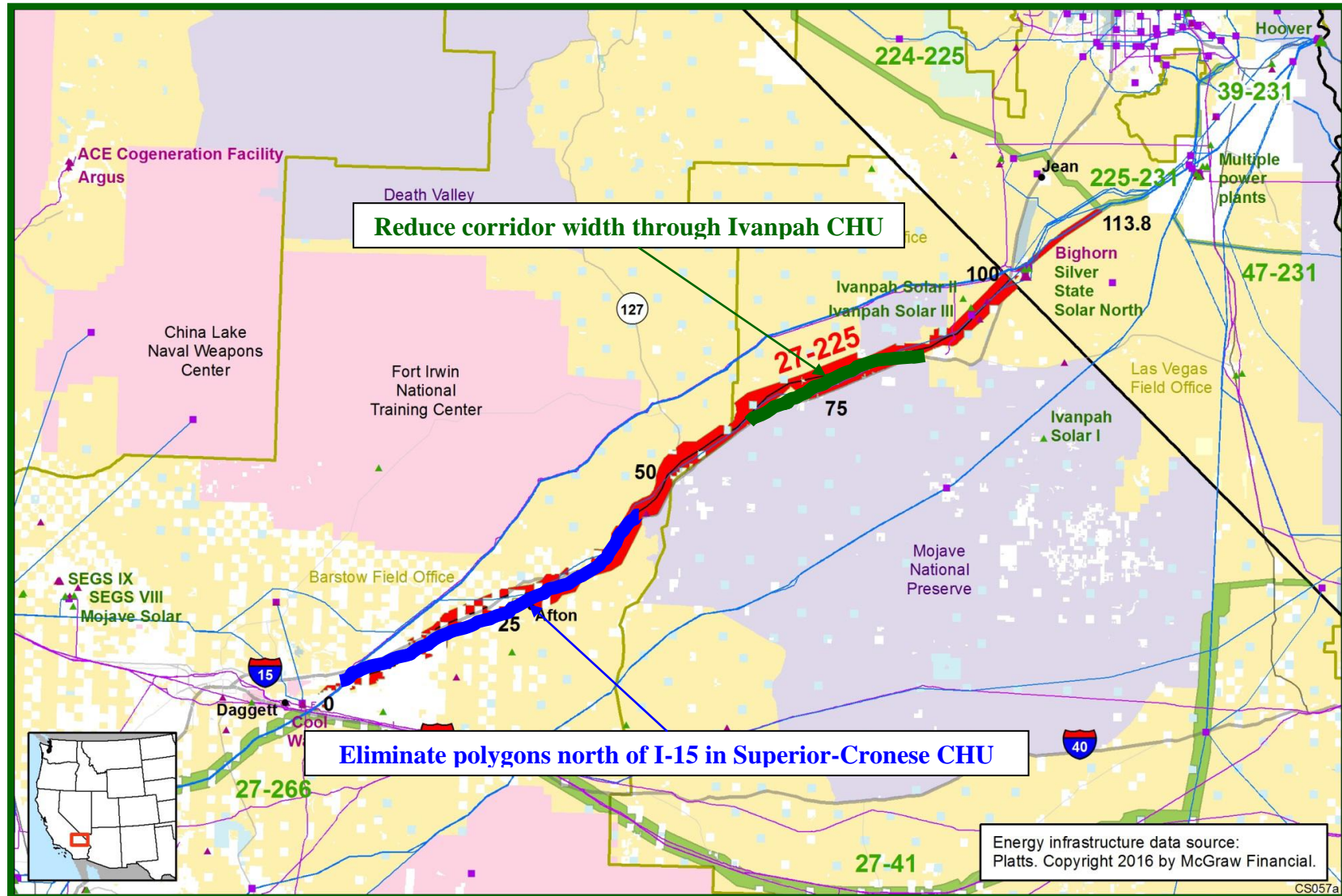
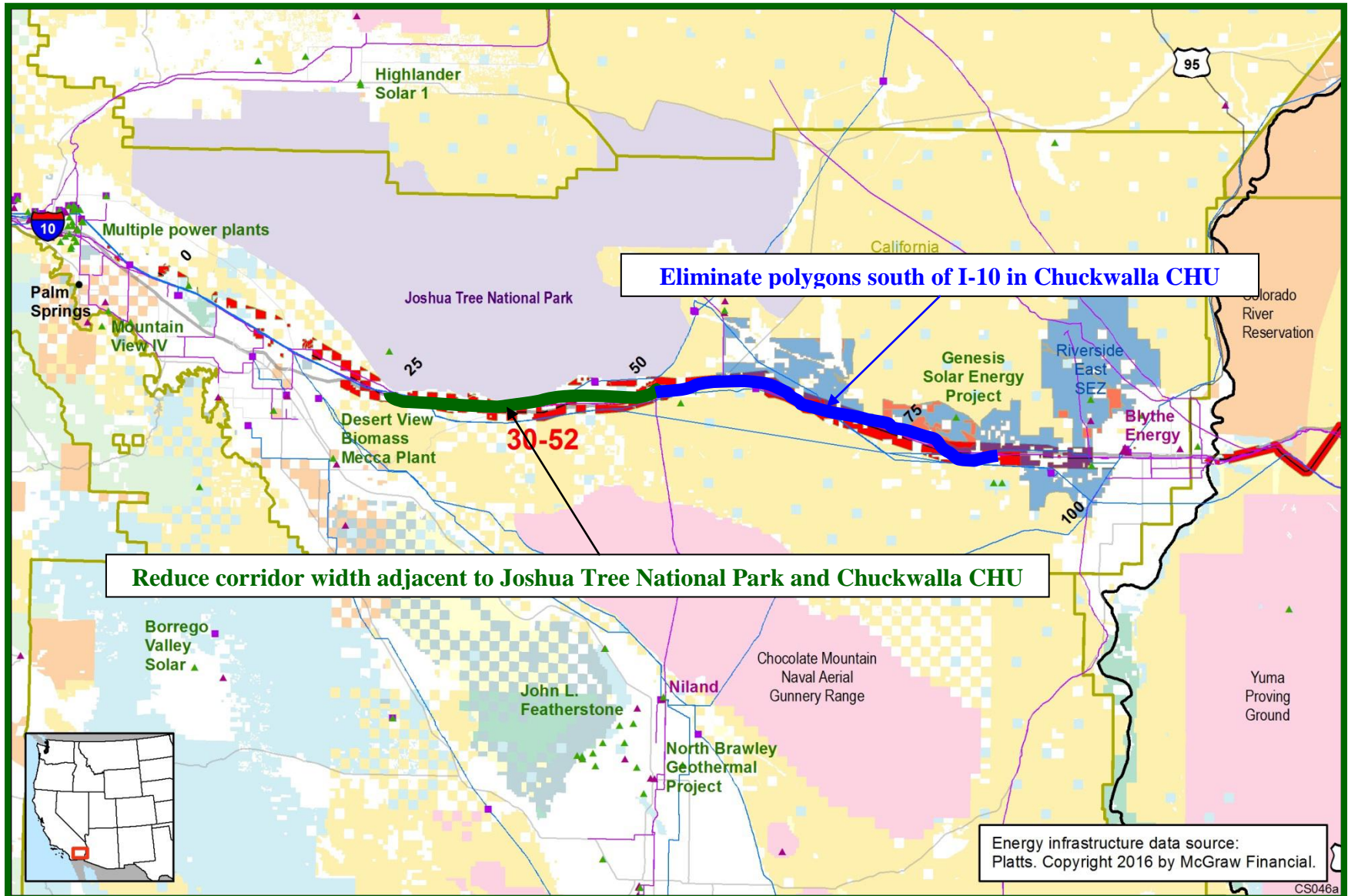


Figure 3. Corridor 30-52: Council's Recommendations





# COLORADO RIVER INDIAN TRIBES

## Colorado River Indian Reservation

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**Re: Comments of the Colorado River Indian Tribes re Section 368 Energy  
Corridors: Corridor 30-52**

To Whom It May Concern,

The Colorado River Indian Tribes ("CRIT" or "Tribes") submits the following comments on the corridor abstract for Corridor 30-52, part of the reviews of the Section 368 energy corridors ("Project"). This letter supplements input provided by THPO Director David Harper at the public workshop on September 22, 2016.

As a preliminary matter, the Colorado River Indian Tribes is a federally recognized Indian tribe comprised of over 4,200 members from four distinct tribes—the Mohave, Chemehuevi, Hopi and Navajo. The approximately 300,000-acre Colorado River Indian Reservation sits astride the Colorado River between Blythe, California and Parker, Arizona. The ancestral homelands of the Tribes' members, however, extend far beyond the Reservation boundaries. Significant portions of public and private lands in California, Arizona, and Nevada were occupied by the ancestors of

the Colorado River Indian Tribes' Mohave and Chemehuevi members since time immemorial. These landscapes remain imbued with substantial cultural, spiritual, and religious significance for the Tribe's current members and future generations. For this reason, we have a strong interest in maintaining a voice in BLM's land management decisions.

At this time, we submit the following comments for consideration and reserve the right to supplement our comments as more information on the Project becomes available:

- **Need for Coordination Among Governmental Agencies But Not At The Expense of Consultation Requirements.** It is our understanding that energy corridors have been designated to support siting of oil, gas, and hydrogen pipelines and electricity transmission and distribution facilities on Federal land throughout the western United States, including Corridor 30-52. Given the siting of Corridor 30-52 near or on the Colorado River Indian Tribes' reservation near Copper Bottom Pass and near Cunningham Peak in the Dome Rock Mountains in Arizona, Argonne and BLM should have made an effort to conduct in-person consultation with the Tribes about the corridor review before even circulating their corridor abstracts. "Consultation" is defined as "the process of seeking, discussing, and considering the views of other participants, and where feasible, seeking agreement with them." 36 C.F.R. § 800.16(f). Although we understand that there are many participants in the review process and coordination is needed, general meetings and form letters are no substitute for government-to-government consultation with tribes, especially when Argonne and/or BLM acknowledge that Corridor 30-52 abuts the Colorado River Indian Reservation in the vicinity of Copper Bottom Pass. *See* Section 368 Energy Corridor Regional Reviews-Region 1, Jurisdictional Concern, Page 8, and Tribal Concerns, Page 14. In other words, the Tribes demands to be treated as a sovereign nation throughout this process, not a casual observer. Therefore, meaningful consultation, consisting of multiple meetings if necessary, must take place before any further decision-making regarding this Project occurs, including any siting of projects near or on the CRIT reservation. We expect BLM to consult with CRIT during this review process, and the Tribes will make its recommendations (additions, deletions, or edits to the corridors) in that context. Please copy the Tribes' Attorney General's Office on all communications to schedule a meeting with Tribal Council.
- **Avoidance of Cultural Resources and Reburial of Artifacts.** For the preservation of our footprint on the land, the Tribes stresses the need for avoidance of cultural resources during ground disturbing activities, and if avoidance is infeasible, *in-situ* reburial of artifacts. This approach is especially important because the Tribe's Mohave members strongly associate artifacts with the ancestors who used them; consequently, any disturbance of these artifacts is considered taboo. After construction of the Devers Palo Verde Transmission Line in California resulted in permanent damage to a prehistoric rock ring circle, the Tribes has become painfully aware that heavy equipment operation associated with transmission lines and energy corridors can cause irreversible damage to sensitive and priceless cultural resources during construction activities. For these reasons, avoidance and reburial must be incorporated into recommendations for this Project and that the least invasive equipment and methodologies are used should any development go forward.



- **Early Tribal Involvement in Ethnographic Studies and Archaeological Surveys.**  
Given the Project area and its potential proximity to our Reservation, the Tribes must be involved early in the preparation and review of ethnographic studies and archaeological survey work. All survey work should involve the use of CRIT's tribal monitors, and the Tribes must have the opportunity to review and comment upon all plans and studies that result from these efforts.

We look forward to receiving a written response from the BLM. Please copy Rebecca A. Loudbear, Attorney General, at [rloudbear@critdoj.com](mailto:rloudbear@critdoj.com), and Nancy H. Jасulca, Deputy Attorney General, at [njasulca@critdoj.com](mailto:njasulca@critdoj.com), on any communications to the Colorado River Indian Tribes. If you have any information about cultural resource survey or monitoring work, please contact David Harper, THPO Director, at (928) 669-5822, or [david.harper@crit-nsn.gov](mailto:david.harper@crit-nsn.gov).

Sincerely,

**COLORADO RIVER INDIAN TRIBES**



Dennis Patch  
Chairman

Cc: Tribal Council of the Colorado River Indian Tribes  
Rebecca A. Loudbear, Attorney General, Colorado River Indian Tribes  
David Harper, Director, Tribal Historic Preservation Office

Gabriel Garcia, Acting District Manager, BLM California Desert District (via mail only-  
22835 Calle San Juan De Los Lagos, Moreno Valley, CA 92553)

Arizona Solar Working Group  
c/o Sonoran Institute  
11010 N. Tatum Blvd. Suite D101  
Phoenix, AZ 85028

October 18, 2016

Bureau of Land Management  
West-wide Energy Corridor Regional Review Portal  
Submitted electronically to [blm\\_wo\\_368corridors@blm.gov](mailto:blm_wo_368corridors@blm.gov)

**RE: Comments on the Regional Review of Region 1 of the Section 368 Corridors**

To Whom It May Concern:

Arizona and its utilities have a long, successful history of building high voltage transmission to meet the needs of our growing state and to be able to supply power throughout Western Interconnection. Arizona's world class solar resources are being developed for in-state consumption and out-of-state sale. To support the development of transmission infrastructure and solar projects in low-conflict areas, the Sonoran Institute created the Arizona Solar Working Group (ASWG). The ASWG brings together environmental and land conservation organizations with solar developers and the state's electric utilities. The ASWG works to understand and come to consensus positions to inform federal land use processes such as BLM's Arizona Restoration Design Energy Project and the Section 368 West-wide Energy Corridor (WVEC) regional review. The following are comments intended to address broad and sometimes systemic challenges that affect WVEC alignments in Arizona. This letter is crafted to identify consensus points that are shared by the undersigned members of the ASWG.

- 1. Regional Planning:** Currently there is significant uncertainty surrounding the long-term supply and demand projections of energy in the western United States. This uncertainty contributes to a range of challenges including the inability to effectively engage stakeholders on long-range planning issues and a lack of understanding of the range of possible corridors needed for future distribution. Also, there is some question about whether the range of possible future supply and demand factors is being appropriately considered in this process. For example, it is reasonable to expect that with a more effective dialogue with the energy and development industry, that additional potential corridors will be identified for review while some currently designated corridors may be considered unnecessary.

The Solar Working Group recommends that consideration be given for a regional dialogue involving the energy, transportation, environment and land management sectors to develop a better understanding of the possible supply and demand factors affecting energy generation and distribution. This dialogue should be led by the Department of Interior with significant support and engagement with the Department of Energy and Federal Highways Administration. This dialogue should result in a range of possible energy-related scenarios with which to test the need for transmission infrastructure.

- 2. California Demand:** Currently, it is anticipated that California will be the most likely market for energy exports from Arizona. This energy will most likely be destined for the Mead or Delaney

substations where it will transition to the California energy grid. With this in mind, it seems that energy corridors in Arizona should generally lead in the general direction of these substations and extend from likely supply sources including the Palo Verde substation, Solar Energy Zones and Renewable Energy Development Areas designated by the Bureau of Land Management, and wind energy sources in New Mexico.

3. **Data:** The Restoration Design Energy Project (RDEP) utilized a robust set of data sources to evaluate a range of environmental and energy issues on a state-wide basis. It seems reasonable, as this data was exceptionally well vetted, to use the same information to both review possible conflicts with resources in Arizona and to identify new corridors that avoid these conflicts.
4. **Additional corridors:** ASWG recommends that the BLM review additional possible corridors across Arizona that may be suitable alternatives for transmission. Arizona's state highways and interstates may be suitable for colocation of transmission infrastructure and should be evaluated for this purpose. Most notably, corridors extending from the general location of the Palo Verde Hub toward the Mead and Delaney substations would be of high interest. Additionally, routes should be explored that can connect the Palo Verde substation to incoming energy sources from southern New Mexico. Possible corridors include the Interstate 10, State Route 85, and Interstate 8, along with the proposed Interstate 11. As corridor changes are considered, avoidance of important and sensitive environmental resources should be prioritized.

Thank you for considering these comments. We look forward to seeing improvements to the WWEC through the Regional Reviews to better avoid resource concerns and ensure a more robust utilization of WWECs in the future in order to facilitate a successful and sustainable renewable energy portfolio.

Thank you,

Ian Dowdy, AICP  
Director, Sun Corridor Program  
**Sonoran Institute**

Alex Daue  
Assistant Director, Energy and Climate  
**The Wilderness Society**

Richard Stuhan  
Siting Consultant Senior  
**Arizona Public Service**

William Kipp and Doug Fant  
**Black Forest Partners**

Valerie Morrill  
Region Director  
**Arizona Wildlife Federation**



# La Paz County Board of Supervisors

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D. L. Wilson	- District 1	Daniel G. Field	- County Administrator /
King E. Clapperton	- District 2		Clerk of the Board
Holly Irwin	- District 3		

Oct 27, 2016

Ms. Georgeann Smale  
Bureau of Land Management  
20 M Street, SE, Room 2134LM  
Washington, DC 20003

RE: Section 368 Energy Corridor Regional Reviews (Region 1)

Dear Ms. Smale:

This letter represents La Paz County, Arizona’s comments for **Region 1: Corridor Abstracts** in response to BLM’s request to better engage with stakeholder jurisdictions affected by the construction of additional electrical transmission capacity in the western region and neighboring states. The lack of alignment between local interests and national goals is the primary reason why these projects continue to suffer from lack of support leading to delays that ultimately erode the timeline for policies that President Obama has committed to for the Nation’s move to energy independence and climate change adaptation. Taking local jurisdictions’ needs into account may help the BLM create a stronger foundation of support to move these projects forward towards completion. La Paz County remains committed to being a productive and positive force in this process and our Board of Supervisors hope that our efforts to be collaborative will create a win-win scenario for all participants, with the understanding that we must demand that local benefits be attached.

While we appreciate that additional corridors are necessary to allow renewable energy assets to be leveraged more effectively throughout the United States to reduce greenhouse gas, build grid reliance and create redundancy in our energy use, our Board of Supervisors, its residents and other stakeholders are tired of having these projects create negative impacts to our struggling County without any mechanism for us to benefit. We currently are working with Congressman Gosar’s staff to embark on a legislative effort to purchase isolated property from the BLM in an area that could support renewable energy projects with little damage to our environment or population centers. While we understand that there are certain right of way issues along a major interstate that make this type of route corridor determination more “efficient”, the route as planned today has the potential to impact future opportunities in our region in a negative

*Letter from Ms. Sarber to BLM*

*Oct. 27, 2016*

manner. Our goal with these comments is to identify a better route alternate while seeking your support to make sure La Paz County can benefit by participating in creating renewable energy by purchasing property to host projects that will energize these lines.

As one of only a few Counties in the United States with more than 95% of our property controlled by Federal, State or Tribal governments, La Paz County's ability to plan for its long-term economic sustainability is difficult. La Paz County geographically is located at a critical geographic placement at the intersection of the western energy grid on the border of California and Arizona. We already play host to national energy infrastructure --- El Paso gas lines, Palo Verde - Devers and WAPA transmission lines---most without local benefits since these massive, energy infrastructure assets were placed in our County without a lot of concern as to their local economic, social or political impacts. Today, our pro-active intent is to seek an alignment between national policies to plan for future energy assets balanced with local goals to be able to participate in the economic development that usually accompanies these transmission lines.

Your current siting consideration and process must take into account a current project being considered. La Paz County is currently in the throes of commenting to the BLM's NEPA process on the newest transmission line project ---- the Ten West Link, which is a high voltage transmission line being proposed by a developer asking La Paz County to consider another 100 miles of high-voltage transmission line in addition to other energy assets that crisscross our County. During the Ten West Link comment period, in public hearings and in meetings with the BLM, we have been adamant that the only way that our local jurisdiction will support any additional energy assets on BLM lands are for these to be tied to benefits locally. This will be the only way that our municipality will support global, national renewable energy goals that drive these types of transmission requirements because it 1.) Allows us to generate economic development locally which then helps us to 2.) Support locations that minimize environmental impacts to rare desert eco-systems while 3.) Making sure that these assets remain as far as possible from any population centers.

The La Paz County Board of Supervisors, its residents and other stakeholders are insistent that we would not support any new transmission routes that are within close proximity to the communities of Quartzsite or Ehrenberg due to the negative impacts to our economy and residents. We insist that these negative impacts be quantified in any future analysis or guidance documents with analysis that include:

- potential threats to health and safety;
- effects on community infrastructure;
- cultural resources;
- social conflicts;
- environmental justice;
- lack of contiguous control of property;
- changes to local government from economic and social dislocation;
- impacts to tourism;

*Letter from Ms. Sarber to BLM*  
*Oct. 27, 2016*

- other potential environmental impacts to visual resources, transportation, recreation, public health, etc. and;
- alterations in community social structures caused by the long-term nature of the Ten West Link.

We are disappointed that the current “Corridor Route” as proposed runs through Quartzsite and Ehgrenberg, in particular, because there is another high voltage line that is south of the Interstate that provides a pre-existing corridor that could have been considered. Placing these transmission lines next to each other would dramatically reduce the impacts (environmentally, social, economic etc.), in particular, since the line currently represents small impacts to our local jurisdictions. We would request that any route alternatives currently being examined close to these communities be dropped from further consideration! (It is our understanding that BLM has the ability to list all of these routes that are of concern to our community and citizens as “considered but not carried forward” while still satisfying their statutory obligation to consider and evaluate a broad and comprehensive set of alternatives.) By continuing to evaluate these routes in the vicinity of these communities, the risk that the BLM takes on this proposed corridor project is to make it much more controversial than it needs to be with one route option for new transmission capacity detailed below.

If not dropped from analysis, BLM will be subjecting our communities to undue and on-going stress during the analysis period that negatively impacts health and possible future perceived economic hardships that will further isolate and weaken our poor and elderly populations. If the BLM cannot drop these alternates, La Paz County requests that BLM justify in writing the benefits and why they want have our populations to bear the burden of these benefits without any remedies flowing to us locally. La Paz County also requests that any impacts to our communities from having to go through the process of even considering hosting major transmission lines be quantified and mitigated during the period of time it takes to determine their viability during any future review.

La Paz County has already stated in comments to the BLM that there is a major disconnect and lack of alignment between national/regional and local goals in the nation’s energy policies. Yet the BLM continues to articulate the benefits of these types of projects, typically stating them as the:

“...future capacity to share power generated from renewable energy sources without additional redundancy and associated increased reliability in the system”.

That statement is not true for our jurisdiction! Unless there are interconnect points that we have access to for our own projects, there are no true interconnect or reliability benefits. Most of these large transmission lines transect La Paz County with no renewable energy being delivered locally.

The Board of Supervisors continue to see statements by the BLM about new transmission lines being considered as a positive benefit to local jurisdictions that are then---

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*Oct. 27, 2016*

“justified based on economic benefits” *including* “system economics for consumers; economic benefits in the form of increased taxes and business development; deliverability; service reliability for consumers; operational flexibility for generation dispatch and renewable integration; and the interconnection capability of new, renewable projects proposing to locate near the Project.”

Typically these benefits are stated as a matter of “fact” when “in fact” they are not. If La Paz County is to consider supporting the construction of another high voltage line through our County, then we must first understand what the social or economic benefits are that will be guaranteed. ***One way that the BLM could gain our local jurisdiction’s support is for the BLM to support our current legislative effort to expedite the purchase of property that may create interconnect and renewable project sitings for La Paz County in areas currently controlled by the BLM.*** Support for this transmission line then becomes of real benefit that can be quantified in the form of economic development opportunities but with the caveat that the route ultimately selected not deteriorates the environment or our residents’ quality of life.

BLM needs to start using more sophisticated demographic data in their analysis of communities, because prior data bases have been demonstrated to be woefully lacking. Modern social and economic data bases are providing a better understanding of the impacts from these projects to our local population and are readily available. Examples of some of these more modern, data banks (L2) are widely available in the political and marketing/campaign industries. These data banks are highly specialized and allow for targeting of certain impacted populations. For example, in the communities of Quartzsite and Ehrenberg in La Paz County, our populations are poor, elderly and isolated which then will create issues of environmental justice for the federal government (See attached). Also, the BLM likes to rely on computer type targeting and communication techniques in making residents aware of these processes. Using computers and emails as a method of outreach is not attuned to the manner in which these people become informed of local news or learn about meetings. Many of these residents do not have access to a computer, emails or social media. Mail or direct outreach is a much more effective way to target interested citizens.

Similar to Boulder City, Nevada, La Paz County, AZ would like to generate economic benefits locally that will help us support energy projects. Congressman Gosar has kindly taken the lead to enable La Paz County to purchase BLM property through legislative action that lays the groundwork to create economic and social benefits by hosting renewable energy projects. We will only support these infrastructure projects if they represent minimal impacts to our residents - -- clearly that is why we remain opposed to any transmission lines being located close to our population centers including Quartzsite and Ehrenberg. While we are interested in stating our preferred route to try to bring some focus to what we think would work, our support remains tentative until all of the facts are understood.

#### Preferred Route for La Paz County

La Paz County has analyzed the Corridor and will provide what we believe is the best route, taking into account all of the stakeholders concerns. We have spoken with the Sonoran Institute and The Wilderness Society. While this is somewhat early in the process, we want to start with what we think may be our preferred route as one that we believe addresses a lot of the

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*Oct. 27, 2016*

stakeholders issues. It will be the route that we ask the Ten West Link proponent to consider because it will help balance environmental protection while distancing the infrastructure from directly affecting our residents. This route would accomplish many goals – first it avoids both KOFA National Wildlife Refuge and Quartzsite while allowing the utilization of the Interstate Corridor for a major portion of the route between Maricopa and La Paz Counties. It also provides the appropriate geography and access points for La Paz County to purchase property from the BLM that may be in an area to interconnect in an isolated, disturbed section of the County that has not been identified as valuable from an environmental standpoint.

From the Delaney Substation, the Ten West Link follows the existing ROW of the Devers line past the Maricopa and La Paz County boundary. At the point the ROW crosses to the south side of Interstate 10, it would then parallel Interstate 10 --- which is close proximity to the property that La Paz County is seeking through legislative channels --- while staying away from the KOFA. The transmission line would parallel Interstate 10 until just before the Quartzsite city limits boundary which is when it would drop south to the existing ROW for Devers. It would not be located near State Highway 95 but instead would skirt the bottom property limits of the KOFA range. At this point, the line would again parallel the existing ROW with Devers with the hope that it can continue to the Colorado River into California along the pre-existing ROW.

The above route offers a number of advantages:

- The majority of this route takes advantage of existing BLM ROW and existing corridors without traversing through or in the vicinity of La Paz County communities or cities;
- This route avoids population centers around Quartzsite and Ehrenberg, minimizing adverse visual, public health, transportation, economic, and other environmental impacts in these areas that cannot afford any more impacts since we want to continue to attract residents, visitors, recreationists, and business to our community;
- This route minimizes impacts to the long-term visitor areas in and around the Town of Quartzsite and the economic benefits from these seasonal visitors;
- This route facilitates a crossing point for the Colorado River with significantly less development, and fewer environmental impacts than the northern river crossings;
- This route takes advantage of locating along the existing ROW as much as possible and then moving up to the vicinity of I-10 to take advantage of a portion of energy corridor 30-52 that is in close proximity to disturbed property that La Paz County would like to purchase and develop for our own renewable energy projects, which addresses KOFA's lack of support for an additional line on their property;
- This route specifically maximizes the ability to locate the project adjacent to the existing transmission line, thus keeping these two transmission lines within the same general corridor area thus minimizing overall visual impacts to areas without existing transmission lines which is in accordance with sound transmission line siting practices that try to co-locate new lines in existing transmission corridors when additional capacity is needed;
- The proposed route helps address the concerns (the BLM will hear) from Fish and Wildlife by avoiding KOFA, and any potential concerns from Department of Defense by keeping the line out of the Yuma Proving Grounds;



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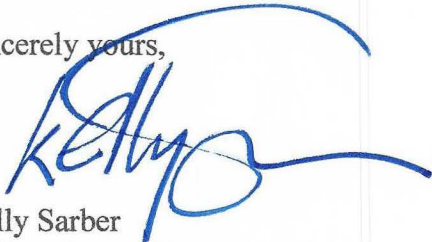
Letter from Ms. Sarber to BLM

Oct. 27, 2016

- By locating adjacent to existing linear facilities, this route optimizes the project's ability to use existing access roads and minimizing overall ground impact and thereby minimizing the environmental footprint of the project; and
- This route avoids known areas of sensitive species.

Thank you for inviting our comments and we appreciate you including them to help define analysis for future route considerations and invite any questions or concerns as it relates to these comments. We would appreciate a time to meet in person to better understand how we can be of assistance in this process and to discuss methods to create more alignment between federal and local renewable energy goals.

Sincerely yours,



Kelly Sarber  
La Paz County Representative  
Environmental Projects and Programs  
[kellysarber@hotmail.com](mailto:kellysarber@hotmail.com)  
(760) 613-5994

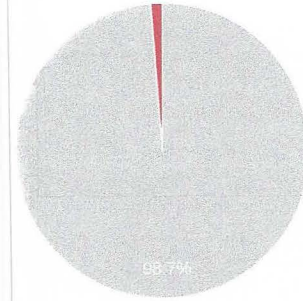
cc

Supervisor King Clapperton (District 1)  
Supervisor D.L. Wilson (District 2)  
Supervisor Holly Irwin (District 3)  
Mr. Dan Field, La Paz County Administrator  
Ms. Nora Yackley, La Paz County Planning and Zoning Department

Jeff Small, Legislative Director, Congressman Paul A. Gosar, D.D.S.  
Mr. Mike Ford, Abbey, Stubbs & Ford, LLC

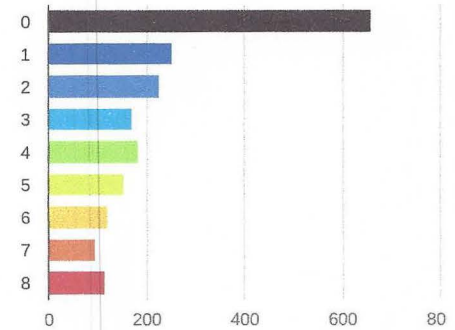
### Veteran

Unknown	1,939	98.73%
Yes	25	1.27%



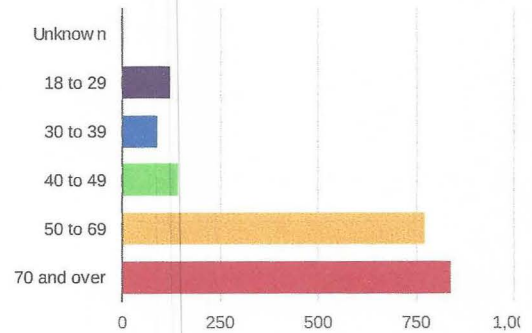
### Voting Frequency

0	658	33.50%
1	251	12.78%
2	226	11.51%
4	182	9.27%
3	168	8.55%
5	152	7.74%
6	121	6.16%
8	113	5.75%
7	93	4.74%



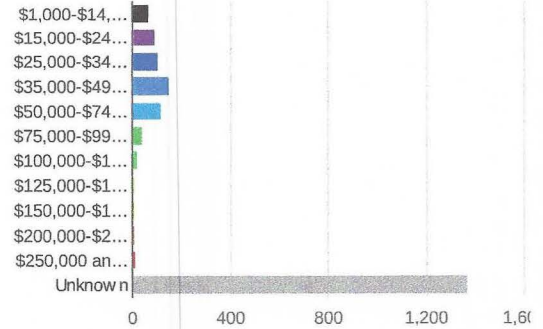
### Age Range Based on Birth Year

70 and over	839	42.72%
50 to 69	771	39.26%
40 to 49	141	7.18%
18 to 29	123	6.26%
30 to 39	89	4.53%
Unknown	1	0.05%



## Estimated Income Range

\$1,000-\$14,999	63	3.21%
\$15,000-\$24,999	89	4.53%
\$25,000-\$34,999	105	5.35%
\$35,000-\$49,999	150	7.64%
\$50,000-\$74,999	120	6.11%
\$75,000-\$99,999	40	2.04%
\$100,000-\$124,999	20	1.02%
\$125,000-\$149,999	3	0.15%
\$150,000-\$174,999	1	0.05%
\$200,000-\$249,999	1	0.05%
\$250,000 and up	8	0.41%
Unknown	1,364	69.45%



## Occupation

Civil Servant-General	1	0.05%
Education-Instructor	1	0.05%
Education-Teacher	4	0.20%
Financial-Auditor	1	0.05%
Financial-Banker	3	0.15%
Financial-Insurance Agent	1	0.05%
Financial-Real Estate/General	6	0.31%
Financial-Stock Trader	3	0.15%
Management-Account Executive	6	0.31%
Management-Manager	3	0.15%
Management-Market	2	0.10%
Management-Middle	4	0.20%
Management-President	1	0.05%
Management-Upper	12	0.61%
Manufacturing-Construction Worker	1	0.05%
Manufacturing-Skilled	9	0.46%
Medical-Dentist/Dental Hygienist	2	0.10%
Medical-Nurse	11	0.56%
Medical-Occup/Physical Therapist	1	0.05%
Military-Unknown	2	0.10%
Office Assistant-Clerk	3	0.15%
Office Assistant-General	6	0.31%
Office Assistant-Receptionist	1	0.05%
Office Assistant-Sales Clerk	13	0.66%
Other-Homemaker	27	1.37%

Region 1: Stakeholder Input -  
Abstracts

Section 368 Energy Corridor Regional Review

Other-Laborer	7	0.36%
Other-Retired	55	2.80%
Other-Self-Employed	5	0.25%
Sales-Checker	1	0.05%
Skilled Trades-Barber/Hairstylist/Beautician	8	0.41%
Skilled Trades-Clergy	1	0.05%
Skilled Trades-Driver/General	1	0.05%
Skilled Trades-Driver/Professional	2	0.10%
Skilled Trades-Driver/Truck	1	0.05%
Skilled Trades-Electrician	1	0.05%
Skilled Trades-Lineman	1	0.05%
Skilled Trades-Pilot	1	0.05%
Skilled Trades-Plumber	1	0.05%
Skilled Trades-Technician/General	1	0.05%
Unknown	1,754	89.31%

## Business Owner

Unknown	1,959	99.75%
Yes	5	0.25%

## Education

Unknown	1,250	63.65%
HS Diploma - Extremely Likely	170	8.66%
HS Diploma - Likely	145	7.38%
Bach Degree - Extremely Likely	126	6.42%
Some College - Likely	103	5.24%
Less than HS Diploma - Likely	74	3.77%
Some College -Extremely Likely	40	2.04%
Grad Degree - Extremely Likely	26	1.32%
Grad Degree - Likely	15	0.76%
Bach Degree - Likely	13	0.66%
Vocational Technical Degree - Extremely Likely	2	0.10%

8. The following comments were provided by two National Wildlife Refuges located in Service Region 8 (California and Nevada).

Generally speaking, transmission lines can affect migratory bird resources in the area of National Wildlife Refuges. We consider the direct mortality from collisions to be of great concern. This can be particularly problematic during periods of low visibility such as in foggy weather or at night, when many birds are migrating or flying between roost sites and feeding areas.

Less apparent are the indirect impacts of habitat degradation and human disturbance associated with transmission lines themselves. The construction, operation, and maintenance of power lines can result in temporary and permanent impacts to migratory birds and to threatened or endangered species.

The following may or may not be applicable depending on the habitat types found within the Region 1 corridors, but annual vegetation maintenance activities within corridors are detrimental to refuge wildlife. Vegetation maintenance activities involve the use of large trucks and crews of workers with chain saws and other power tools. This activity can be loud and disruptive which can push animals out of their preferred habitats. Vegetation management conducted during the breeding season can also be detrimental to birds; the trimming or removal of vegetation can destroy nests and/or young migratory birds. While unintentional, active nest destruction is a form of “take” and prohibited under the Migratory Bird Treaty Act.

Furthermore, helicopters often used to survey existing transmission lines are disruptive to migratory ducks and geese. This disturbance can lead to the birds leaving the sanctuary portion of the Refuges and increase their vulnerability to predators and hunters. It may also increase the birds’ energy expenditure, which can be detrimental to wintering waterfowl that are in poor body condition.

For these reasons, construction of new power lines across NWRs may not be compatible with the purposes for which Refuges are often established. We request that energy corridors currently routed through NWRs be relocated, and that NWR staff be consulted in the case of energy corridors located just outside or nearby Refuge lands.

#### Desert National Wildlife Refuge

The two corridors noted below run through the Desert National Wildlife Refuge (NWR):

- Corridor 37-223(N) and 37-223(S) both run through the southeast corner of the Desert National Wildlife Refuge. We request that these corridors be moved south.
- Corridor 223-224 runs through the southwest edges of Desert NWR and through the

center of the newly named Tule Springs National Monument (NPS). We request that this corridor be moved south.

### Coachella Valley National Wildlife Refuge

Coachella NWR has an existing transmission line corridor in the same area of the West-wide Corridor. We presume they will want to go along the existing corridor which already has five sets of lines. Impacts related to this corridor should be minimal as long as lizard exclusion fences and bio-monitors are used. The existing corridor is crowded and will need to be expanded. Expansion to the South will have a greater impact on the Refuge and should be avoided; expansion to the North would be recommended.

Use of the corridor for pipelines would present a different footprint and different hazards which would require further assessment.

Rachel London  
Fish and Wildlife Biologist  
[Conservation Planning Assistance](#)  
U.S. Fish & Wildlife Service  
703-358-2491

# THE NAVAJO NATION

RUSSELL BEGAYE PRESIDENT  
JONATHAN NEZ VICE PRESIDENT



September 18, 2016

Konnie Westcott  
Argonne Project Manager 368 Corridor  
Argonne National Laboratory  
9700 S. Cass Ave., Bldg. 240  
Argonne, IL 60439

Dear Ms. Westcott:

The Navajo Nation Historic Preservation Department (NNHPD) is in receipt of the proposed project where the Bureau of Land Management, Department of Energy and U.S. Forest Service are within the planning stages of West-wide energy corridors and development of corridor changes, throughout the western United States.

After reviewing your consultation documents, the NNHPD has concluded the proposed undertaking/project may have huge impacts to Navajo cultural landscapes and resources in the near future. The Navajo Nation would like to be kept inform with the proposal and would like to be kept updated for future projects or proposals that may impact Navajo cultural resources due to the changes of these proposed corridors. The NNHPD, on behalf of the Navajo Nation has agreed to let the proposed project proceed in developing and changing new and current corridors.

If the proposed project inadvertently discovers habitation sites, plant gathering areas, human remains and objects of cultural patrimony, the NNHPD request that we notified respectively in accordance to the Native American Graves Protection and Repatriation Act (NAGPRA). *The Navajo Nation claims culture affiliation to all Anasazi people (periods from Archaic to Pueblo IV) of the southwest. The Navajo Nation makes this claim through Navajo oral history and ceremonial history, which has been documented as early as 1880 and taught from generation to generation.*

The NNHPD appreciates the Argonne National Laboratory's consultation efforts, pursuant to 36 CFR pt. 800.1 (c)(2)(iii). Should you have any questions do not hesitate to contact me electronically at [kafrancis@navajo-nsn.gov](mailto:kafrancis@navajo-nsn.gov) or telephone at (928)-871-7750.

Sincerely,

Handwritten signature of Kelly A. Francis in black ink.

Kelly A. Francis, Navajo Culture Specialist  
Navajo Nation Historic Preservation  
Department- Traditional Culture Program.

Concurrence,

Handwritten signature of Tamara Billie in black ink.

Tamara Billie, Senior Archaeologist  
Delegated Tribal Historic Preservation Officer  
Navajo Nation Historic Preservation  
Department.

TCP: S106-16-120

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