

Corridor 224-225

North Pahrump/US-95 to Las Vegas/Ivanpah Valley

Introduction

Corridor 224-225 (Figures 1 and 2) extends northwest to southeast along the southwest border of Nevada, beginning at the junction of Corridors 18-224 and 223-224 along U.S. Highway 95 in Nye County, to the junction of Corridors 27-225 and 225-231, approximately 7 miles southeast of Jean in Clark County, Nevada. Federally designated portions of this corridor are entirely on BLM-administered lands, with a 3,500-ft width throughout. Corridor 224-225 is designated as multimodal and can therefore accommodate both electrical transmission and pipeline projects, and it was not established as a corridor prior to its designation as a Section 368 energy corridor. The corridor spans 85.9 miles distance, and since there are no undesignated gaps within the corridor, the corridor also has 85.9 miles designated on BLM-administered lands. The corridor's area is 36,236 acres or 56.6 square miles. The corridor is under the jurisdiction of the Southern Nevada District and the Pahrump and Las Vegas Field Offices in Nevada. The corridor is entirely in Region 1.

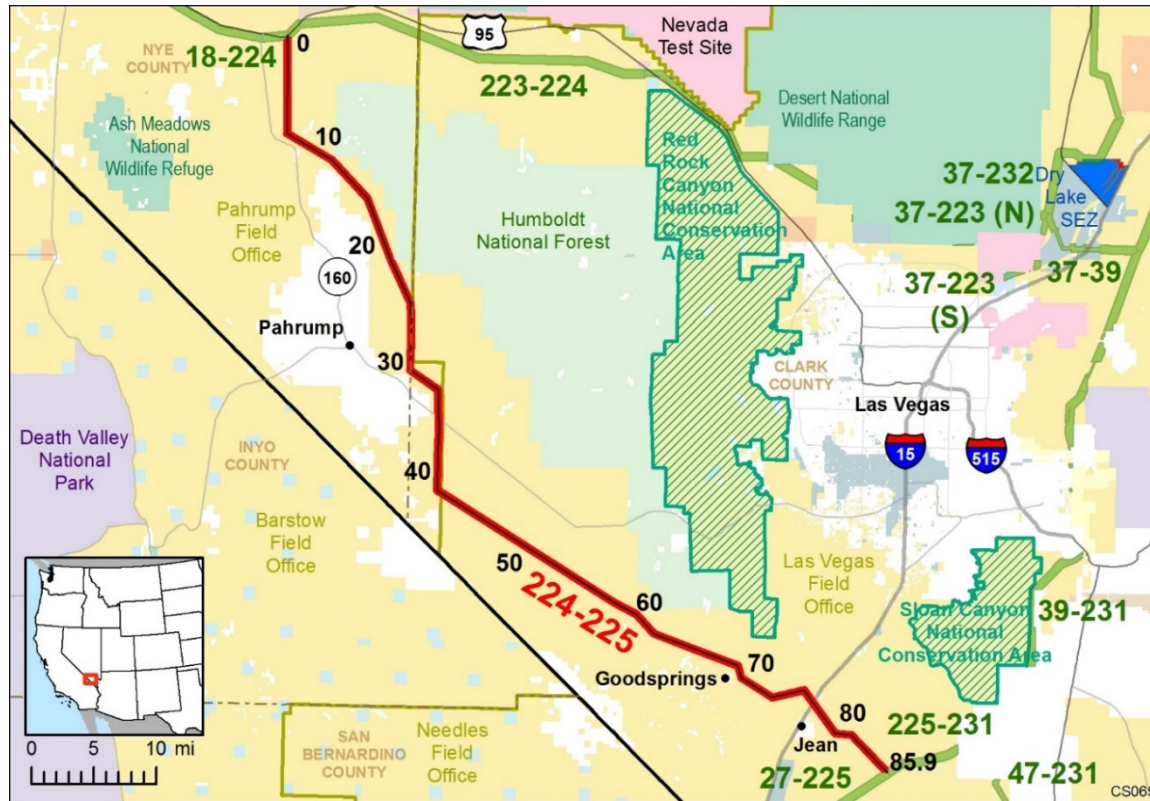
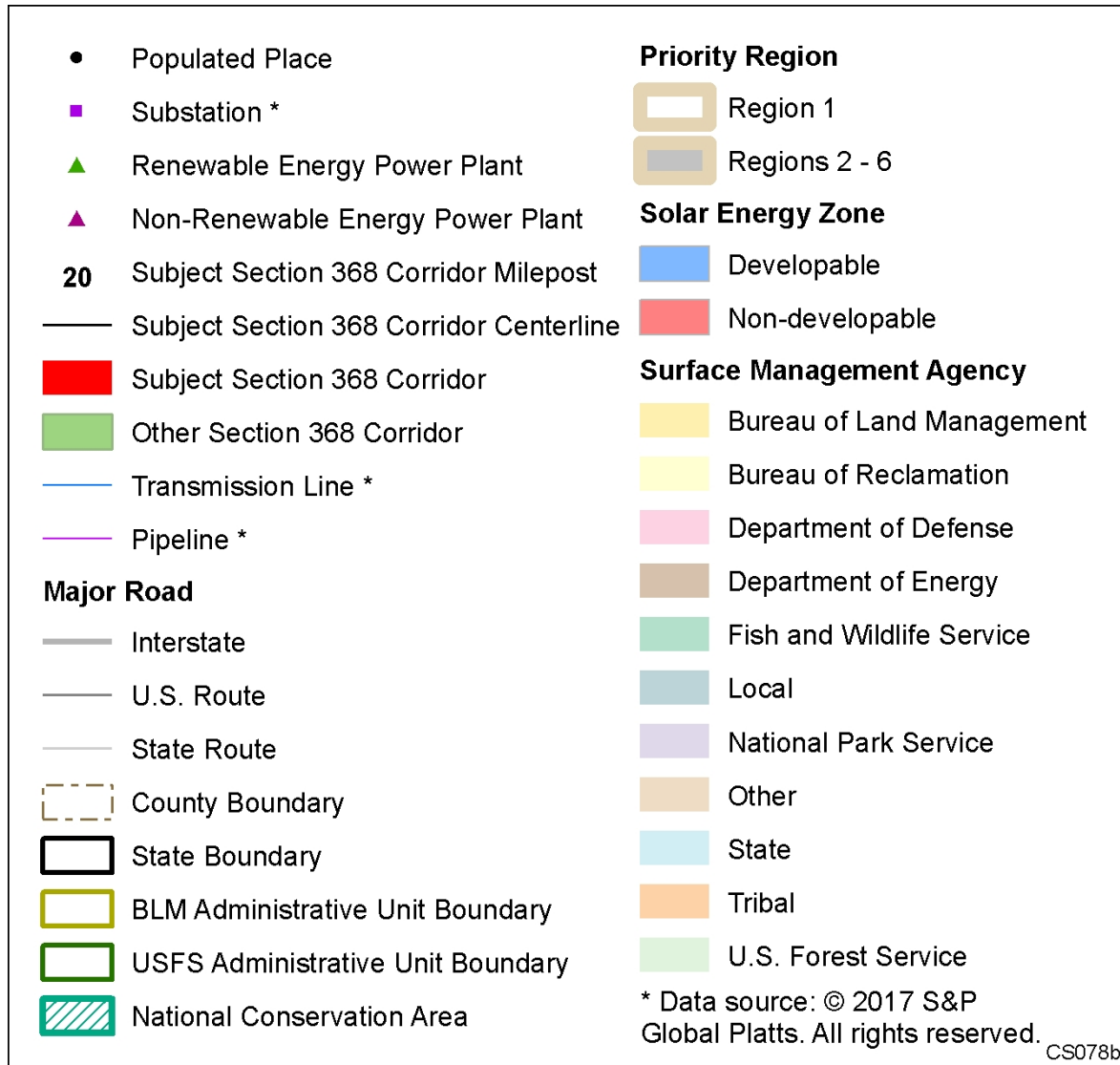


Figure 1. Corridor 224-225



Key

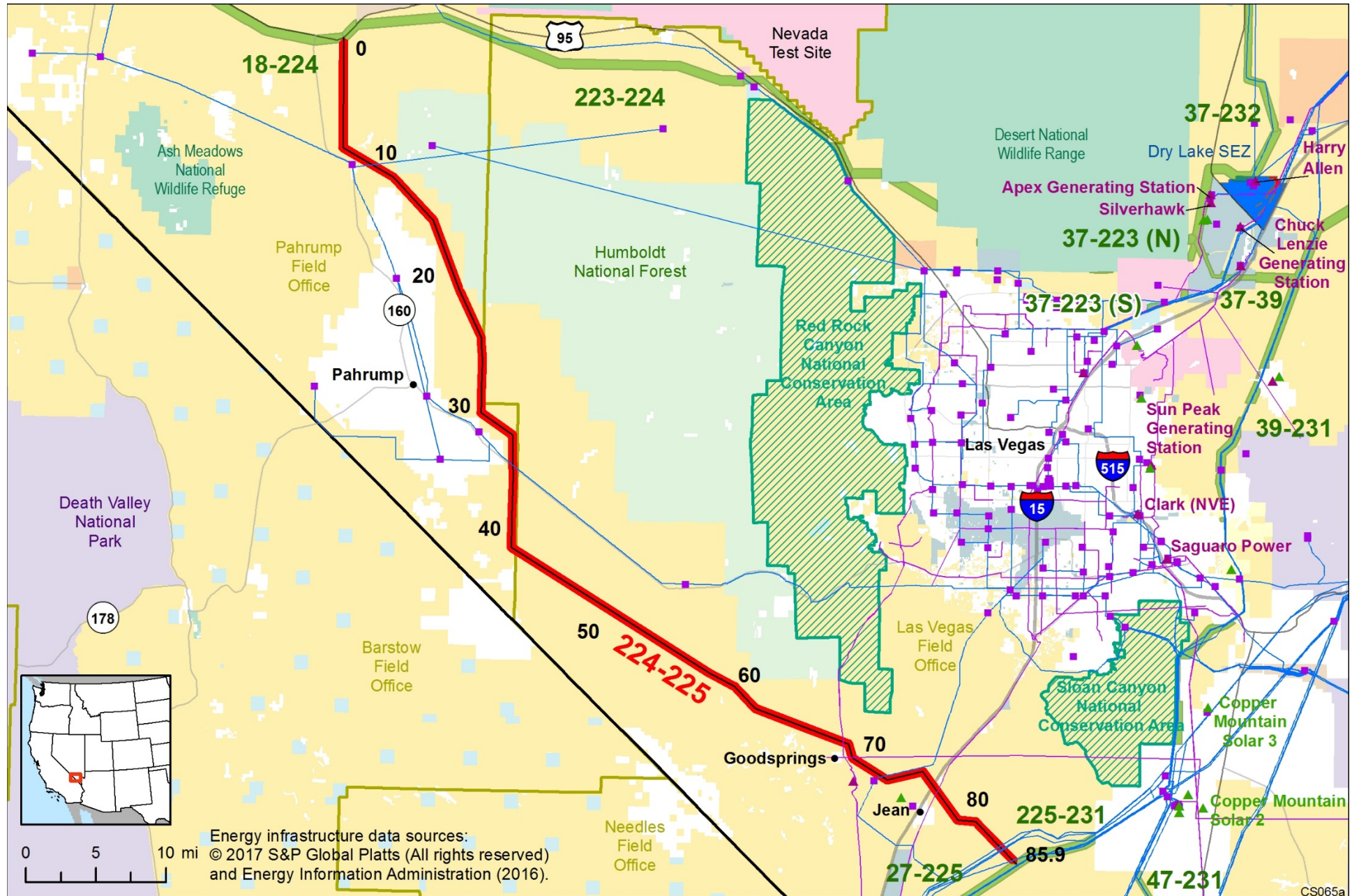


Figure 2. Corridor 224-225, Including Existing Energy Infrastructure

Corridor Rationale

During scoping for the WWEC PEIS, routes generally following this corridor were not suggested. However, input from DoD resulted in the addition of this route to avoid further encroachment on DoD facilities and activities in California. The route followed by Corridor 18-23 in the BLM Nevada Carson City District was already congested, and Corridors 18-224 and 224-225 were suggested as routes to meet the demand for more service to southern California.

Existing Infrastructure: The corridor is currently unoccupied, except for small segment crossings, including two Valley Electric Association transmission lines, a 138-kV line at MP 10.0, and a 230-kV line from MP 30 to MP 35 and MP 60.6 to MP 66.4; two Nevada Power transmission lines (12.5 kV and 138 kV) and a communication line from MP 72.7 to MP 76.1; and four 500-kV lines and a 230-kV line from MP 82 to MP 85.

Potential Future Development: During interviews for the corridor study, the staff at the Southern Nevada District Office indicated there are eight pending ROWs. The Platts data show one planned transmission line, the Large Nevada Transmission Line Project (500 kV) with a conceptual route that coincides with existing transmission lines for most of its route, including the portions previously listed as being in the corridor. There are existing solar energy facilities as well as pending solar energy projects near the corridor, providing opportunity for the corridor to accommodate transmission tied to renewable energy development. The Goodsprings Waste Heat Recovery (natural gas) and Silver State Solar Power North (solar) power plants are near the southern end of the corridor at MP 71.4 and MP 74.2, respectively. The BLM Southern Nevada District Office is currently in the process of revising the 1998 Las Vegas RMP. There is a potential new SEZ in the Southern Nevada RMP update allowing opportunity for the corridor to accommodate renewable energy development and transmission. SCE indicated that there are 3,041 MW of CAISO-queued generation that could use the corridor, but SCE is unlikely to use the corridor, since the Eldorado-Ivanpah Transmission Project is a nearby east-west ROW, but the corridor runs north-south. Proposed out-of-state transmission projects that could affect this corridor include the following: Southwest Intertie Project, TransWest Express Transmission Project, and Zephyr Power Transmission Project.

Corridor of Concern Status

This corridor was not identified in the Settlement Agreement as a corridor of concern.

Corridor Abstract Update

New data have been added to the Section 368 Energy Corridor Mapping Tool since release of the draft abstracts in September 2016. A GIS view identifying high, medium, and low-conflict areas consistent with the screening criteria in 43 CFR 2804.35(a)-(c) has also been added to the mapping tool. A complete description of the mapping tool, a description of the high-, medium-, and low-conflict areas, and a list of the GIS data sources are included in the report for the Region 1 Regional Review.

Additions to the corridor analysis table, based on input from stakeholders and additional Agency analysis, include WWEC purpose (renewable energy development); physical barrier; jurisdictional concerns (a potential new airport); and impacts on air quality, special status species, cultural resources, military and civilian aviation, specially designated areas, lands with wilderness characteristics, wildlife, socioeconomics, wild horses and burros, and visual resources.

Revisions, deletions, or additions to Section 368 energy corridors would be made only during the land-use planning process through a plan amendment for an individual project or plan revision. However, the Settlement Agreement sets forth a systematic process for the Agencies to review Section 368 energy corridors and provide recommendations for revisions, deletions, or additions to the corridors. There were stakeholder recommendations in the 2014 RFI to reroute this corridor to avoid siting new facilities in TCAs without existing transmission, Priority 1 and 2 connectivity habitat, and areas of "very high" risk to permeability

(wildlife connectivity). Suggestions for corridor revision, deletion, or addition in response to the release of the draft abstracts included rerouting the corridor to follow existing transmission; better aligning the corridor with rugged terrain; avoiding the town of Pahrump, the dry lake bed, lands with wilderness characteristics, and the Old Spanish National Historic Trail, and deleting the corridor. Based on Agency analysis of these issues, the Agencies recommend consideration of realigning the corridor segment with an existing locally designated corridor and state highway between MP 33.5 and MP 61. Mapping of potential conflict areas indicates that the potential revision would adhere to the siting principles by avoiding sensitive resources and realigning the corridor with a locally designated corridor alongside existing infrastructure to avoid currently undeveloped areas. There is also a pinch point between MP 6 and MP 9, and future consideration should be given to find alternatives to navigate the difficult terrain issues.

Corridor Analysis

The corridor analysis table below identifies affecting Corridor 224-225, the location of the concerns within the corridor, and the results of the analysis of the concerns by the Agencies. Concerns are checked if they are known to apply to the corridor.

Energy Planning Opportunities

- Appropriate and acceptable uses
- WWEC purpose (e.g., renewable energy)
- Transmission and pipeline capacity opportunity

Energy Planning Concerns

- Physical barrier
- Jurisdictional concern
- Corridor alignment and spacing
- Transmission and pipeline capacity concern

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

Livestock grazing

- Paleontology
- Public access and recreation
- Socioeconomics
- Soils/erosion
- Specially designated areas
- Tribal concerns
- Visual resources
- Wild horses and burros

Interagency Operating Procedures

REGION 1 - CORRIDOR 224-225 – ANALYSIS TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
ENERGY PLANNING OPPORTUNITIES							
WWEC Purpose							
224-225 .new1	BLM	Pahrump FO	Nye, NV	Ash Meadows SEZ	West of the northern portion of corridor.	Comment on corridor abstract: potential new SEZ in the pending update of the Southern Nevada RMP. It would be about 5,000 acres and located next to Ash Meadows National Wildlife Refuge.	The Ash Meadows SEZ would provide an opportunity for the corridor to accommodate transmission tied to renewable energy development.
224-225 .new2	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Pending solar projects	Nye and Clark County line, about MP 35 to MP 40	Comment on corridor abstract: the proposed South Ridge Solar Project has 200 MW on 2,500 acres of public land, and two dormant solar applications on public lands are near Johnnie.	Pending solar projects provide an opportunity for the corridor to accommodate transmission tied to renewable energy development.
ENERGY PLANNING CONCERNS							
Physical Barrier							
224-225 .new3	BLM	Pahrump FO	Nye, NV	Re-align corridor	MP 0 to MP 10	Comment on corridor abstract: the corridor should be reviewed with respect to terrain. There are possible terrain issues in this corridor between MP 6 and MP 9, and stakeholders suggested that the Agencies realign the corridor west to better align it with State Highway 160. 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 State Route 160.	Although no potential corridor revision is being proposed in this corridor segment to resolve the terrain issues, the Agencies agree that additional analysis may be needed in this area in the future to address the potential for future development within the corridor.
Jurisdictional Concern							
224-225 .001	FS	Pahrump FO	Nye, NV	Land ownership	MP 12	GIS Analysis: a small 0.08-acre extent of the corridor, which was	Per GIS, the corridor does not traverse through USFS-administered lands.

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						designated as BLM, is now shown as USFS in the 5/12/15 version of Surface Management Agency data.	However, due to the proximity to USFS-administered lands adjacent to MDM, T.19S, R.54E, Sec. 9, SWSW, consider realigning the corridor approximately 340 ft southwesterly to avoid a jagged corridor boundary line.
224-225 .new4	BLM	Las Vegas FO	Clark, NV	Transportation and Utilities (TUC) Corridor and new supplemental service airport	MP 77	<p>Comment on corridor abstract: the corridor bisects the 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. Development must be compatible with the use of the TUC for utilities and transportation infrastructure to serve the new airport. Congress has indicated its intent to convey to Clark County an additional 17,000 acres (the Airport Environs Overlay District). The corridor would cross it in two places. An energy corridor cannot be sited on land 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.</p>	<p>Corridor 224-225 crosses the I-15 south corridor (or Ivanpah Corridor) and approximately 100 acres of the northerly portion of the Ivanpah Airport Environs Overlay that was established pursuant to the Clark County Conservation of Public Land and Natural Resources Act of 2002 (Public Law 107-282) to support development of a proposed supplemental airport (Ivanpah Valley Airport). The Ivanpah Corridor is 2,640 ft wide and was established for the placement, on a nonexclusive basis, of utilities and transportation to provide for high-quality development in Clark County. The Ivanpah Airport Environs Overlay is a disposal boundary encompassing approximately 15,000 acres of BLM-administered public lands. Subject to valid existing rights, this overlay disposal boundary is withdrawn from location and entry under the mining laws, and from operation under the mineral leasing and geothermal leasing laws, until the Secretary terminates the withdrawal, or the land is patented. If any portion of the transferred land is sold, leased, or otherwise conveyed by Clark County, such lands shall be subject to the same limitations as the 2004 land transfer to Clark County (Patent No. 27-</p>

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							2004-0104 / N-73950) for the proposed supplemental airport facility and related infrastructure, which requires that any use of the transferred land be consistent with the Interim Cooperative Management Agreement between the BLM and Clark County dated November 4, 1992, and Section 47504 of Title 49 U.S. Code. Use of IOPs and BMPs would be required to avoid incompatible uses within the corridors. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
Corridor Alignment and Spacing							
224-225 .new5	BLM	Pahrump FO and Las Vegas FO	Nye and Clark, NV	Realign corridor	Entire corridor.	Comment on abstract: corridor should be realigned to follow existing transmission facilities wherever possible. Realignment should be east of Jean (near MP 84) to follow the existing transmission facilities.	The Agencies recommend that during future land-use planning activities, BLM should consider realigning the segment between MP 33.5 and 61 to align with an existing locally designated corridor and state highway.
224-225 .002	BLM	Pahrump FO	Clark, NV	Existing transmission lines	MP 34.2 to MP 35.9	GIS Analysis: two transmission lines cross the corridor at different angles. Existing infrastructure may limit the potential for development.	The subject MP area within MDM, T21S, R54E, Secs. 12 and 13, includes five power transmission lines as well as State Highway 160, which traverses the corridor. A power facility and an inactive material site are adjacent to the corridor. Adherence to IOPs and electric reliability standards such as NERC, including notification to adjacent holders of valid existing rights, would be required.
224-225 .003	BLM	Las Vegas FO	Clark, NV	Existing transmission line	MP 60.6 to MP 64.0	GIS Analysis: existing transmission line crosses corridor from side to side twice. Existing	The subject MP area within MDM, T.23S, R.57E, Sec. 35, and T.24S, R.57E, Secs. 1, 2, and 12 includes a VEA 230-kV transmission line that crosses the

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						infrastructure may limit the potential for development.	corridor from side to side. Adherence to IOPs and electric reliability standards such as NERC, including notification to adjacent holders of valid existing rights, would be required.
224-225 .004	BLM	Las Vegas FO	Clark, NV	Existing transmission lines	MP 83.9 to MP 85.5	GIS Analysis: Perpendicular crossings of five transmission lines and existing infrastructure may limit the potential for development.	Four 500-kV and two 230-kV within MDM, T.25S, R.60E, Sec. 25, 26, 36, and T.25S, R.61E, and Sec. 31. Adherence to IOPs and electric reliability standards such as NERC, including notification to adjacent holders of valid existing rights, would be required.
LAND MANAGEMENT RESPONSIBILITIES AND ENVIRONMENTAL CONCERNS							
<i>Air Quality</i>							
224-225 .new6	BLM	Pahrump FO and Las Vegas FO	Clark and Nye, NV	Fugitive dust	Entire corridor.	Comment on corridor abstract: construction activity from transmission and large-scale energy projects in an arid region where water resources are in over-draft would cause potential impacts to air quality, visual resources, and biological resources as well as on public health.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
<i>Cultural Resources</i>							
224-225 .new7	BLM	Pahrump FO and Las Vegas FO	Clark and Nye, NV	Impact of cultural resources and Native American values in the region	Not specified.	Comment on corridor abstract: analyze impact from development of the corridor on cultural resources and Native American values in the region.	Analysis would be completed case by case through the NEPA process case by case with a full range of alternatives.
224-225 .new8	BLM	Pahrump FO and Las Vegas FO	Clark, NV	Arrowhead Highway	Corridor crosses Arrowhead Highway at MP 78.	Comment from stakeholder meeting: Arrowhead Highway was built in the 1920s and was the first automobile road to connect Los Angeles to Salt Lake City via Las Vegas. The road was later numbered Highway 91, and	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA, the NHPA, and other Federal laws.

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
						parts of the road are now part of Interstate 15. The final route of the Arrowhead Trail Highway entered Nevada at today's Primm, and followed a dirt route just south of today's 1-15 to Jean, where it followed the old road to Las Vegas.	
Ecology: Special Status Animal Species							
224-225 .new9	BLM	Pahrump FO and Las Vegas FO	Clark and Nye, NV	TCA; Priority 1 and 2 connectivity habitat	Corridor does not cross Desert Tortoise critical habitat.	RFI: stakeholders recommended rerouting or removing the corridor to avoid siting new facilities in TCAs and Priority 1 and 2 connectivity habitat without existing transmission and in areas scored very high in risk to permeability, and minimize additional transmission siting in these areas.	The Agencies have identified a potential corridor revision between MP 33.5 and MP 61 to realign with an existing locally designated corridor and state highway to avoid impacts on sensitive resources. Analysis would be completed case by case through the NEPA process case by case with a full range of alternatives. Impacts on habitat and habitat connectivity may be avoided, minimized, or mitigated through activities identified and implemented in consultation with the USFWS under ESA Section 7.
224-225 .005	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Desert Tortoise	MP 0.0 to MP 58.9, MP 77.6 to MP 85.7	GIS Analysis: Desert Tortoise connectivity area.	Analysis would be completed case by case through the NEPA process case by case with a full range of alternatives. Impacts on habitat and habitat connectivity may be avoided, minimized, or mitigated through activities identified and implemented in consultation with the USFWS under ESA Section 7.
224-225 .new10	BLM	Las Vegas FO	Clark, NV	Stump Spring Translocation Area	Not specified	Comment on corridor abstract: the translocation area compensated for the closure of the Desert Tortoise Conservation Center run by USFWS and Clark County and grandfathered in four applications for large-scale	Analysis would be completed case by case through the NEPA process case by case with a full range of alternatives.

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
						solar projects (25,000 acres). How will development of a major transmission line impact the translocation area (number of disturbed tortoises)?	
Ecology: Terrestrial Wildlife, Big Game, Non-Migratory Birds, and Aquatic Biota							
224-225 .007	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Wildlife connectivity	Not specified.	RFI: stakeholders recommended rerouting to avoid areas of "very high" risk to permeability. Work closely with state and federal wildlife and science agencies to ensure that connectivity is maintained.	Impacts on habitat connectivity can be avoided, minimized, or mitigated through best management practices.
224-225 .new11	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Burrowing Owl	Not specified.	Comment on corridor abstract: partially in the Amargosa Valley, which has a 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/	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
224-225 .new12	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Sky island montane endemic birds and neo-tropical migrants	Not specified.	Comment on corridor abstract: 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 for sky island montane endemic birds and neo-tropical migrants. These could be impacted by hitting solar panels or colliding with transmission lines.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.

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Lands and Realty: Military and Civilian Aviation							
224-225 .008	BLM	Pahrump FO	Nye, NV	Military Training Route – Visual Route	MP 0.0 to MP 12.8	GIS Analysis.	Adherence to IOP 1 - Project Planning regarding coordination with DoD would be required.
224-225 .009	BLM	Pahrump FO	Nye, NV	Military Training Route – Instrument Route	MP 0.0 to MP 12.8	GIS Analysis.	Adherence to IOP 1 - Project Planning regarding coordination with DoD would be required.
224-225 .new13	BLM	Las Vegas FO	Clark, NV	McCarran International Airport, Jean Airport, and other airport facilities within Clark County	McCarren International Airport is approximately 20 miles from MP 78.	Comment on corridor abstract: any siting of the energy corridors under consideration must be found, in consultation with Clark County Department of Aviation, to be compatible with the operation and use of navigational aids for aviation. Delete this corridor because it 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.	The Agencies recommend that during future land use planning activities, BLM consider realigning the segment between MP 33.5 and MP 61 to align with an existing locally designated corridor and state highway.
Lands and Realty: Transportation							
224-225 .010	BLM	Pahrump FO	Clark, NV	State Highway 160	MP 35.4 to MP 36.0	GIS Analysis: State Highway 160 crosses corridor.	Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. Coordination with Nevada Department of Transportation (NDOT) would be required.
224-225 .011	BLM	Las Vegas FO	Clark, NV	I-15	MP 77.3 to MP 77.4	GIS Analysis: I-15 crosses corridor.	Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. Coordination with NDOT would be required.
224-225 .012	BLM	Las Vegas FO	Clark, NV	Railroad	MP 77.8 to MP 78.1	GIS Analysis: railroad crosses corridor.	Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. Coordination with railroad ROW holder would be required.

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
Public Access and Recreation							
224-225 .013	BLM	Las Vegas FO	Clark, NV	Jean Roach Dry Lake SRMA	MP 78.0 to MP 84.0	Staff knowledge and GIS Analysis. Comment on corridor abstract: stakeholders recommended realigning 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.	This area is the Jean Dry Lake Bed and is highly used for recreational pursuits, such as model rocket launches, remote control airplanes, and manned aircraft landings and take-offs. It is a known landing zone for hang gliders and paragliders. To mitigate the constraint, consider realigning the corridor north behind the mountain to avoid the dry lake bed.
Socioeconomics							
224-225 .new14	BLM	Pahrump FO	Nye, NV	Town of Pahrump	MP 13 to MP 36 are east of Pahrump.	Comment on corridor abstract: There are potential impacts to the town of Pahrump. Pahrump, NV, has grown since this corridor was designated. Evaluate the impacts on new properties, property values, and visual resources. Evaluate whether an increase demand for large-scale solar could cause soil disturbance and spread Valley Fever.	Impacts would be analyzed and mitigated during project-specific reviews required under NEPA and other Federal laws.
Specially Designated Areas							
224-225 .014	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Proximity to special management areas	Not specified.	RFI: the corridor is adjacent to special management areas but does not intersect any. Check for more recently designated or proposed special management areas.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
224-225 .015	BLM	Pahrump FO, NV	Nye, NV	Inventoried roadless areas	MP 11.8 to MP 12.3, MP 21.5 to MP 21.7	GIS Analysis: corridor is adjacent to inventoried roadless areas.	Roadless areas are not in the corridor; however, these areas may limit the ability to widen the corridor. A land-use plan decision would be required for protection of the inventoried roadless areas.

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224-225 .016	BLM	Pahrump FO, NV	Nye, NV	Spring Mountains NRA	MP 11.8 to MP 12.3, MP 21.5 to MP 21.7	GIS Analysis: corridor is adjacent to Spring Mountains NRA.	Spring Mountains NRA is not in the corridor.
224-225 .017	BLM	Pahrump FO, NV	Nye, NV	Mount Sterling Wilderness Study Area (WSA)	MP 21.5 to MP 21.7	GIS Analysis: corridor is adjacent to Mount Sterling WSA.	Mount Sterling WSA is not in the corridor.
224-225 .018	BLM	Las Vegas FO	Clark, NV	Old Spanish National Historic Trail (OSNHT)	MP 50.3 to MP 50.8, MP 63.1 to MP 73.5, MP 78.3 to MP 78.7	<p>GIS Analysis. Corridor is adjacent to OSNHT. Comment on corridor abstract: development would directly affect the earliest route of the Old Spanish Trail, the Armijo Route of 1829-1830. The route goes through the Las Vegas Valley, across the Black Mountains to Hidden Valley and Jean Dry Lake, up Goodsprings Valley, over the Spring Mountains to Sandy Valley, to Emigrant Pass, and into Southern California.</p> <p>The corridor should be realigned to follow State Highway 160 as much as practicable, but especially between corridor MP 60 and 30. The corridor should be removed or realigned to avoid Pahrump Valley and high-potential segments of the OSNHT.</p>	<p>The OSNHT is a congressionally designated trail, and this corridor would be adjacent to it. The Agencies have identified an opportunity for a potential corridor revision between MP 33.5 and MP 61 to align with an existing locally designated corridor and state highway because of potential impacts on the OSNHT. The OSNHT trail administrator will be advised and invited to attend pre-authorization or pre-application meetings, as applicable in accordance with applicable law. The Agencies have identified the need for an IOP to address development in Section 368 energy corridors while protecting values in congressionally designated NHTs. Agencies may not permit proposed uses along congressionally designated NSTs or NHTs [NTSA Sec. 5(a)], which will substantially interfere with the nature and purposes of the trail, and shall make efforts, to the extent practicable, to avoid authorizing activities that are incompatible with the purposes for which such trails were established [NTSA Sec. 7(c)]. While easements and rights-of-way may be granted, conditions shall be related to the policy and purposes of the National Trails Systems Act [NTSA Sec. 9(a)]. Adherence to IOPs is required, however, note that the Agency is</p>

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							responsible for cultural compliance and tribal consultation, not the applicant or the applicant's contractor. The applicant may assist with the approval of the agency.
224-225 .new15	BLM	Las Vegas FO	Clark, NV	Stump Spring ACEC	MP 44 to MP 46	Comment on corridor abstract: the Stump Springs ACEC is 1.5 miles southwest of the corridor.	The corridor does not intersect the ACEC. The Agencies have identified an opportunity for a potential corridor revision between MP 33.5 and MP 61 to align with an existing locally designated corridor and state highway because of potential impacts on Stump Springs ACEC. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
224-225 .new16	BLM	Pahrump FO	Nye, NV	New NCAs and ACECs in the DRECP	Not located within or along the corridor.	Comment on corridor abstract: DRECP approved several new NCAs and ACECs 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. Wildlife connectivity between these conservation areas and the Nevada desert could be impacted.	The corridor is not located within any NCAs or ACECs in CA. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
Lands with Wilderness Characteristics							
224-225 .new17	BLM	Pahrump FO, Las Vegas FO	Nye and Clark, NV	Realign corridor	Not specified.	Comment on corridor abstract: the corridor intersects five citizen lands with wilderness characteristics (LWC) inventory units including Lowell Wash South, Arden Quarries, north of Wilson Pass, and Potosi Wash, as	Wilderness inventory would be taken during the project-specific NEPA analysis and BLM would consider citizen-proposed wilderness during that time. If there is existing transmission, the existing lines would not be included in

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						well as the Appaloosa Springs BLM LWC inventory unit. Realign corridor to the north to avoid impacts to lands with wilderness characteristics.	LWC units but could be a boundary to wilderness inventory areas.
Wild Horses and Burros							
224-225 .new18	BLM	Pahrump FO,	Nye, NV	Wild Horse and Burro Habitat and Connectivity	MP 8 to MP 15	Agency analysis: the corridor is within three Wild Horse and Burro Herd Management Areas (HMAs): Wheeler Pass HMA, Johnnie HMA, and Red Rock HMA, and corridor development and associated ROWs would decrease the number of acres of habitat and connectivity to roam and forage. This reduction could lead to a significant reduction in the primary forage areas within the HMAs, especially in the Johnnie HMA where the corridor goes through a narrowing section of BLM land located between MP 8 and MP 15.0 between the upper northeast part of Pahrump private lands and steep U.S. forest terrain. It is somewhat of a pinch-point area for a 3,500-ft-wide corridor. This pinch-point area is within the Johnnie HMA and would decrease the capability for wild horses and burros to roam north and south. Construction of transmission and associated roads and infrastructure in this area would greatly reduce the forage.	NEPA analysis would be needed during project-level planning and assessment to determine mitigation measures, possibly corridor limits within this narrowed area, re-aligning the segment MP 8 to MP 41 or creating an alternate corridor route west to better align with State Route 160 and to avoid the prime connectivity and forage areas within the Johnnie HMA.

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
Visual Resources							
224-225 .019	BLM	Las Vegas FO	Clark, NV	VRM Class II	MP 57.8 to MP 72.9	GIS Analysis.	VRM class objectives are binding land use plan decisions. Transmission facilities must demonstrate that they will conform to the VRM decisions in the land use plan through a hard-look visual impacts analysis outlined in BLM VRM Contrast Rating Handbook H 8431-1 (VRM Manual Section (MS) 8400, BLM 1986). Minimizing visual contrast remains a requirement of applicable VRM class objectives even when the proposed action is in conformance with these VRM class objectives (VRM MS-8400). From MP 58 to MP 73 the corridor runs through a VRM Class II area. Routing transmission lines through the VRM Class II area may have high potential for visual resource conflicts, given the proximity to Highway 161 and the community of Goodsprings, NV.
224-225 .020	BLM	Pahrump FO and Las Vegas FO	Nye and Clark, NV	VRM Class III	MP 0 to MP 38.6 and MP 72.5 to MP 85.9	GIS Analysis.	
224-225 .021	BLM	Pahrump FO and Las Vegas FO	Clark, NV	VRM Class IV	MP 38.0 to MP 57.9	GIS Analysis.	While VRM Class IV objectives allow for major modification to occur and management activities may dominate the view, minimizing visual contrast remains a requirement of these VRM class objectives. Ratings are required in areas of high sensitivity or high impact (VRM MS-8400).

REGION 1 - CORRIDOR 224-225 – ANALYSIS TABLE							
ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
<i>Other Issues</i>							
224-225 .new19						<p>One stakeholder requested that the Agencies analyze current power being transmitted in the corridor as well as information about pending applications to establish need and/or opportunity to retrofit existing infrastructure. Input was received requesting the Agencies collect missing data to minimize potential impacts on TCAs. Input was also provided clarifying existing capacity and potential for new capacity.</p> <p>At least one stakeholder suggested deleting the corridor entirely because of its proximity to Ash Meadows NWR. There was a stakeholder suggestion to realign the corridor to follow existing transmission facilities whenever possible, specifically east of Jean (near MP 84). One stakeholder requested that no decisions on the corridor be made until the Southern Nevada RMP is finalized. There was concern about the cumulative impacts, including the effects of energy sprawl in the area that new transmission might bring.</p>	<p>The Agencies have updated the corridor abstracts and the Section 368 Energy Corridor Mapping Tool with new information about pending applications and existing infrastructure as well as new designations and species connectivity data. The Ash Meadows NWR is more than 10 miles from Corridor 224-225, and development within the corridor is not likely to affect the NWR. The Agencies have identified a potential corridor revision between MP 33.5 and MP 61 to align with an existing locally designated corridor and state highway. This potential revision could be considered during future land use planning activities. Regional reviews are not a NEPA process and therefore do not encompass the level of analysis required under NEPA, including analysis of cumulative impacts. Revision, deletion, or addition to Section 368 energy corridors will be considered within subsequent NEPA scoping for any land use planning or project-specific planning and will be analyzed with any newer information that may become available. The input provided by stakeholders regarding existing capacity and potential for future capacity has been added to the corridor abstracts and has been considered in the Agencies' analysis.</p>

Abbreviations: ACEC = Area of Critical Environmental Concern; BLM = Bureau of Land Management; CAISO = California Independent System Operator; CFR = Code of Federal Regulations; DoD = U.S. Department of Defense; DRECP = Desert Renewable Energy Conservation Plan; ESA = Endangered Species Act; FO = Field Office; GIS = geographic information system; HMA = Herd Management Area; IOP = Interagency Operating Procedures; MDM = Mount Diablo Meridian; MP = milepost; NCA = National Conservation Area; NDOT = Nevada Department of Transportation; OSNHT = Old Spanish National Historic Trail; PEIS = Programmatic Environmental Impact Statement; RFI = Request for Information; ROW = right of way; TCA = Tortoise Conservation Area; USFS = Forest Service; USFWS = U.S. Fish and Wildlife Service; VEA = Valley Electric Association, Inc.; VRM = Visual Resource Management; WECC = Western Energy Coordinating Council; WSA = Wilderness Study Area; WWEC = West-wide Energy Corridor.