

Corridor 27-225

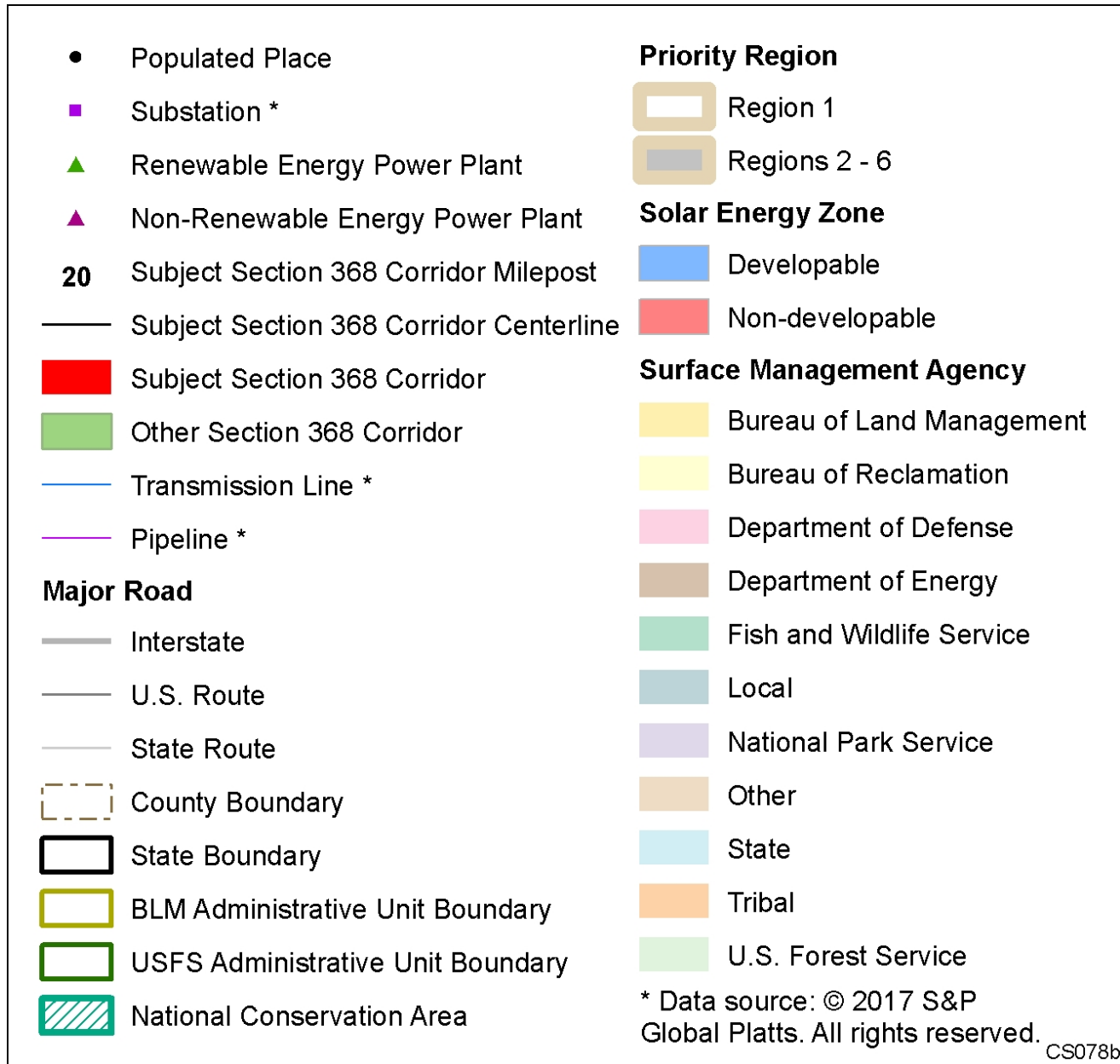
Interstate-15

Introduction

Corridor 27-225 (Figures 1 and 2) extends from the junction of Corridors 27-41 and 27-266 near Daggett, CA, to the intersection of Corridors 224-225 and 225-231 in the southern part of Clark County and south of Jean, NV. Federally designated portions of this corridor are entirely on BLM-administered land, with a 10,560-ft width in CA and a 3,500-ft width in NV. The corridor follows a previously designated corridor in California but uses the default 3,500-ft width in Nevada, where it was not designated. Corridor 27-225 is designated as multi-modal and can therefore accommodate both electrical transmission and pipeline projects. The corridor spans 113.8-miles, with 83.8 miles designated on BLM-administered lands. The corridor's area is 106,603 acres or 166 square miles. This corridor is in San Bernardino County in California, and Clark County in Nevada and under the jurisdiction of the BLM Needles and Barstow Field Offices in California and the Las Vegas Field Office in Nevada. The corridor is also entirely in Region 1.



Figure 1. Corridor 27-225



Key

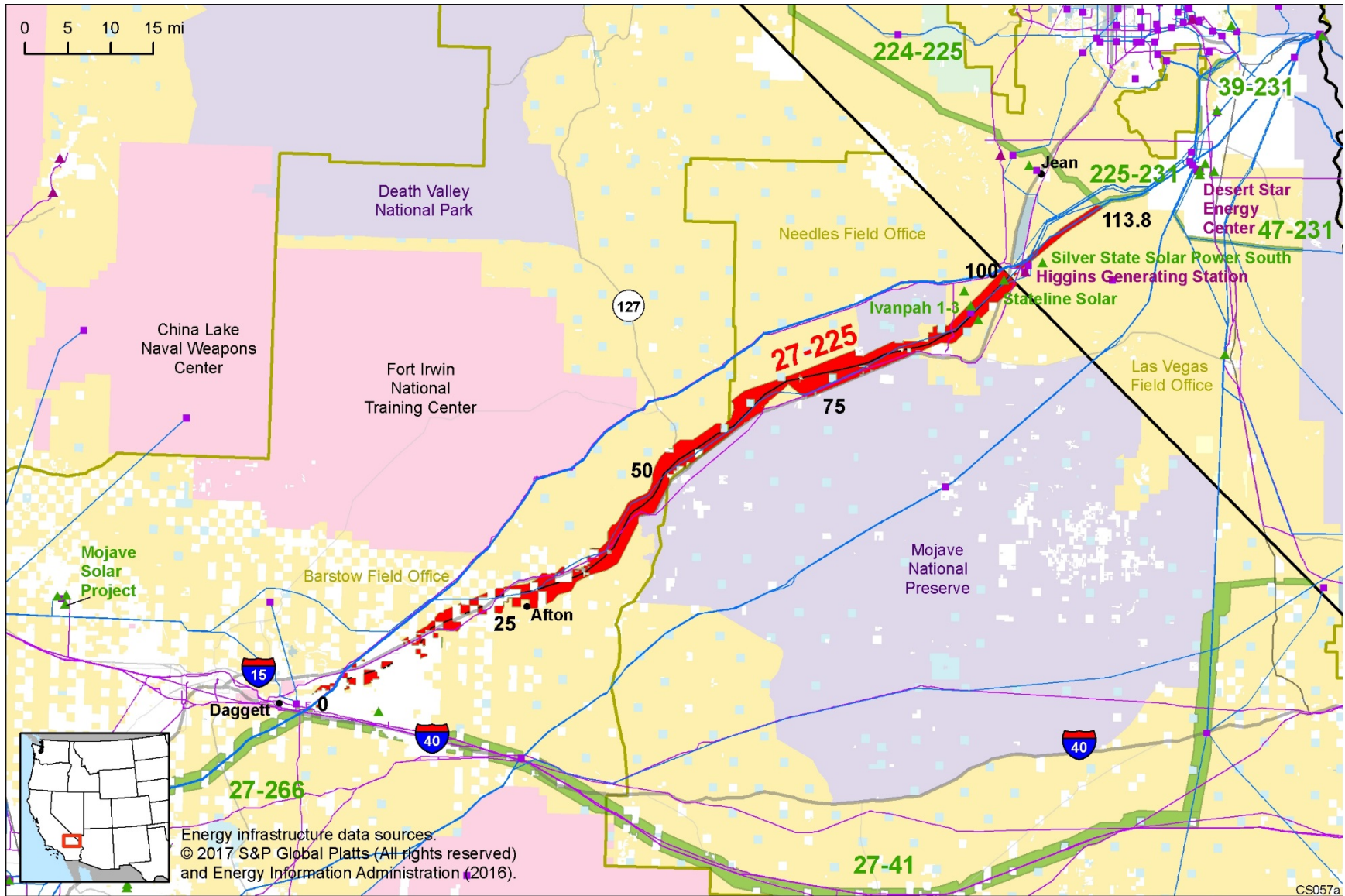


Figure 2. Corridor 27-225, Including Existing Energy Infrastructure

Corridor Rationale

During scoping for the WWEC PEIS, routes generally following this corridor were suggested by the American Wind Energy Association, Western Interconnect Transmission Paths, Maximus USA, the Western Utility Group, Frontier Line, and the Rocky Mountain Area Transmission Study.

Existing Infrastructure: In California, the route follows corridors designated in land-use plans prior to Section 368 designation. Transmission lines in the corridor include SCE lines (69 kV, 115 kV, and two 220 kV) for most of the corridor length and three 115-kV substations; an Intermountain Power Agency 1,000-kV DC line that intersects the corridor at MP 0 to MP 8.5, then parallels it to the end; and four LADWP transmission lines (287 and 500 kV) that, in combination, follow the corridor for most of its length and also parallel it to the north. Pipelines intersect the corridor in a few places, including two Kern River Gas Transmission Company pipelines from MP 4.2 to MP 6.9, and another from the same company crossing at MP 101.7. Interstate 15 (I-15) is within the corridor from MP 6.4 to MP 47.2, runs along the southern boundary of the corridor from MP 47.2 to MP 86.2, veers east, and finally turns northeast to cross the corridor at MP 100.

Potential for Future Development: During interviews for the corridor study, the BLM Southern Nevada District Office indicated that three ROWs are pending and that three existing ROW grants encumber this corridor with nonlinear features related to renewable energy development. The Platts data indicate two conceptual routes generally parallel to or following the corridor, including the Inland Line and the Frontier Line. The corridor matches existing California Desert District Corridor BB. Three solar power plants are in or near the corridor at the southwest end. Four power plants (three solar and one natural gas) are in or near the northeast end of the corridor, including Silver State Solar North and Silver State South solar projects, which overlap a portion of the corridor, and Ivanpah Solar Energy Generating System, which overlaps the corridor around MP 94.5 to 102.5. SCE indicated that there are 3,041 MW of CAISO- queued generation nearby or that could use the corridor. Previously triggered and/or proposed projects near this corridor that did not move forward include the following: a new 115-kV line. Proposed out-of-state transmission projects that could affect this corridor include Southwest Intertie Project, the TransWest Express Transmission Project, and Zephyr Power Transmission Project. The east side of corridor is more likely to be used due to capacity provided by SCE's previous Eldorado-Ivanpah Transmission Project, while the west side of the corridor is limited by an existing low-capacity conductor. Portions of the corridor are within the RETI 2.0 Victorville/Barstow TAFE, the corridor is in the RETI 2.0 HSR to support 3,000 MW of transmission from and to Nevada (or adjacent states), a portion of the corridor is located near a DFA, and renewable energy developments are located in or near the corridor. All provide opportunity for the corridor to accommodate transmission tied to renewable energy development.

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 the release of the draft abstracts in September 2016, including updated information made available in the ROD for the DRECP released later in September. A GIS view identifying high-, medium-, and low-conflict areas consistent with the definition of 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, jurisdictional gaps, air quality (fugitive dust), special status species and terrestrial wildlife, military aviation, specially designated areas, and visual resources.

Revisions, deletions, and 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 a 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. Suggestions for corridor revisions, deletions, or additions in response to the release of the draft abstracts included the following: remove the corridor entirely; maintain 368 designation only north of I-15 to avoid possible corridor encroachment into the Mojave National Preserve; remove corridor where it overlaps the Mojave National Preserve; reduce corridor width to avoid additional development in the Afton Canyon ACEC; do not increase the ground disturbance on ACEC lands that overlap the corridor (Cronese Basin, Soda Mountains Expansion, Superior-Cronese ACECs); remove corridor designation for 31 miles on the north side of I-15 to avoid the Superior-Cronese desert tortoise critical habitat unit (CHU); and reduce corridor width for a 25-mile stretch through Ivanpah desert tortoise CHU. Although desert tortoise habitat, bighorn sheep connectivity, and specially designated areas exist along the corridor, mapping of potential conflict areas indicate there are no nearby previously disturbed alternate routes that would avoid these areas and still provide an energy transport pathway extending from Wyoming to southern California. Based on Agency analysis, as well as input provided by stakeholders, corridor revisions are recommended for Corridor 27-225. The Agencies recommend widening the corridor and adding a locally designated corridor to the north as a braided additional section of corridor between MP 103 and MP 107. A coordinated approach is needed between the California and the Nevada BLM regarding the pinch point created by the differences in corridor width available at the state line.

Corridor Analysis

The corridor analysis table below identifies concerns affecting Corridor 27-225, 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 27-225 – ANALYSIS TABLE

ID	Agency	Agency Jurisdiction	County	Primary Concern	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
ENERGY PLANNING OPPORTUNITIES							
<i>Appropriate and Acceptable Use</i>							
27-225 .new1	BLM	Las Vegas FO Barstow FO	Clark, NV, and San Bernardino County, CA	Multiple solar energy projects.	MP 95 to MP 110	GIS analysis: multiple solar energy projects overlap the corridor, which could restrict future development of transmission and pipelines.	There is solar development across the entire width of the corridor near the Nevada state line. There is enough capacity on existing lines in the corridor, but the corridor is limited physically and may not be able to accommodate additional infrastructure. Agencies recommend avoidance or restriction of nonlinear features, such as geothermal and solar energy development, within the Section 368 energy corridors.
<i>WWECC Purpose</i>							
27-225 .001				Poorly sited renewable energy projects	Not specified.	RFI. Comment on corridor abstract: 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.	The DRECP has CMAs for desert tortoises and their habitat. An opportunity may exist to revise the corridor to a place that does not have this species. However, most land in the DRECP has a resource that someone is concerned about (including the lands and realty “resource” of energy transmission and developing a national energy grid), and BLM has a multiple-use mission.
27-225 .new2	BLM	Barstow FO	San Bernardino, CA	RETI 2.0 Victorville/Barstow Transmission Assessment Focus Area (TAFE) and hypothetical study range (HSR).	Not specified.	GIS: portions of the corridor are within the RETI 2.0 Victorville/Barstow TAFE and the HSR to support 3,000 MW of renewable energy transmission from or to Nevada or adjacent states.	The TAFE provides an opportunity for the corridor to accommodate transmission tied to renewable energy development.

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ID	Agency	Agency Jurisdiction	County	Primary Concern	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
27-225 .new3	BLM	Barstow FO	San Bernardino, CA	Designated leasing area (DLA), i.e., DRECP Development Focus Area (DFA): all technologies.	MP 0 to MP 0.1, MP 0.5 to MP 1, MP 1.5 to MP 2.1, MP 11.0 to MP 12.2, MP 14.3 to MP 16.9	GIS Analysis.	The DFA provides an opportunity for the corridor to accommodate transmission tied to renewable energy development.
ENERGY PLANNING CONCERNS							
<i>Jurisdictional Concern</i>							
27-225 .new4				Undesignated gaps exist between SCE substations at the ends of Corridors 27-266 east and 27-225 west.	MP 0 of Corridor 27-225 to MP 0 of Corridor 27-266	Comment on corridor abstract: undesignated gaps in the corridor could affect a potential rebuild of the low-capacity conductors.	Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws. Section 368 energy corridors can be designated only on Federal lands. Proponents for projects extending from Corridor 27-225 to Corridor 27-266 would have to negotiate with the non-Federal jurisdiction landowners.
27-225 .002	BLM	Barstow FO	San Bernardino, CA	Existing projects and fragmented federal land.	MP 0.0 to MP 12.0	GIS Analysis: existing infrastructure and fragmented land may limit the potential for additional projects. Some of the undesignated gaps in the corridor have center-pivot irrigation systems.	Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws. Project design may allow for development within the consideration that the existing infrastructure and the fragmentation of public land may present challenges to a future developer. Proponents for projects within non-Federal gaps would have to negotiate with the non-Federal jurisdiction landowners.
27-225 .003	BLM	Las Vegas FO	Clark, NV	Town of Primm, NV	MP 100.4 to MP 101.6	GIS Analysis: Primm is located in an undesignated gap within the corridor.	Consider realigning the southern end of Corridor 27-225 within the Nevada side with the 3,000-ft-wide utility

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corridor, labeled Boulder Primm-South.							
Corridor Alignment and Spacing							
27-225 .005	BLM	Barstow FO	San Bernardino, CA	Bottleneck and multiple transmission lines	MP 49.5 to MP 54.1	GIS Analysis: where the corridor narrows between the Mojave Wilderness and the Soda Mountains Wilderness Study Area, two transmission lines cross from one side of the corridor to the other. Alignment of existing infrastructure may limit the potential for additional projects.	Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws. The corridor does not encroach into Mojave Wilderness or the Soda Mountains Wilderness Study Area. Potentially, the number of additional transmission lines would depend on such factors as location, voltage, and safety requirements.
27-225 .004	BLM	Las Vegas FO	Clark, NV	Multiple transmission lines, railroad, pipeline, and solar energy power plant	MP 101.6 to MP 104.9	GIS Analysis: existing infrastructure may limit the potential for additional projects. Multiple transmission lines follow and cross the corridor; a railroad and pipeline cross it; and a solar energy power plant intersects it.	Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws.
LAND MANAGEMENT RESPONSIBILITIES AND ENVIRONMENTAL CONCERNS							
Air Quality							
27-225 .new5				Fugitive dust	Not specified.	Comment on corridor abstract; fugitive dust is already an issue from development for Primm, Baker, Barstow, and other communities. New transmission and cumulative uses will add to this concern.	Air resource impacts are analyzed and mitigated during project-specific implementation and review on a case-by-case basis.
Cultural Resources							
27-225 .new6	BLM	Barstow FO	San Bernardino, CA	Serrano Ancestral Territory	MP 0 to MP 37 (Daggett, CA, to Cronese Valley, CA).	Comment on corridor abstract: several Section 368 corridors (or portions of them)	The Agencies would consult with the San Manuel Band of Mission Indians, as well as other California tribes, as

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						exist within Serrano ancestral territory and, thus, are of interest to the San Manuel Band of Mission Indians.	required for any proposed project in the corridor.
Ecology: Special Status Animal Species							
27-225 .006	BLM	Barstow FO, Needles FO	San Bernardino, CA	Desert Tortoise critical habitat; TCAs; Priority 1 and 2 habitat; and connectivity habitat (least-cost corridor for tortoise connectivity – USFWS 2012)	Critical habitat: MP 5.4 to MP 33.9 and MP 60.8 to MP 85.7 TCAs: MP 6 to MP 34.3, MP 45.9 to MP 90.6 Priority 1 and 2 habitat: MP 31.8 to MP 32.9, MP 33.9 to MP 36 Connectivity habitat: MP 32.9 to MP 67.4, MP 91.6 to MP 100.4, MP 101.4 to MP 113.9.	GIS Analysis. RFI: the corridor intersects TCAs, including Desert Tortoise critical habitat and Priority 1 and 2 habitat; concern for increase in common raven presence and predation on Desert Tortoises 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.	There is no nearby alternative route that would avoid tortoise habitat and provide an important energy transport pathway extending from Wyoming to southern California in a corridor with existing infrastructure. Impacts on habitat and habitat connectivity can be avoided, minimized, or mitigated through consultation with the USFWS under ESA Section 7 during site-specific project analysis and implementation. The DRECP has CMAs that allow for conservation of this species/habitat while also allowing for development and, specifically, for transmission. That is, transmission itself is treated as a “resource” in the DRECP and has CMAs specific to its development in the planning area (in addition to addressing transmission impacts in other CMAs for other resources).
27-225 .new7				Superior-Cronese Desert Tortoise CHU; Ivanpah Desert Tortoise CHU	Not specified.	Comment on corridor abstract: stakeholders recommend removal of corridor designation for 31 miles on the north side of I-15 to avoid the Superior-Cronese Desert Tortoise CHU and reduce corridor from 10,650 ft wide to 3,500 ft wide for the approximate 25-mile stretch of the corridor that	Impacts on habitat and habitat connectivity can be avoided, minimized, or mitigated through such processes as consultation with the USFWS under ESA Section 7 during site-specific project analysis and implementation.

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ID	Agency	Agency Jurisdiction	County	Primary Concern	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
						runs through the Ivanpah Desert Tortoise CHU.	
27-225 .007	BLM	Barstow FO, Needles FO, Las Vegas FO	San Bernardino, CA, and Clark, NV	Bighorn Sheep	Not specified.	RFI: known, high-priority movement corridors for Bighorn Sheep along I-15 and I-40 corridors. Along I-15, the corridor poses a barrier to effective wildlife movements and gene flow, in addition to resulting in increased animal kills along I-15. The construction and operation of additional transmission may impact the restoration of Bighorn Sheep connectivity. Habitat encroachment could potentially impact the landscape-scale meta-population dynamics of the species, which has declined substantially from historic levels.	Analysis would be completed through the NEPA process on a case-by-case basis with a full range of alternatives. The BLM's mitigation hierarchy would be applied. Impacts on habitat and habitat connectivity could be avoided, minimized, or mitigated through activities identified and implemented in consultation with the USFWS under ESA Section 7. Corridors themselves do not fragment habitat or compromise linkage. Specific projects may impact linkage or habitat fragmentation. Analysis and mitigation of these impacts would occur during proposed project implementation. Habitat and linkage for this species are analyzed in the DRECP. The DRECP has CMAs for these species and their habitat.
27-225 .008				Wildlife linkage	Not specified.	RFI: the corridor intersects a wildlife linkage for the California Desert.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
Hydrology: Surface Water							
27-225 .009	BLM	Barstow FO	San Bernardino, CA	Mojave River	MP 0 to MP 31	GIS Analysis: Mojave River runs adjacent to and intersects the corridor.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
Lands and Realty: Rights-of-Way and General Land Use							
27-225 .010	BLM	Barstow FO	San Bernardino, CA	Land ownership	Scattered sliver polygons, except for two large land parcels at MP 28 to MP 29 and MP 31.6 to MP 32.7	GIS Analysis: 1,340 acres originally designated as part of this corridor are no longer on Federal land according to the	BLM would consider adjusting the corridor designation in a future RMP amendment to be consistent with the current jurisdiction, possibly during future project implementation.

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						5/12/15 version of Surface Management Agency data.	
Lands and Realty: Military and Civilian Aviation							
27-225 .011	BLM	Barstow FO	San Bernardino, CA	Barstow-Daggett Airport	MP 3.5 to MP 4.5	GIS Analysis: adjacent to Barstow-Daggett Airport.	Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .012	BLM	Barstow FO	San Bernardino, CA	Baker Airport	MP 54.4 to MP 54.5	GIS Analysis: corridor intersects with Baker Airport.	Proposed project siting and collocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .013	BLM	Barstow FO, Needles FO	San Bernardino, CA	Military Training Route – Visual Route	MP 9 to MP 56.5 and MP 8 to MP 92.4	GIS Analysis.	Adherence to IOP 1 under Project Planning in the WWEC PEIS RODs regarding coordination with DoD would be required.
27-225 .014	BLM	Barstow FO, Needles FO	San Bernardino, CA	Military Training Route – Instrument Route	MP 59 to MP 65, MP 84 to MP 90, and MP 91 to MP 94	GIS Analysis. Comment on abstract: military training route (IR-212) (IR-213) (IR-217) with floor of 200-ft AGL. Potential for an obstruction in airspace used for high-speed, low-altitude military aircraft operations, which presents a potential safety risk.	DoD recommends structures remain below 200-ft AGL. Structures exceeding 200 ft AGL would require further analysis for operational and safety impacts. Adherence to IOP 1 under project planning in the WWEC PEIS RODs regarding coordination with DoD would be required.
27-225 .new8	BLM	Las Vegas FO	Clark, NV	Proposed county airport	MP 101 to MP 103	Agency review: land has been transferred to Clark County for a new airport north of the corridor at MP 102.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
Lands and Realty: Transportation							
27-225 .015	BLM	Barstow FO, Las Vegas FO	San Bernardino, CA, and Clark, NV	Railroad	MP 0 to MP 30.7, MP 101.9 to MP 102.6	GIS Analysis: within Nevada, the railroad (CC-00360) traverses north-south through the corridor within MDM,	Consistent with BLM ROW regulations; notification to adjacent ROW holders would be provided.

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						T.27S, R.59E, Sections 4 and 9 for approximately 1.5 miles.	
27-225 .016	BLM	Barstow FO, Needles FO	San Bernardino, CA	I-15	Entire corridor.	GIS Analysis: I-15 runs adjacent to and intersects the corridor.	Consistent with BLM ROW regulations; notification to adjacent ROW holders would be provided.
27-225 .017	BLM	Barstow FO	San Bernardino, CA	State Highway 127	MP 54.6	GIS Analysis.	Consistent with BLM ROW regulations; notification to adjacent ROW holders would be provided.
Lands with Wilderness Characteristics							
27-225 .new9	BLM	Barstow FO	San Bernardino, CA	DRECP Lands with Wilderness Characteristics	MP 17.9 to MP 33.8	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
Specially Designated Areas							
27-225 .018	BLM	Barstow FO	San Bernardino, CA	Mojave and Silurian Valley DRECP National Conservation Lands ¹	MP 17.6 to MP 21.8, MP 22.6 to MP 31.4, and MP 49.6 to MP 62.1	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225.ne w10	BLM	Barstow FO, Needles FO	San Bernardino, CA	Kingston-Amargosa DRECP National Conservation Lands ¹	MP 59.9 to MP 85.8	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .019	BLM	Barstow FO, Needles FO	San Bernardino, CA	Wilderness Study Areas (Cady Mountains and Soda Mountains)	MP 23.1 to MP 54.6	GIS Analysis: corridor is adjacent to Wilderness Study Areas.	Corridor is not designated within the Wilderness Study Areas. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .20	BLM	Barstow FO	San Bernardino, CA	Mojave Trails National Monument (MTNM)	MP 27.5 to MP 35.9	GIS Analysis. Comment on corridor abstract: the proclamation establishing the monument places limits on new facilities that may be authorized within utility corridors. Facilities must also be associated with an existing ROW and must be	The proclamation for the MTNM does not restrict development of new facilities to those associated only with an existing ROW. 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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						consistent with the care and management of the objects for which the monument was established. Remove corridor where it overlaps the MTMN.	
27-225 .021	BLM	Barstow FO	San Bernardino, CA	Old Spanish National Historic Trail (OSNHT)	MP 4 to MP 31 and MP 52.7 to MP 54.1	GIS Analysis. Comment on corridor abstract: stakeholders recommended an analysis of the corridor, especially near the Mojave National Preserve, to ascertain the potential for effect if additional infrastructure is added to the existing load on the viewshed of the OSNHT.	An analysis has occurred for these corridors, the Preserve, and NHTs. The PEIS analyzed their designation, and the DRECP has CMAs for NHTs. A specific impact analysis for additional infrastructure on the Preserve and all resources present and affected would occur during the proposed project implementation.
27-225 .022	BLM	Barstow FO, Needles FO	San Bernardino, CA	ACECs	MP 2.1 to MP 4.9 and MP 6.1 to MP 100.4	GIS Analysis: corridor intersects and is adjacent to multiple ACECs (Amboy Crater, Mojave Fringe-toed Lizard, Afton Canyon, Cronese Basin, Shadow Valley, Clark Mountain, Ivanpah, Soda Mountains Expansion, Manix, Soda Mountains WSA, Superior-Cronese). Comment on corridor abstract: stakeholders recommended reducing the corridor width to avoid additional development in the Afton Canyon ACEC and that no additional ground disturbance be allowed on ACEC lands that overlap the corridor (Cronese Basin, Soda Mountains Expansion,	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. Disturbance caps are in place in this area to limit, offset, and address ground disturbance to acceptable levels (or with acceptable mitigation) to meet conservation goals in ACECs and other conservation allocations in the DRECP area. Disturbance cap thresholds (and whether the cap will be reached by the proposed action) are determined at the time of new project consideration and analysis (DRECP LUPA, Section II.2, p. 31, BLM 2016).

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						<p>Superior-Cronese). Stakeholders recommended that the Agencies 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. Stakeholders recommended that any new proposals for ROWs within the corridor should be limited to lands with existing surface disturbance situated adjacent to existing facilities.</p>	
27-225 023	BLM	Barstow FO, Needles FO	San Bernardino, CA	Mojave National Preserve	MP 47.2 to MP 91.2	<p>GIS Analysis: 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 MP 80 through 90. Comment on corridor abstract: NPS lands can be adversely impacted by various multiple land-use activities adjacent to NPS units. Development of transmission infrastructure along the northern boundary of the Mojave National Preserve will potentially result in impacts to cultural and natural resources. Scenic views, including, those that extend beyond park boundaries, are an important</p>	<p>Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. For the most part, corridors were designated along existing infrastructure. In the context of this comment, this corridor follows I-15, which is also the northern boundary of the preserve and which also transects the preserve on non-NPS land. Potential impacts to adjoining landowners, cultural resources, or other resources would be analyzed and mitigated on a case-by-case basis during project development. The DRECP has CMAs for VRM plan-wide, and transmission specifically across many resources. Impacts from specific proposed projects would be analyzed and mitigated at the project implementation level.</p>

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						<p>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. The potential development of transmission in the corridors could result in a broad range of impacts to these shared scenic landscapes. The NPS is concerned that shared scenic landscapes could be lost to this and future generations if their presence and value are not accounted for and protected.</p> <p>Maintain corridor designation to the north of I-15 only in order to avoid possible corridor encroachment into the Mojave National Preserve.</p>	<p>These corridors, the Preserve, and NHTs have been analyzed. The PEIS analyzed their designation, and the DRECP has CMAs for NHTs. A specific impact analysis for additional infrastructure on the preserve and all resources present and affected would occur during the proposed project implementation.</p>
27-225 024	BLM	Barstow FO, Needles FO, Las Vegas FO	San Bernardino, CA, and Clark, NV	Wilderness Areas	MP 48.7 to MP 99.6 and MP 108.3 to MP 113.8	<p>GIS Analysis: corridor is adjacent to multiple wilderness areas (Mojave Wilderness, Hollow Hills Wilderness, State Line Wilderness, South McCullough Wilderness, Mesquite Wilderness Area, Kingston Range Wilderness Area, Kelso Dunes Wilderness).</p> <p>Comment on corridor abstract: Corridor analysis should include consideration</p>	<p>Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. Within Nevada, the proximity of the corridor’s easterly boundary within MDM, T.25S, R.61E, Section 31, to the closest westerly edge of a wilderness area within T.25S, R.61E, Section 32 is approximately 0.7 mile. The remainder of the corridor is over 1 or 2 miles from the wilderness areas.</p> <p>The DRECP has CMAs for wilderness</p>

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						of the potential impacts on wilderness characteristics of these areas.	values identified to conserve resources when implementing projects in the planning area.
27-225 .new11	BLM	Needles FO	San Bernardino, CA	Shadow Valley Extensive Recreation Management Areas	MP 61.6 to MP 90.3	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .new12	BLM	Needles FO	San Bernardino, CA	Ivanpah Valley Extensive Recreation Management Areas	MP 89.8 to MP 93.5 and MP 99.4 to MP 100.4	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .new13	BLM	Barstow FO	San Bernardino, CA	DRECP Afton Canyon SRMA	MP 27.2 to MP 37.3	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .new14	BLM	Barstow FO	San Bernardino, CA	DRECP Razor SRMA	MP 37.1 to MP 38.9	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .new15	BLM	Needles FO	San Bernardino, CA	DRECP Ivanpah SRMA	MP 96.9 to MP 100.4	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .new16	BLM	Barstow FO	San Bernardino, CA	DRECP Razor Open OHV Area	MP 37.1 to MP 38.9	GIS Analysis.	While renewable energy developments are not allowed in open OHV areas, transmission is allowed in these areas.
Visual Resources							
27-225 .new17	BLM	Barstow FO, Needles FO	San Bernardino, CA	VRM Class I	MP 56.6 and MP 59.4 to MP 64.3	GIS Analysis. VRM Class I areas are adjacent to corridor.	The corridor does not intersect VRM Class I and II areas. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
27-225 .new18	BLM	Barstow FO, Needles FO	San Bernardino, CA	VRM Class II	MP 14.2 to MP 56.6, MP 64.2 to MP 72.2, and MP 78.6 to MP 79.4	GIS Analysis. VRM Class II areas are adjacent to corridor.	
27-225 .025	BLM	Barstow FO	San Bernardino, CA	VRM Class II	MP 39.5 to MP 40.7	GIS Analysis.	VRM class objectives are binding land use plan decisions. Transmission facilities must demonstrate that they

REGION 1 – CORRIDOR 27-225 – ANALYSIS TABLE

ID	Agency	Agency Jurisdiction	County	Primary Concern	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
							<p>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).</p> <p>From MP 100 to MP 107, given the amount of existing development, the corridor and immediately surrounding landscape should be considered for a potential plan amendment to change to VRM Class IV if the current or likely future aggregated level of visual alteration will not conform to the VRM Class III objective.</p>
27-225 .026	BLM	Barstow FO, Needles FO, Las Vegas FO	San Bernardino, CA and Clark, NV	VRM Class III	MP 2.1 to MP 93.6 and MP 97.2 to MP 113.9	GIS Analysis.	
27-225 .new19	BLM	Barstow FO, Needles FO	San Bernardino, CA	VRM Class IV	MP 0 to MP 2.2, MP 9.0, MP 10.9 to MP 16.9, MP 37.2 to MP 38.9, MP 85.7 to MP 86.2, and MP 92.8 to MP 100.3	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).

Abbreviations: ACEC = Area of Critical Environmental Concern; BLM = Bureau of Land Management; CFR = Code of Federal Regulations; CHU = critical habitat unit; CMA = Conservation Management Action; DRECP = Desert Renewable Energy Conservation Plan; ESA = Endangered Species Act; FO = Field Office; GIS = geographic information system; IOP = Interagency Operating Procedures; MDM = Mount Diablo Meridian; MP = milepost; NEPA = National Environmental Policy Act;

PEIS = Programmatic Environmental Impact Statement; RFI = Request for Information; ROW = right of way; SCE = Southern California Edison Co.; SRMA = Special Recreation Management Area; TCA = Tortoise Conservation Area; USFWS = U.S. Fish and Wildlife Service; VRM = Visual Resource Management; WECC = Western Energy Coordinating Council; WWEC = West-wide Energy Corridor.

¹ California Desert Conservation Area replaced by DRECP National Conservation Lands.