

Corridor 225-231

South McCullough Wilderness

Introduction

Corridor 225-231 (Figures 1 and 2) is a short corridor that extends west-east south of Las Vegas in southern Nevada, providing a connection for multiple electric transmission lines to cross BLM-administered land. The corridor begins at the junction of Corridors 224-225 and 27-225 and is north of the South McCullough Wilderness Area. Federally designated portions of this corridor are entirely on BLM-administered land, with a 3,500-ft width over its length. Corridor 225-231 is designated as multi-modal and can therefore accommodate both electrical transmission and pipeline projects. The corridor spans 6 miles, with all 6 miles designated on BLM-administered lands. The corridor's area is 2,532 acres or 3.96 square miles. This corridor is entirely in Clark County, Nevada, and under the jurisdiction of the BLM Southern Nevada District and Las Vegas Field Office. This corridor is entirely in Region 1.

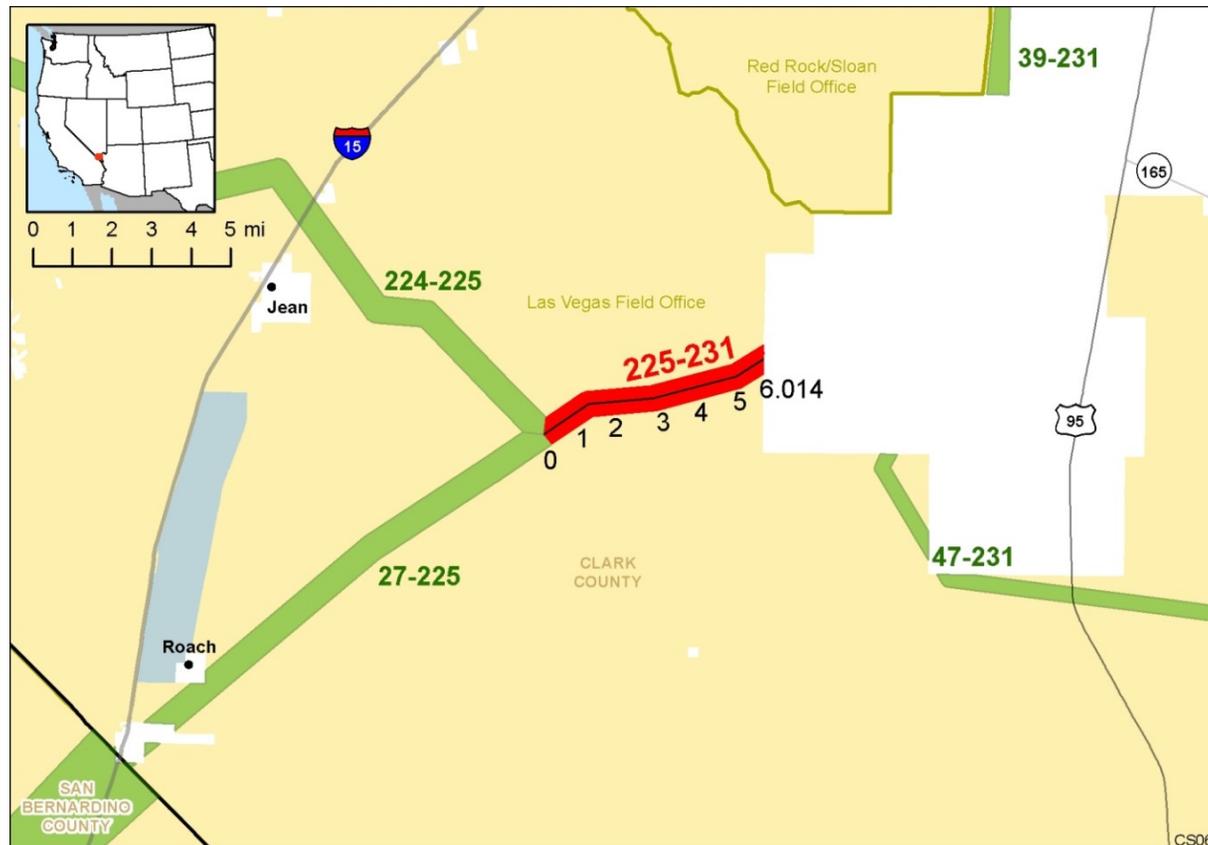
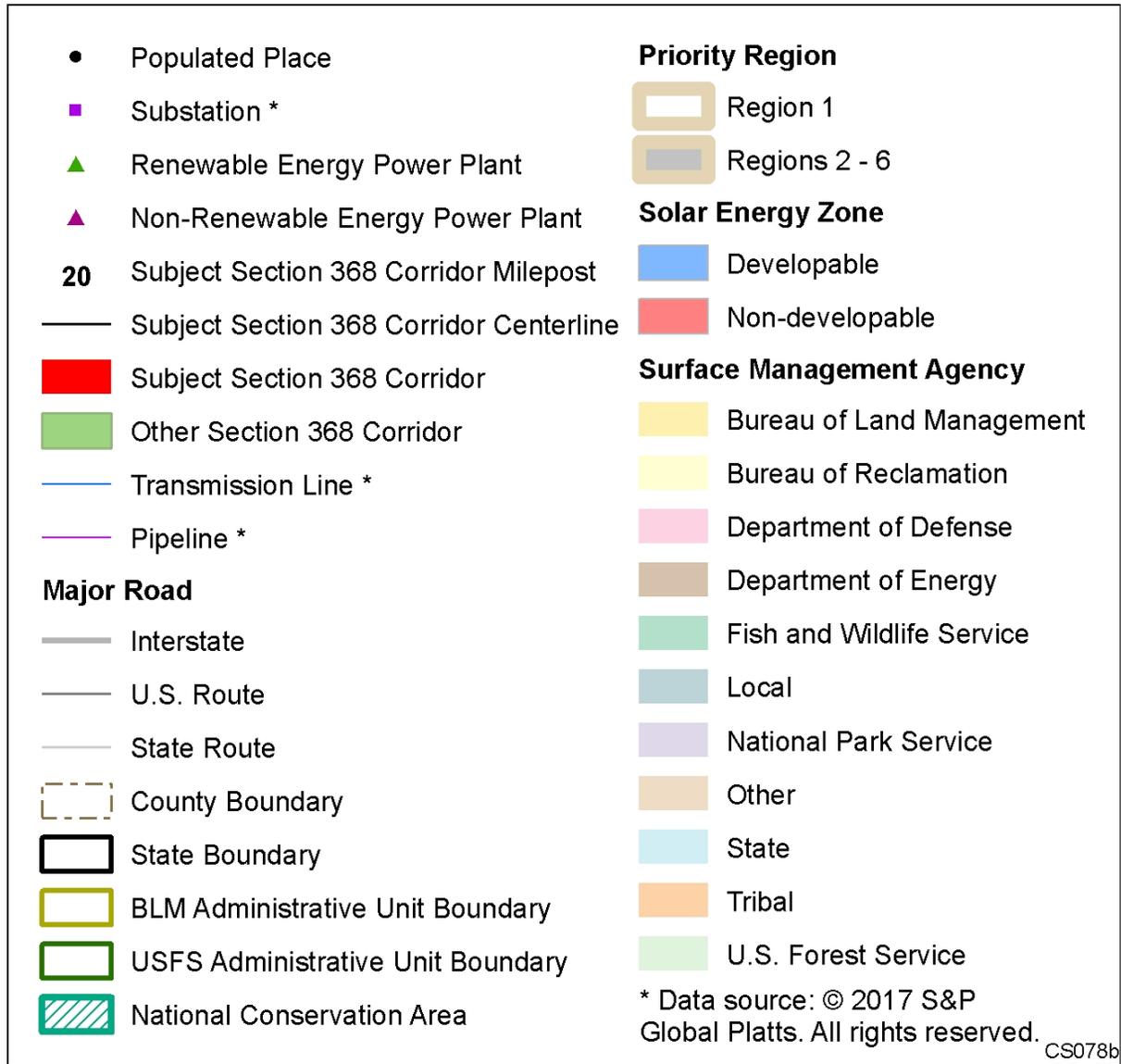


Figure 1. Corridor 225-231



Key

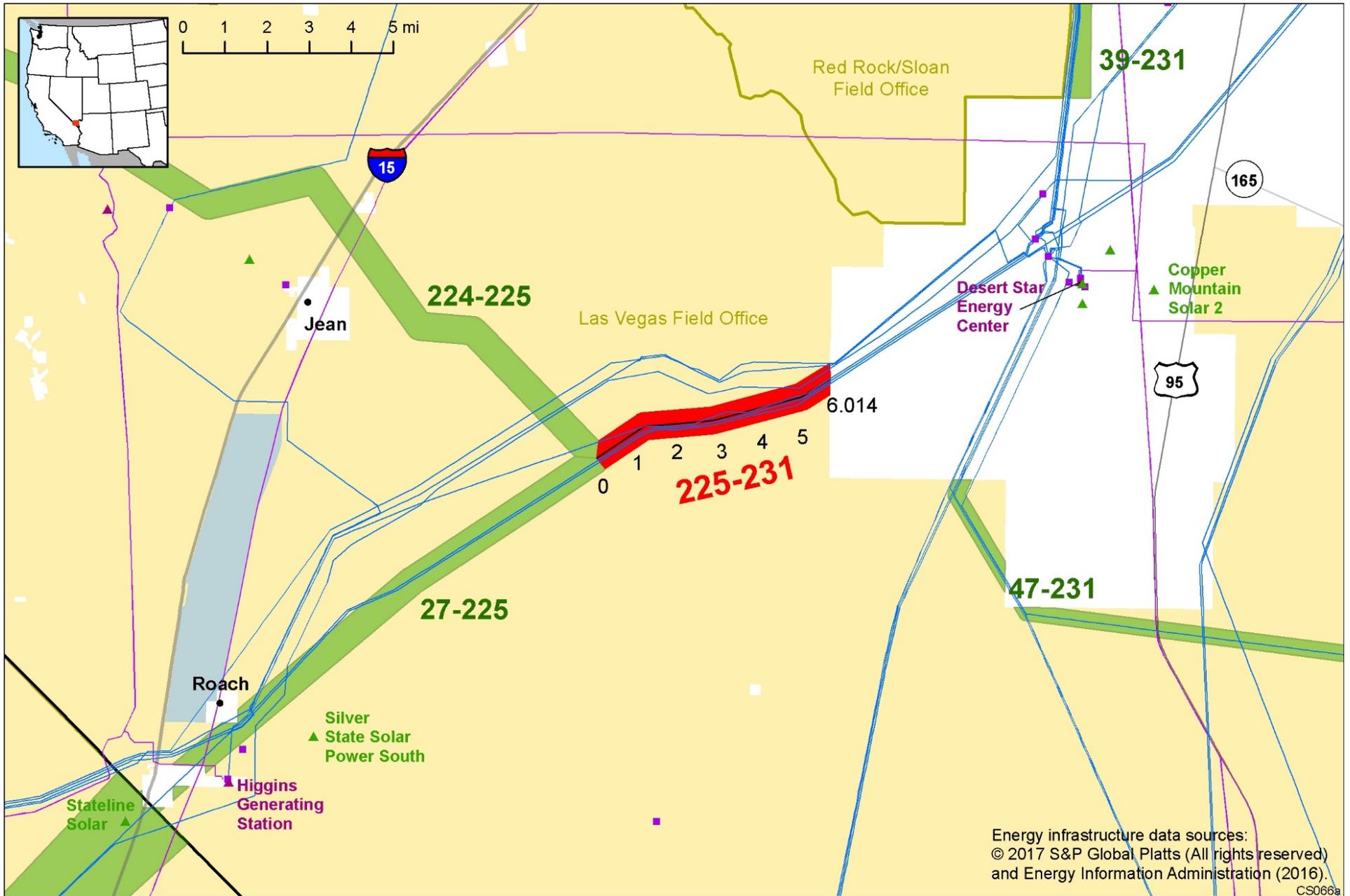


Figure 2. Corridor 225-231, Including Existing Energy Infrastructure

Corridor Rationale

During scoping for the West-wide Energy Corridor (WWEC) Programmatic Environmental Impact Statement, Maximus USA suggested a route generally following this corridor. The corridor was designated to provide continuity to the north and east from the southern portion of the greater Las Vegas area.

Existing Capacity: Current approved projects occupying parts of the corridor include existing transmission lines. Currently, no pipelines follow the corridor. There are eight existing transmission lines: Intermountain Power Agency (1,000-kV DC), LADWP (287 kV), three LADWP 500-kV lines, Southern California Edison Co. (SCE) (115 kV), and two SCE 220-kV lines.

Potential Future Development: The corridor has one pending ROW. Platts data indicate two planned projects within the corridor, one 1,000-kV DC line and one 500-kV AC line. SCE indicated that there is 3,041 MW of CAISO-queued generation that could use the corridor, but there is not any SCE-queued generation that could use the corridor. 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. A new SCE transmission line in the area would likely parallel the existing Eldorado-Ivanpah Transmission Project ROW.

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. A geographic information system (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 jurisdictional concerns, civilian aviation, special status species, and visual resources.

Revisions, deletions, and additions to Section 368 energy corridors would be made 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 Section 368 energy corridors. There were no suggestions for corridor revision, deletion, or addition in response to the release of the draft abstracts. Based on Agency analysis, as well as input provided by stakeholders, corridor revisions, deletions, or additions are not recommended for Corridor 225-231.

Corridor Analysis

The corridor analysis table below identifies concerns affecting Corridor 225-231, 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 225-231 – ANALYSIS TABLE | | | | | | | |
|--|--------|---------------------|-----------|--|--------------------------------------|-----------------|--|
| ID | Agency | Agency Jurisdiction | County | Primary Concern/ Opportunity | Corridor Location (by Milepost [MP]) | Source: Context | Agency Review and Analysis |
| ENERGY PLANNING CONCERNS | | | | | | | |
| <i>Corridor Alignment and Spacing</i> | | | | | | | |
| 225-231 .-001 | BLM | Las Vegas FO | Clark, NV | LADWP 287-kV line and two LADWP 500-kV lines | MP 0 to MP 6 | GIS Analysis. | 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. |
| 225-231 .-002 | BLM | Las Vegas FO | Clark, NV | LADWP 500-kV line | MP 4.7 to MP 6 | GIS Analysis. | 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. |
| 225-231 .-003 | BLM | Las Vegas FO | Clark, NV | Intermountain Power Agency 1,000-kV DC line, Southern California Edison Co. 115-kV line and two SEC 220-kV lines | MP 5.9 | GIS Analysis. | 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. |

| REGION 1 – CORRIDOR 225-231 – ANALYSIS TABLE | | | | | | | |
|--|--------|---------------------|------------------------|--|--|--|--|
| ID | Agency | Agency Jurisdiction | County | Primary Concern/ Opportunity | Corridor Location (by Milepost [MP]) | Source: Context | Agency Review and Analysis |
| Jurisdictional Concerns | | | | | | | |
| 225-231 .new1 | BLM | Las Vegas FO | Clark County, NV | Boulder City Conservation Easement | After MP 6 in undesignated gap in corridor | Comment on corridor abstract: The corridor connects to existing designated transportation and utility corridors referred as the Eldorado Valley Corridors, which were reserved to the United States for administration by the BLM when those certain lands were transferred (patented) out of Federal ownership. The Eldorado Valley Corridors follow existing infrastructure within the patent area and adjacent to the BCCE. Corridor intersects 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. | Impacts would be analyzed with a full range of alternatives and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. Because BLM maintains administrative authority over the utility corridors located in the easement, any disturbance within these corridors would be permitted and mitigated through Section 7 processes, not Section 10. Section 368 energy corridor designations can only occur on BLM- and USFS- administered lands. The corridor is adjacent to the Boulder City Conservation Easement. |
| LAND MANAGEMENT RESPONSIBILITIES AND ENVIRONMENTAL CONCERNS | | | | | | | |
| Cultural Resources | | | | | | | |
| 225-231 .new2 | BLM | Las Vegas FO | Clark County, NV | Arrowhead Highway | Corridor crosses Arrowhead Highway at MP 100 | Comment from stakeholder meeting: Arrowhead Highway was built in the 1920s and was the first automobile road | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA, the NHPA, and other Federal laws. |

| REGION 1 – CORRIDOR 225-231 – ANALYSIS TABLE | | | | | | | |
|---|--------|-----------------------|------------------------|---|--|---|---|
| ID | Agency | Agency Jurisdiction | County | Primary Concern/ Opportunity | Corridor Location (by Milepost [MP]) | Source: Context | Agency Review and Analysis |
| | | | | | | to connect Los Angeles to Salt Lake City via Las Vegas. The road was later numbered Highway 91, and 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 | | | | | | | |
| 225-231 .004 | BLM | Las Vegas FO | Clark County, NV | TCAs; Desert Tortoise critical habitat; desert tortoise connectivity; and Priority 1 and 2 connectivity habitat | Critical habitat MP 2.3 to MP 6; Ddesert Tortoise connectivity habitat and TCAs entire corridor. | RFI: reroute to avoid siting new facilities in TCAs and Priority 1 and 2 connectivity habitat without existing transmission, and minimize additional transmission siting in these areas. | Analysis would be completed case by case through the NEPA process (i.e., for RMP revision) 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. |
| Lands and Realty: Military and Civilian Aviation | | | | | | | |
| 225-231 .new3 | BLM | Southern Nevada DO | Clark County, NV | Transportation and Utilities Corridor (TUC) | Not applicable. | Comment on corridor abstract: corridor would bisect the TUC between Las Vegas, NV, and the proposed new airport for the placement of utilities and transportation infrastructure to serve the new airport. Any siting of the energy corridors under consideration must be compatible with the use of | The TUC does not intersect the corridor. |

| REGION 1 – CORRIDOR 225-231 – ANALYSIS TABLE | | | | | | | |
|--|--------|---------------------|-----------|------------------------------|--------------------------------------|---|--|
| ID | Agency | Agency Jurisdiction | County | Primary Concern/ Opportunity | Corridor Location (by Milepost [MP]) | Source: Context | Agency Review and Analysis |
| | | | | | | the TUC for utilities and transportation infrastructure to serve the new airport. | |
| Specially Designated Areas | | | | | | | |
| 225-231 .008 | BLM | Las Vegas FO | Clark, NV | Wilderness Area | MP 0.9 to MP 5.2 | GIS Analysis: the corridor is adjacent to a designated Wilderness Area (South McCullough Wilderness). | The corridor is not within the Wilderness Area. When wilderness was designated in 1990, many existing ROWs served as boundaries to those wilderness areas and pre-date the wilderness designation. Impacts would be analyzed and mitigated as part of the project-specific review, as required under NEPA and other Federal laws. |
| Visual Resources | | | | | | | |
| 225-231 .010 | BLM | Las Vegas FO | Clark, NV | VRM Class II | MP 1.6 to MP 6.0 | 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). |
| 225-231 .009 | BLM | Las Vegas FO | Clark, NV | VRM Class III | MP 0 to MP 1.6 and MP 5.6 to MP 6.0 | GIS Analysis. | |
| Other Issues | | | | | | | |
| 225-231 .new4 | | | | | | Input was provided clarifying existing capacity and potential for new capacity, and one stakeholder requested that the corridor abstracts | 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. The Agencies have updated the corridor |

| REGION 1 – CORRIDOR 225-231 – ANALYSIS TABLE | | | | | | | |
|--|--------|---------------------|--------|------------------------------|--------------------------------------|---|---|
| ID | Agency | Agency Jurisdiction | County | Primary Concern/ Opportunity | Corridor Location (by Milepost [MP]) | Source: Context | Agency Review and Analysis |
| | | | | | | clarify references to planned projects. | abstracts and the Section 368 Energy Corridor Mapping Tool with new information about pending applications. |

Abbreviations: ACEC = Area of Critical Environmental Concern; BLM = Bureau of Land Management; BOR = Bureau of Reclamation; CFR = Code of Federal Regulations; ESA = Endangered Species Act; FO = Field Office; GIS = geographic information system; MP = milepost; NEPA = National Environmental Policy Act; PEIS = Programmatic Environmental Impact Statement; RFI = Request for Information; TCA = Tortoise Conservation Area; USFS = Forest Service; USFWS = U.S. Fish and Wildlife Service; VRM = Visual Resource Management; WECC = Western Energy Coordinating Council; WWEC = West-wide Energy Corridor.