

Corridor 23-106

Little Lake to Mojave

Introduction

Corridor 23-106 (Figures 1 and 2) extends southwest along State Route 14 and U.S. Highway 395, between the junction of Corridors 18-23 and 23-25 at Little Lake and Mojave in southern California. Federally designated portions of this corridor are entirely on BLM-administered lands, with a 10,560-ft width (consistent with an existing resource management plan prior to its designation as a Section 368 energy corridor). However, at the southern end, the BLM-administered land has a checkerboard pattern from MP 37.7 to 56.5. Corridor 23-106 is designated as multimodal and can therefore accommodate both electrical transmission and pipeline projects. The corridor spans 56.5-miles, with 37.3 miles designated on BLM-administered lands. The corridor's area is 42,650 acres or 66.6 square miles. This corridor is in Inyo and Kern counties in California and under the jurisdiction of the BLM Ridgecrest Field Office. It is located entirely in Region 1.

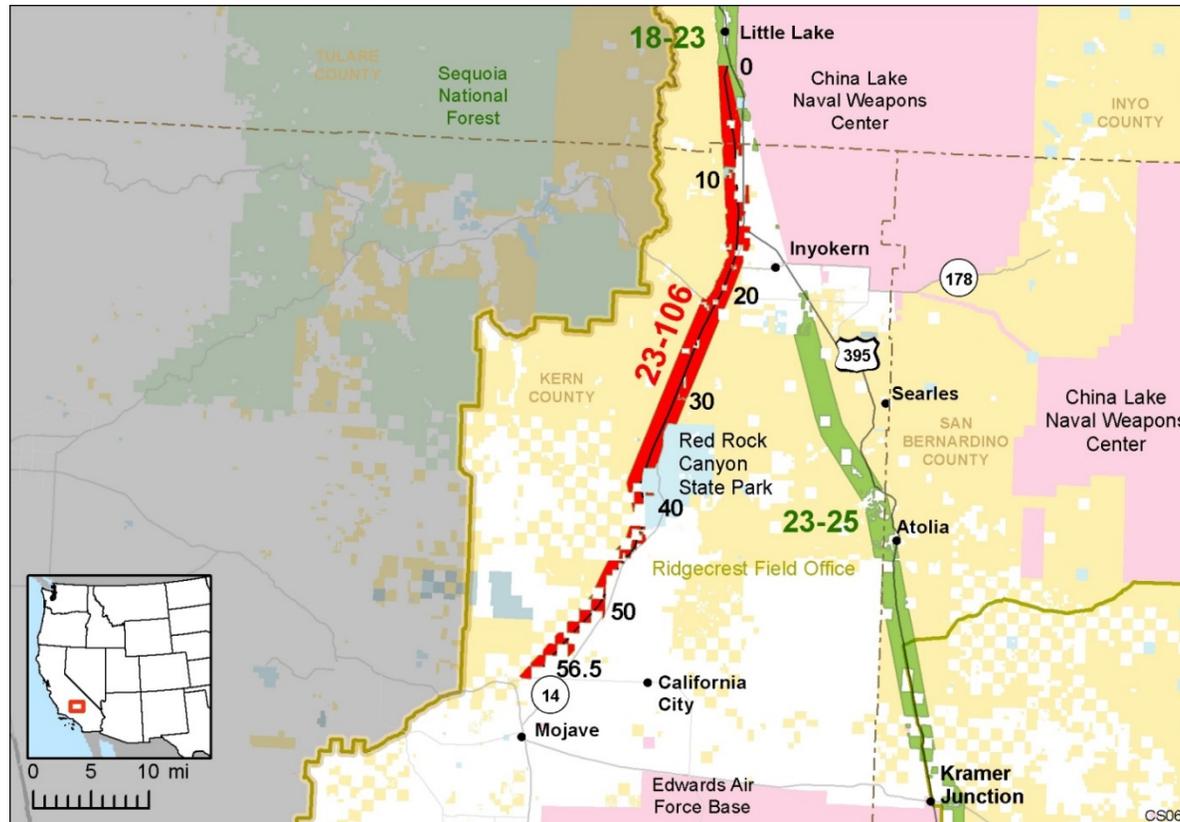
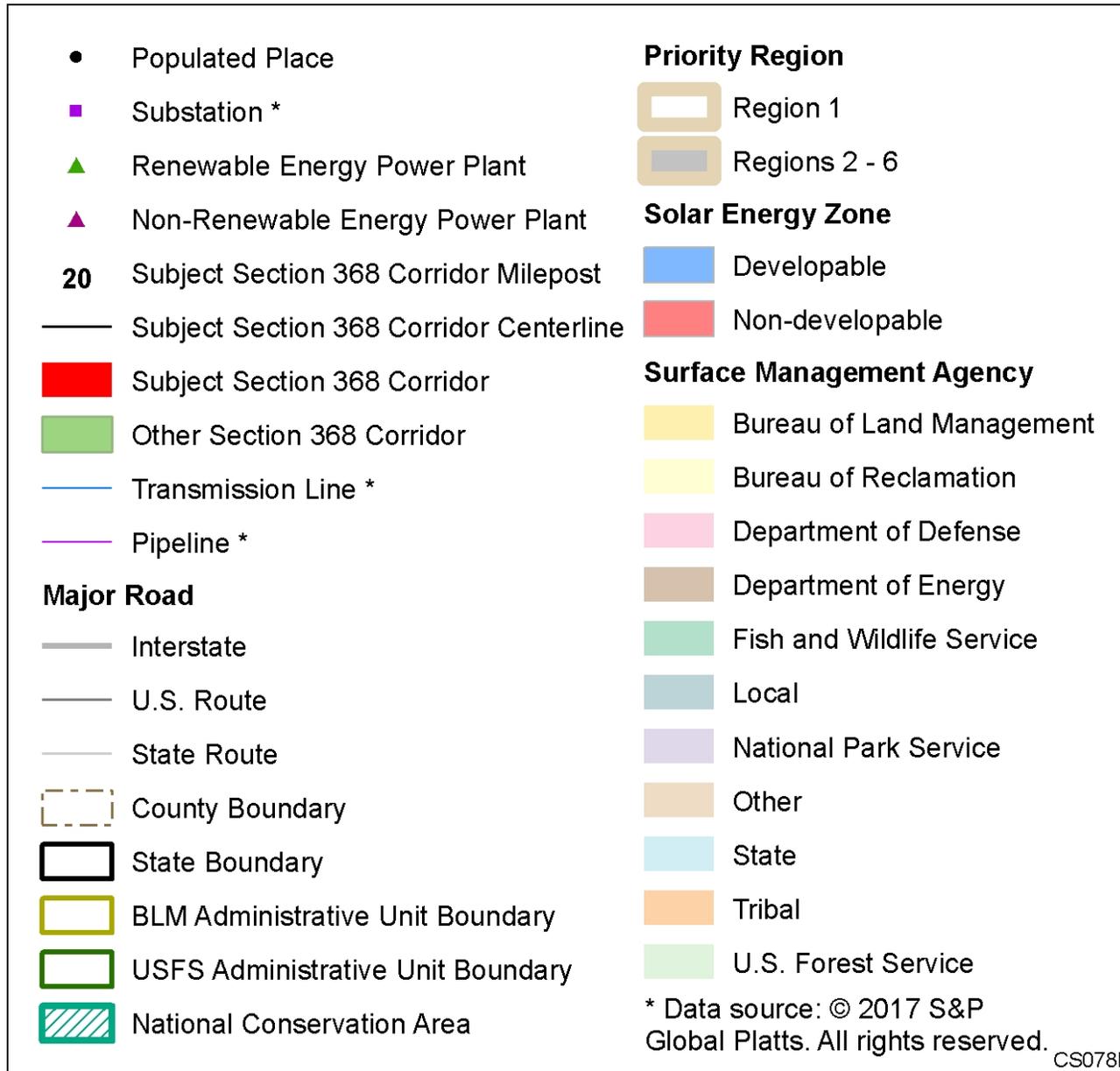


Figure 1. Corridor 23-106



Key



Figure 2. Corridor 23-106, Including Existing Energy Infrastructure

Corridor Rationale

During scoping for the WVEC PEIS, a route generally following this corridor was suggested by the American Association of Wind Energy and Western Interconnect Transmission Paths. The corridor was designated as a Section 368 energy corridor consistent with the previously designated California Desert District energy corridor to support existing and future infrastructure as well as to avoid crossing the Red Rock Canyon State Park.

Existing Infrastructure: The corridor is aligned with State Highway 14 and U.S. Highway 395 and includes a commercial utility corridor designated under the 1980 California Desert Conservation Area Plan, which supports two electricity transmission lines (a 1,000-kV DC Bonneville Power Administration line and a 230-kV LADWP line, both of which are located on the west side of State Highway 14). Current electrical transmission infrastructure occupying parts of the corridor are operated by the LADWP (500 kV). Many wind power plants exist near Mojave at the southern end of the corridor; some are west of the corridor between MP 40 and MP 50.

Potential Future Development: During interviews for the Corridor Study, the Ridgecrest FO indicated two pending ROWs exist for this corridor. The Platts data do not show any planned projects near this corridor. SCE indicated that there is 79 MW of SCE-queued generation near or which could use the corridor and that the corridor is likely to be used due to historically queued generation in the area. Previously triggered and/or proposed but aborted projects near the corridor include a new 115- or 220-kV line. There is potential for future utility-scale solar energy development in the vicinity of the corridor, and there are DFAs located at the northern end of the corridor and adjacent to the southern portion of the corridor. All provide opportunity for the corridor to accommodate transmission tied to renewable energy development.

Corridor of Concern Status

Corridor 23-106 is a corridor of concern. Concerns regarding an NCA and ACECs were identified in the Settlement Agreement. These issues are highlighted in yellow in the Corridor Analysis table below.

Corridor Abstract Update

New data have been added to the Section 368 Energy Corridor Mapping Tool since the release of the draft abstracts of September 2016, including updated information made available in the Record of Decision for the DRECP released later in September. 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; descriptions 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 review by the Agencies, include WVEC purpose, jurisdictional concern, ecology, military aviation, public access/recreation, specially designated areas, 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 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. There were stakeholder recommendations in the 2014 RFI to reroute this corridor to avoid an NCA and ACECs. Suggestions for corridor revisions in response to the release of the draft abstracts included restricting development in the corridor to avoid encroachment into Red Rock Canyon State Park, reducing the corridor width and locating only on the west side of the state highway. Based on Agency analysis of these issues, the Agencies recommend that BLM analyze a revision to the corridor between MP 32 and MP 36 to avoid the pinch point created

where the corridor abuts the Red Rock Canyon State Park. Potential corridor revisions include shifting the corridor to the west or braiding the corridor around the park in two segments to preserve width and capacity within the corridor.

Corridor Analysis

The corridor analysis table below identifies concerns affecting Corridor 23-106, 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 23-106 – ANALYSIS TABLE

ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
ENERGY PLANNING OPPORTUNITIES							
<i>WWEC Purpose</i>							
23-106 .new1	BLM	Ridgecrest FO	Kern, CA	Renewable energy development	Not specified	Comment on corridor abstract: Kern County is taking steps to incentivize utility-scale solar development in the Indian Wells Valley. The corridor may be needed in the future to support these planning efforts.	Development in Kern County provides an opportunity for the corridor to accommodate transmission tied to renewable energy development.
23-106 .new3	BLM	Ridgecrest FO	Kern, CA	DRECP Development Focus Area (DFA): Variance Process Lands	MP 45.1 to MP 48.2, MP 49 to MP 50, MP 50.4 to MP 51.4, MP 51.9 to MP 52.1	GIS Analysis.	The DFA variance lands provide an opportunity for the corridor to accommodate transmission tied to renewable energy development.

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23-106 .new4	BLM	Ridgecrest FO	Kern, Inyo, CA	DRECP DFA: All technologies	MP 3.8 to MP 4.5, MP 43.9, MP 44.2 to MP 44.6, MP 45.1 to MP 45.3, MP 49.6 to MP 50.1	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>							
23-106 .001	State (CA)	Ridgecrest FO	Kern County, CA	Red Rock Canyon State Park	MP 32.0 to MP 41.8	GIS Analysis: Red Rock Canyon State Park abuts part of the corridor.	The Agencies recommend that BLM analyze a revision to the corridor to avoid the pinch point created where the corridor abuts the Red Rock Canyon State Park. Potential corridor revisions include realigning the corridor to the west or braiding around the park in two segments to preserve width and capacity within the corridor. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
LAND MANAGEMENT RESPONSIBILITIES AND ENVIRONMENTAL CONCERNS							
<i>Ecology: Special Status Animal Species</i>							
23-106 .002	BLM	Ridgecrest FO	Inyo, Kern, CA	Mohave Ground Squirrel modeled habitat	MP 0 to MP 41.5, MP 43.7 to MP 47.7	RFI: limit expansion of transmission facilities and limit additional road construction that would lead to OHV route proliferation in Mohave Ground Squirrel modeled habitat. Consult the Desert Manager's Group regarding parcels that are priority habitat for Mohave Ground Squirrel due to their designation as "core" or "linkage" areas, and	There is no nearby alternative route that would avoid this habitat in a corridor with existing infrastructure. Any additional development within the corridor would avoid currently undeveloped areas. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. The DRECP has specific CMAs to address impacts to this species. The information in the

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
						reroute to avoid impacts on these parcels. Within Mohave Ground Squirrel habitat, minimize the area of disturbance and avoid clearing of vegetation and grading where possible. GIS Analysis.	DRECP would be used in any project implementation. All plan-wide as well as ACEC- and NCL-specific CMAs for these species must be considered.
23-106 .003 and .004	BLM	Ridgecrest FO	Inyo, Kern, CA	Desert tortoise; Priority 1 and 2 connectivity habitat	Entire length is tortoise habitat.	RFI: reroute to avoid siting new facilities in Priority 1 and 2 connectivity habitat without existing transmission facilities, and minimize additional transmission siting in these areas. If additional transmission is permitted, site as close together as possible and with as little ground disturbance and vegetation clearing as possible. Use full mitigation hierarchy to avoid, minimize, and compensate for impacts within 4 mi of Priority 1 and 2 habitat. GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. The BLM's mitigation hierarchy would be applied. Regional Reviews are not resulting in decisions that require NEPA reviews or consultation. USFWS is participating in the Regional Reviews. In addition, the DRECP has specific CMAs to address impacts on this species. The information in the DRECP would be used in any project implementation. Plan-wide as well as ACEC- and NCL-specific CMAs for these species must be considered.
23-106 .new5	BLM			Desert Bighorn Sheep connectivity	Not specified.	RFI: follow locally specific connectivity recommendations, such as those for the Southern California Wildlands Linkages and Arizona Missing Linkages, to avoid connectivity impacts on Desert Bighorn Sheep in the Mojave Desert.	This portion of this corridor does not impact Desert Bighorn Sheep habitat or connectivity. 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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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
23-106 .007	BLM			Southern California Wildlands Linkage	Not specified.	RFI: this corridor segment intersects a Southern California Wildlands Linkage. Stakeholders requested that the Agencies review scientific information including species connectivity data and species conservation values developed for the DRECP and collect missing data to minimize potential impacts on the Southern California Wildlands Linkage.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. Impacts of corridors on wildlife linkages are analyzed and addressed in the DRECP. Moreover, impacts of specific projects on linkage would always be considered in site-specific project analysis and implementation. The Agencies have updated the corridor abstracts with information developed for the DRECP, including new designations and species connectivity and conservation data.
Hydrology: Surface Water							
23-106 .008	BLM	Ridgecrest FO	Kern, Inyo, CA	Aqueduct: Los Angeles Aqueduct	Runs adjacent to entire corridor and sometimes intersects the corridor.	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.
23-106 .009	BLM	Ridgecrest FO	Kern, CA	Intermittent Stream: Little Dixie Wash	MP 29.4	GIS Analysis.	Linear ROWs can either span intermittent streams or be buried underneath them. 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							
23-106 .010	Private	Ridgecrest FO	Kern, Inyo, CA	Land ownership	Scattered over full corridor extent.	GIS Analysis: 17 acres, originally designated as part of this corridor, are on private land according to the 5/12/15 version of Surface Management Agency data.	BLM would consider adjusting the corridor designation in a future RMP amendment to be consistent with the current jurisdiction, possibly during future project implementation.
23-106 .011	State	Ridgecrest FO	Kern County, CA	Land ownership	MP 36 to MP 38.8	GIS Analysis: 242 acres in two parcels, originally designated as part of this corridor, are on state land according to the 5/12/15	BLM would consider adjusting the corridor designation in a future RMP amendment to be consistent with the

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
						version of Surface Management Agency data.	current jurisdiction, possibly during future project implementation.
Lands and Realty: Military and Civilian Aviation							
23-106 .012	BLM	Ridgecrest FO	Kern, Inyo, CA	Military Training Route – Visual Route (VR)	MP 0 to MP 56	GIS Analysis: comment on corridor abstract/ Military training route (VR-1262) with floor of 200-ft AGL. Potential for an obstruction in airspace used for military operations.	DoD identified no impact if structure remains below 200-ft AGL. Structures exceeding 200 ft AGL would require further analysis for operational impact. Adherence to IOP 1 under Project Planning in the WWEC PEIS Records of Decision regarding coordination with DoD would be required.
23-106 .new6	BLM	Ridgecrest FO	Kern, Inyo, CA	Military Training Route – Instrument Route (IR)	MP 38 to MP 41; MP 42 to MP 56.6	Comment on corridor abstract: military training route (IR-211) with floor of 200-ft AGL. Potential for an obstruction in airspace used for high-speed, low-altitude military aircraft operations, which present a potential safety risk.	DoD identified no impact if structure remains below 200-ft AGL. Structures exceeding 200 ft AGL would require further analysis for operational impact. Adherence to IOP 1 under Project Planning in the WWEC PEIS Records of Decision regarding coordination with DoD would be required.
23-106 .013	BLM	Ridgecrest FO	Kern, CA	Military Training Route – IR	MP 45 to MP 56	Comment on corridor abstract: military training route (IR-200) with floor of 500-ft AGL. Potential for an obstruction in airspace used for military operations. GIS Analysis.	Adherence to IOP 1 under Project Planning in the WWEC PEIS Records of Decision regarding coordination with DoD would be required.
23-106 .014	BLM	Ridgecrest FO	Kern, CA	Military Training Route – Slow Speed Route	MP 38.4 to MP 56.5	GIS Analysis.	Adherence to IOP 1 under Project Planning in the WWEC PEIS Records of Decision regarding coordination with DoD would be required.
Lands and Realty: Transportation							
23-106 .015	BLM	Ridgecrest FO	Kern, CA	U.S. Highway 395	MP 10.4 to MP 14.4	GIS Analysis: highway intersects the corridor in undesignated gap in the corridor	Consistent with BLM ROW regulations; notification to adjacent ROW holders would be provided.
23-106 .016	BLM	Ridgecrest FO	Kern, CA	State Highway 14	MP 14.1 to MP 56.5	GIS Analysis: State Highway 14 intersects and runs adjacent to the corridor.	Consistent with BLM ROW regulations; notification to adjacent ROW holders would be provided.

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ID	Agency	Agency Jurisdiction	County	Primary Concern/ Opportunity	Corridor Location (by Milepost [MP])	Source: Context	Agency Review and Analysis
23-106 .017	BLM	Ridgecrest FO	Kern, CA	State Highway 178	MP 17.5 to MP 17.9, MP 20.3 to 20.8	GIS Analysis.	Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided.
23-106 .018	BLM	Ridgecrest FO	Kern, CA	Railroad	MP 44.1 to MP 45.2	GIS Analysis.	Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided.
Public Access and Recreation							
23-106 .023	BLM	Ridgecrest FO	Kern, CA	Red Rock Canyon State Park	MP 32.1 to MP 41.8	GIS Analysis: Red Rock Canyon State Park is adjacent to the corridor. Comment on corridor abstract: Stakeholders recommended restricting development in the corridor or reduce corridor width to avoid encroachment into Red Rock Canyon State Park. Stakeholders suggested revision to this corridor, including reducing the corridor width to 3,500 ft between Red Rock State Park and the junction of State Highway 14 and State Highway 178.	The corridor is not designated within the Red Rock Canyon State Park; the park would not be encroached upon by a project located within the designated corridor. However, there is a pinch point with the current location of the corridor and a potential reduction in corridor capacity. Recommend that the Agencies consider realigning the corridor west between MP 32 and MP 36 or consider braiding the corridor in two segments around the Red Rock Canyon State Park to preserve corridor width and capacity. The current 10,560-ft corridor width provides greater flexibility for avoiding and minimizing impacts on sensitive areas than a reduced corridor width when siting additional infrastructure within the corridor.
23-106 .new8	BLM	Ridgecrest FO	Kern, CA	Eastern Kern Onyx Ranch State Vehicular Recreation Area	MP 37.5 to MP 44.5	Comment on corridor abstract: proximity of the corridor to Eastern Kern Onyx Ranch SVRA would not be a concern as long as impacts are analyzed and mitigated under NEPA and other Federal laws.	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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<i>Specially Designated Areas</i>							
23-106 .019	BLM	Ridgecrest FO	Inyo, CA	Basin and Range DRECP National Conservation Lands ¹	MP 0 to MP 3.4, MP 5.4 to MP 6.8	GIS Analysis.	While the corridor overlaps with specially designated areas across its length, there is no nearby alternative route that would avoid these areas and contain existing infrastructure. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .new7	BLM	Ridgecrest FO	Kern, Inyo, CA	West Desert and Eastern Slopes DRECP National Conservation Lands ¹	MP 0 to MP 16.2, MP 20.7 to MP 29.1, MP 31.9 to MP 32.0	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .020	BLM	Ridgecrest FO	Kern, Inyo, CA	Owens Peak Wilderness Area	MP 3.4 to MP 21.2	GIS Analysis: Owens Peak Wilderness Area is adjacent to the corridor.	The corridor is not designated within the wilderness area. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .021	BLM	Ridgecrest FO	Kern, CA	Sand Canyon ACEC	MP 7.9 to MP 8.8	Settlement Agreement; RFI: reroute to avoid concern.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .022	BLM	Ridgecrest FO	Kern, CA	Jawbone- Butterbredt ACEC	MP 20.7 to MP 45.0	Settlement Agreement; RFI: reroute to avoid concern. Comment on Corridor Abstract: surface disturbance cap of 1.0 percent is believed to have been exceeded attributed to State Highway 14 construction, two commercial electricity transmission lines, two Los Angeles aqueducts, and off-road vehicle route proliferation. Consider: five active golden eagle nest sites within the ACEC (20 miles on the western edge of	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, or mitigate ground disturbance to acceptable levels to meet conservation goals in ACECs and other conservation allocations in the DRECP area. The corridor is not constrained as long as the DRECP CMAs and disturbance caps are addressed in project implementation. Disturbance caps and whether the cap would be reached by the proposed action

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						ACEC); connected eagle foraging territories (eastward to the El Paso Mountains Wilderness and across the corridor aligned with State Highway 14); Robber's Roost Birds of Prey Nesting Area (northern portion of ACEC); area with the bulk of a core Mohave Ground Squirrel population.	are determined at the time of project consideration and analysis (DRECP LUPA [BLM 2016], Section II.2 p. 31).
23-106 .024	BLM	Ridgecrest FO	Kern, Inyo, CA	Sierra Canyons ACEC	MP 0 to MP 16.2	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .025	BLM	Ridgecrest FO	Kern, CA	Eagles Flyway ACEC	MP 20.9 to MP 28.7	GIS Analysis. Comment on corridor abstract: a ground disturbance cap of 1.0 percent has been established for this ACEC/CDNCL unit. ROW applications must be consistent with the management goals developed for both the ACEC and CDNCL, as outlined in the BLM's DRECP LUPA.	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, or mitigate ground disturbance to acceptable levels to meet conservation goals in ACECs and other conservation allocations in the DRECP area. The corridor is not constrained as long as the DRECP CMAs and disturbance caps are addressed in project implementation. Disturbance caps and whether the cap would be reached by the proposed action are determined at the time of project consideration and analysis (DRECP LUPA, Section II.2, p. 31).
23-106 .026	BLM	Ridgecrest FO	Kern, Inyo, CA	Mohave Ground Squirrel ACEC	MP 1.3 to MP 1.5, MP 1.9 to MP 4.7, MP 11.9 to MP 15.5, MP 16 to MP 21, MP 28.2 to MP 34.4, MP 36 to MP 41.9, MP 45.1 to MP 47.7	GIS Analysis.	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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23-106 .new9	BLM	Ridgecrest FO	Kern, CA	DRECP Jawbone SRMA	MP 20.7 to MP 48.7	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .new10	BLM	Ridgecrest FO	Kern, CA	DRECP El Paso/Rand SRMA	MP 20.3 to MP 32.1	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .new11	BLM	Ridgecrest FO	Kern, Inyo, CA	DRECP East Sierra SRMA	MP 0 to MP 20.7	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .new12	BLM	Ridgecrest FO	Kern, CA	DRECP Middle Knob SRMA	MP 48.5 to MP 56.6	GIS Analysis.	Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .new13	BLM	Ridgecrest FO	Kern, CA	DRECP Jawbone Canyon Open OHV Area	MP 41.6 to MP 44.3	GIS Analysis.	While renewable energy developments are not allowed in open OHV areas, transmission is allowed in these areas.
23-106 .new14	BLM	Ridgecrest FO	Kern, CA	DRECP Dove Springs Open OHV Area	MP 34.2 to MP 36	GIS Analysis.	While renewable energy developments are not allowed in open OHV areas, transmission is allowed in these areas.
Visual Resources							
23-106 .new15	BLM	Ridgecrest FO	Kern, CA	VRM Class I	MP 6.9 to MP 7.3, MP 16.0 to MP 20.9	GIS Analysis. VRM Class I areas are adjacent to corridor.	The corridor does not intersect VRM Class I or II areas. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.
23-106 .027	BLM	Ridgecrest FO	Kern, CA	VRM Class II	MP 0 to MP 6.9, MP 7.3 to MP 15.5, MP 16.0 to MP 16.1, MP 20.9 to MP 22.7, MP 35.1 to MP 38.5, MP 39.4 to MP 40.2, MP 44.6, MP 45.6 to MP 56.6	GIS Analysis. VRM Class II areas are adjacent to corridor.	
23-106 .027	BLM	Ridgecrest FO	Inyo and Kern, CA	VRM Class III	MP 0 to MP 34.3, MP 35.3 to MP 40.4, MP 41.6 to MP 41.9, MP 42.4 to MP 56.6	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

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							<p>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 1 to MP 38 a plan amendment to change to VRM Class IV should be considered, as the area cannot likely meet VRM III objectives, due to congestion from transmission lines and associated infrastructure.</p>
23-106 .new16	BLM	Ridgecrest FO	Kern, CA	VRM Class IV	MP 10.3 to MP 15.9, MP 34.2 to MP 36.0, MP 41.6 to MP 45.2, MP 49.5 to MP 49.9, MP 54.7 to MP 56.6	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).
Other Issues							
23-106 .new17						Stakeholders requested that the Agencies review scientific information including species connectivity data and species conservation values developed for the DRECP and collect missing data to minimize potential impacts on the Southern California Wildlands Linkage. Input was also provided clarifying existing capacity and potential for new capacity. Stakeholders also	The Agencies have updated the corridor abstracts with information developed for the DRECP, including new designations and species connectivity and conservation data. 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 current 10,560-ft corridor width provides greater flexibility for avoiding and minimizing impacts on sensitive areas

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						suggested reducing the width to no more than 3,500 ft and locating only on the west side of the state highway because of environmental sensitivity and surface disturbance limitations.	than a reduced corridor width when siting additional infrastructure within the corridor.

Abbreviations: ACEC = Area of Critical Environmental Concern; AGL = above ground level; BLM = Bureau of Land Management; CFR = Code of Federal Regulations; CMA = conservation and management action; DFA = Development Focus Area; DRECP = Desert Renewable Energy Conservation Plan; FO = Field Office; GIS = geographic information system; IOP = Interagency Operating Procedures; LADWP = Los Angeles Department of Water and Power; LUPA = Land Use Plan Amendment; MP = milepost; NEPA = National Environmental Policy Act; OHV = off-highway vehicle; PEIS = Programmatic Environmental Impact Statement; RFI = Request for Information; ROW = Right of Way; SCE = Southern California Edison; SRMA = Special Recreation Management Area; SVRA = State Vehicular Recreation Area; USFWS = U.S. Fish and Wildlife Service; WECC = Western Energy Coordinating Council; WWEC = West-wide Energy Corridor.

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