

Corridor 23-25

Little Lake - Adelanto

Introduction

Corridor 23-25 (Figures 1 and 2) extends south along U.S. Route 395 from Little Lake in Inyo County to Adelanto in San Bernardino County, between the junction of Corridors 18-23 and 23-106, in southern California. Federally designated portions of this corridor are entirely on BLM-administered lands, with a 10,560-ft width over most of its length (consistent with an existing resource management plan prior to its designation as a Section 368 energy corridor). Two segments of the corridor have a narrower width where the jurisdiction changes from BLM-administered lands to DoD-administered lands, at China Lake Naval Air Weapons Station and at Edwards Air Force Base. Corridor 23-25 is designated as multi-modal and can therefore accommodate both electrical transmission and pipeline projects. The corridor spans 83.6 miles, with 42.3 miles designated on BLM-administered lands. The corridor's area is 54,849 acres or 85.7 square miles. This corridor is in Inyo, Kern, and San Bernardino counties in California, under the jurisdiction of the BLM California Desert District and the Barstow and Ridgecrest Field Offices. The corridor is entirely in Region 1.

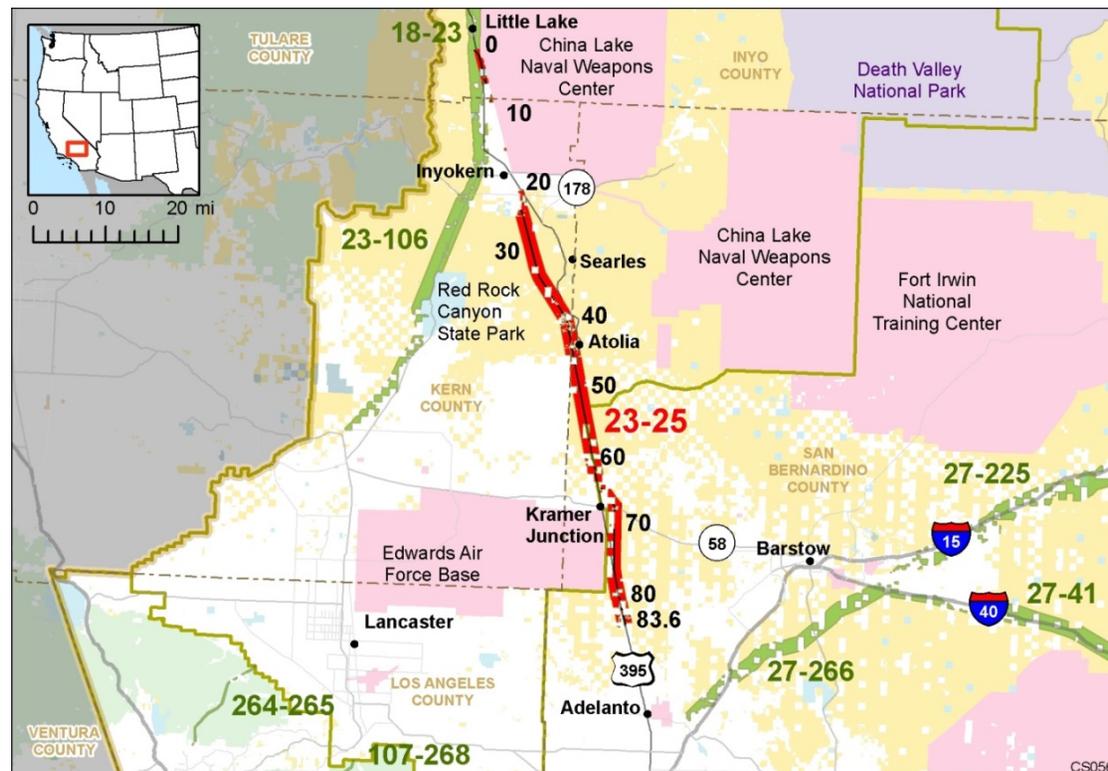
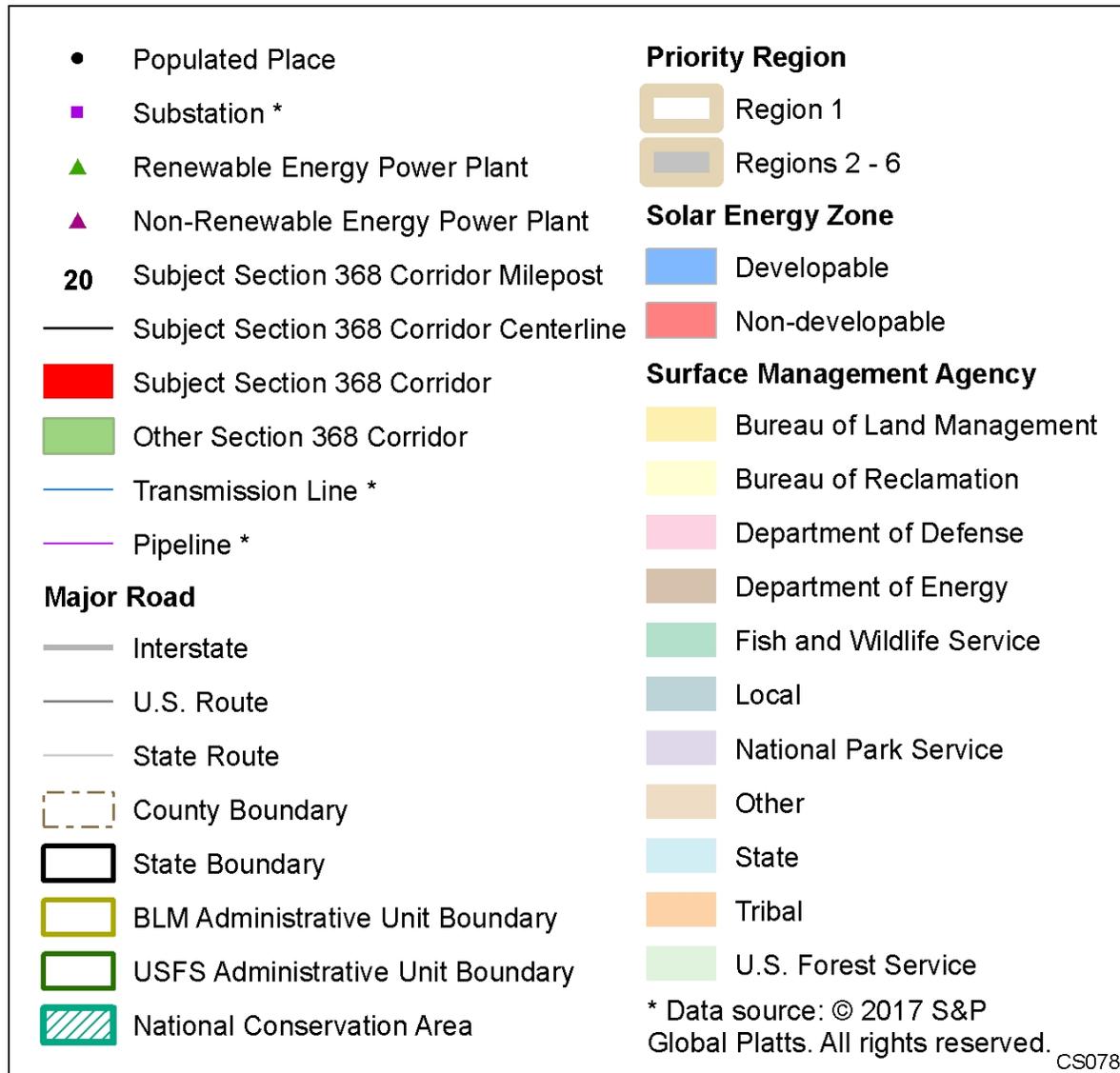


Figure 1. Corridor 23-25



Key

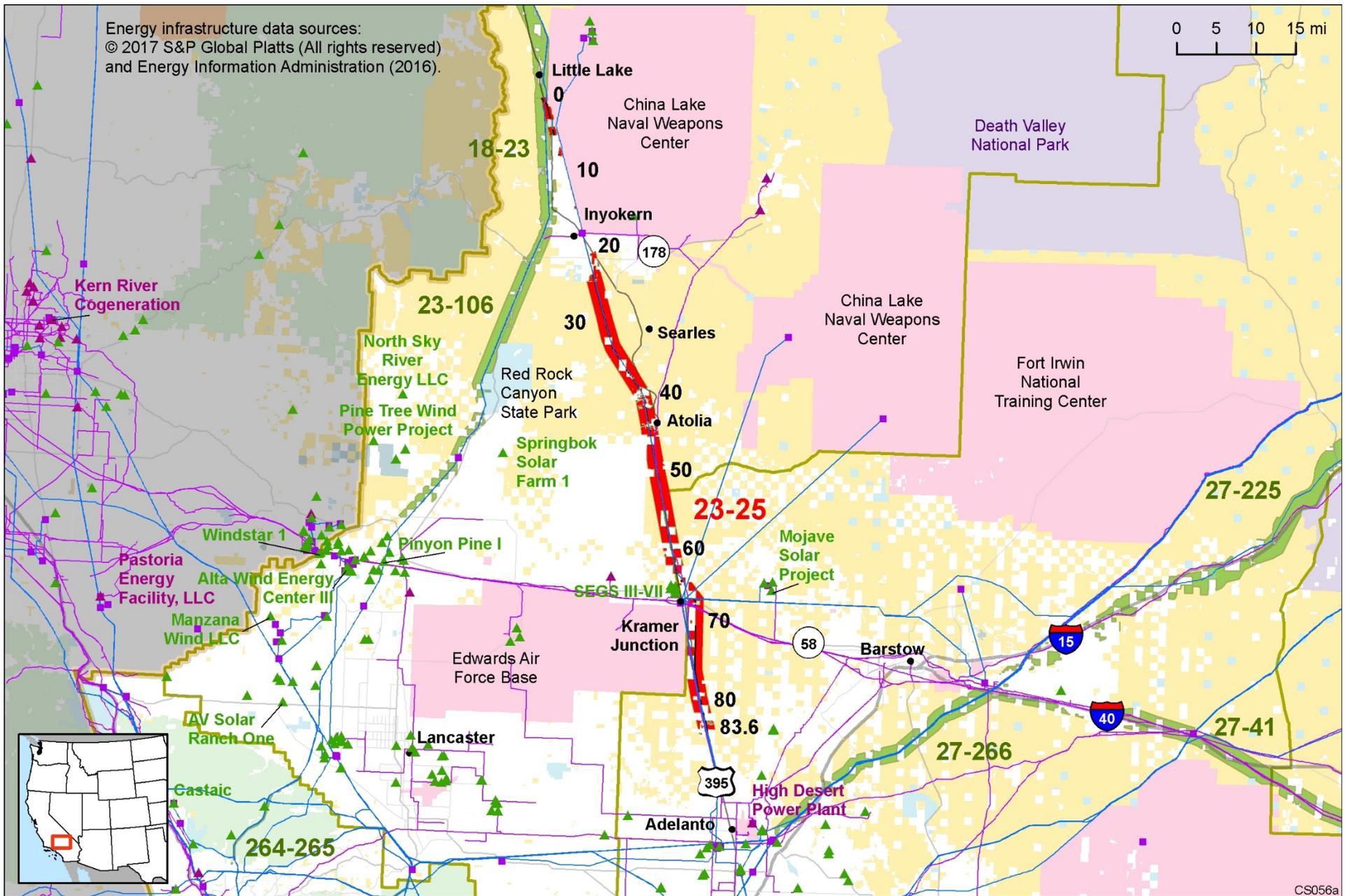


Figure 2. Corridor 23-25, Including Existing Energy Infrastructure

Corridor Rationale

During scoping for the WWEC PEIS, the WUG suggested a route that generally follows this corridor. The corridor is occupied in some locations by two electric transmission lines and a gas pipeline. The corridor was designated as a Section 368 energy corridor, consistent with a previously locally designated California Desert District energy corridor, to support existing and future infrastructure.

Existing Infrastructure: Current electrical transmission infrastructure occupying parts of the corridor are operated by the LADWP (500 kV), the SEC (eight 115-kV lines and five 220-kV lines), and an unidentified operator (230 kV). Natural gas pipelines operated by Kern River Gas Transmission Company, Pacific Gas and Electric Company, and Southern California Gas Company also occupy portions of the corridor.

Potential Future Development: There are no pending applications or planned projects for the corridor, although previously proposed and aborted projects near this corridor include a new 115-kV or 220-kV line, as well as a new 500-kV line. The Platts data do not show any planned projects near this corridor. Many solar energy power plants and the U.S. Borax natural gas power plant are near the corridor between MP 60 and MP 70 and at the southern end of the corridor. SCE indicated that there are 2,559 MW of CAISO-queued generation and 186 MW of SCE-queued generation near (or that could use) the corridor. Historically, queued generation and many generation interconnection requests in the area make the corridor likely to be used in the future. Corridor 23-25 is adjacent to a DFA, providing an opportunity for the corridor to accommodate transmission tied to renewable energy development.

Corridor of Concern Status

Corridor 23-25 is a corridor of concern. Concerns regarding critical habitat, 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 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 screening criteria in 43 CFR 2804.35(a)-(c) has 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 (ID identified as 23.25.new#), based on input from stakeholders and additional review by the Agencies, include WWEC purpose (RETI 2.0 TAFE, renewable energy development), transmission and pipeline capacity, jurisdictional concern, cultural resources, ecology, military aviation, 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 critical habitat, an NCA, ACECs, TCAs, and Priority 1 and 2 connectivity habitat in areas with no existing transmission facilities. Suggestions for corridor revision in response to the release of the draft abstracts included deleting the corridor segment that overlaps the Barstow Woolly Sunflower ACEC, reducing the corridor width within the El Paso to Golden Valley Wildlife Corridor ACEC, reducing the corridor width proximal to the Fremont-Kramer ACEC, and realigning the corridor west of U.S. Highway 395. Based on Agency analysis, as well as input provided by stakeholders, a corridor revision is recommended for

Corridor 23-25. To improve the utility of the corridor by increasing the amount of available BLM-administered lands within the corridor the Agencies recommend realigning the corridor designation between MP 0 and MP 18 and connecting to Corridor 23-106 via an existing locally designated corridor. In addition, the Agencies suggest that BLM analyze additional BLM-administered lands south of MP 83 for corridor designation in a future land use plan amendment.

Corridor Analysis

The corridor analysis table below identifies concerns affecting Corridor 23-25, the location of the concerns within the corridor, and the results of the analysis of the concerns by the Agencies. Concerns are checked below 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 23-25 – 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> | | | | | | | |
| 23-25 .new1 | BLM | | | RETI 2.0 Transmission Assessment Focus Area (TAFA) | | Comment on corridor abstract: corridor is located in a RETI 2.0 TAFA. | The TAFE provides an opportunity for the corridor to accommodate transmission tied to renewable energy development. |
| 23-25 .new2 | 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 could provide an opportunity for the corridor to accommodate transmission tied to renewable energy development. |

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|---|-----------------|--|---|---|--|---|--|
| 23-25 .new3 | BLM | Ridgecrest FO | Inyo and Kern, CA | DRECP DFA: All Technologies | MP 3.9 to MP 5.1, MP 48.2 to MP 58.9, MP 59.6 to MP 62.9 | GIS Analysis | The DFA provides an opportunity for the corridor to accommodate transmission tied to renewable energy development. |
| ENERGY PLANNING CONCERNS | | | | | | | |
| Location-Specific Physical Barrier | | | | | | | |
| 23-25 .002 | BLM | Ridgecrest FO | Kern and San Bernardino Counties, CA | Corridor gap | MP 39 to 41.5 | GIS Analysis: gap in corridor designation is in line with Towns of Randsburg and Johannesburg. Rugged terrain limits the options for additional projects. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| Jurisdictional Concern | | | | | | | |
| 23-25 .001 and .005 | DoD, private | China Lake Naval Weapons Center | Kern County, CA | Discontinuous section of corridor | MP 0 to MP 20 | GIS Analysis. Comment on corridor abstract: corridor is adjacent to China Lake Naval Weapons Center. Discontinuous section of corridor includes acres of DoD-administered lands that were studied in the WWEC PEIS as part of this corridor, but were not designated. Jurisdictional gap also includes agricultural land, an airport, and other development. This 580-ft-wide strip is occupied by three transmission lines. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. Agencies recommend revising the corridor designation in a future land use plan amendment to omit DoD-administered lands from the designated corridor, possibly during future project implementation. Consider rerouting the 18-mile segment west of China Lake (MP 0 to MP 18) about 4 to 5 miles to the west along an existing locally designated corridor to connect to Corridor 23-106 and proceed to the north. DoD requests coordination with U.S. Navy when a project is proposed in the corridor. |
| 23-25 .004 | BLM | Barstow FO | San Bernardino, CA | Corridor abruptly ends without further designation. | After MP 83.59 | Abstract review. | Although there is more public land south of MP 83, there is no corridor designation south to Victorville. Agencies recommend BLM analyze additional public land for corridor designation in future plan amendments. |

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| 23-25 .006 | DoD/ BLM | Ridgecrest FO, Barstow FO | Kern and San Bernardino Counties, CA | Edwards Air Force Base | MP 67.5 to MP 79.6 | GIS Analysis: corridor abuts Edwards Air Force Base on the west side. | 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 | | | | | | | |
| 23-25 .007 | BLM | Barstow FO | San Bernardino County, CA | Existing infrastructure | MP 62.8 to MP 70.0 | GIS Analysis: at least 10 transmission lines and pipelines occupy or cross the corridor. | Proposed project siting and colocation alternatives to address impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws. |
| Transmission Capacity | | | | | | | |
| 23-25 .new4 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | Minimal capacity for new generation projects | Not specified | Comments on corridor abstract: low-capacity conductors in the area; one developer retains approximately 636 MW of deliverability capacity. | Proposed project siting and colocation 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 | | | | | | | |
| Cultural Resources and Tribal Concerns | | | | | | | |
| 23-25 .new5 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | Serrano Ancestral Territory | Entire length of corridor | Comments on corridor abstract: San Manuel Band of Mission Indians identified the corridor as being located within Serrano Ancestral territory. | The Agencies would consult with the San Manuel Band of Mission Indians, as well as other California tribes, as required, for any proposed project in the corridor. |
| Ecology: Special Status Animal Species | | | | | | | |
| 23-25 .009 | BLM | Barstow FO, Ridgecrest FO | Inyo, Kern, San Bernardino, CA | Desert Tortoise critical habitat; Tortoise Conservation Areas (TCAs); and connectivity habitat (Desert Tortoise Connectivity Areas – USFWS 2011) | Critical habitat: MP 35.1 to MP 83.6; TCAs: MP 34.5 to MP 39.0 and MP 42.0 to MP 83.7; connectivity habitat: MP 0 to MP 8.2 and MP 37.0 to MP 83.0 | Settlement Agreement and RFI: reroute to avoid siting new facilities in TCAs and Priority 1 and 2 connectivity habitat without existing transmission facilities, and minimize additional transmission siting in these areas. GIS Analysis. | There is no nearby alternative route that would avoid these areas and provide a pathway for additional energy transport in a corridor with existing infrastructure. The BLM's mitigation hierarchy would be applied. Impacts would be analyzed as part of the project-specific environmental review required under NEPA and other Federal laws. Impacts on habitat and habitat connectivity could be avoided, minimized, or mitigated through activities identified and implemented in |

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| | | | | | | | consultation with the USFWS under ESA Section 7. |
| 23-25 .008 | BLM | Barstow FO, Ridgecrest FO | Inyo, Kern, and San Bernardino, CA | Mohave Ground Squirrel habitat | MP 0 to MP 3.3, MP 24.2 to MP 83.7 | GIS Analysis. RFI: limit expansion of transmission facilities and limit additional road construction that would lead to proliferation of OHV routes 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. 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. | 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 on these species. The information in the DRECP would be used in any project implementation. There are plan-wide as well as ACEC- and NCL- specific CMAs for these species, all of which must be considered. |
| 23-25 .012 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | Wildlife connectivity for Desert Bighorn Sheep | 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. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. The Ridgecrest portion of this corridor does not have any impact on Desert Bighorn Sheep habitat or connectivity. |
| 23-25 .013 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | Southern California Wildlands Linkage | Not specified | RFI: this corridor segment intersects a 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. |

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| Hydrology: Surface Water | | | | | | | |
| 23-25 .014 | | Ridgecrest FO | Kern, CA | Intermittent Stream: Dixie Wash | MP 19.5 | GIS Analysis: intermittent Stream: Dixie Wash crosses the corridor in undesignated gap in the corridor. | Linear ROWs can either span intermittent streams or be buried underneath them. |
| Lands and Realty: Rights-of-Way and General Land Use | | | | | | | |
| 23-25 .015 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | Land ownership | Scattered over full corridor extent | GIS Analysis: a total of 64 acres, originally designated as part of this corridor, are no longer on Federal land according to the 5/12/15 version of Surface Management Agency data. | The Agencies recommend revising the corridor designation in a future land use plan amendment to match the current jurisdiction, possibly during future project implementation. |
| Lands and Realty: Military and Civilian Aviation | | | | | | | |
| 23-25 .new6 | BLM | Ridgecrest FO | Kern, CA | Military Training Route – Visual Route | MP 0 to MP 10 | 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 structures remain below 200 ft AGL. Taller structures would require further analysis for operational impact. Adherence to IOP 1 under Project Planning in the WWEC PEIS RODs regarding coordination with DoD would be required. |
| 23-25 .new7 | BLM | Ridgecrest FO | Kern, CA | Military Training Route | MP 19 to MP 31 | Comment on corridor abstract: FAA-designated Special Use Airspace (R-2505/R-2506) with ground surface floor. Potential for obstruction in airspace used for military operations. | DoD identified no impact if structures remain below the height of existing infrastructure. Structures exceeding 200 ft AGL would require further analysis for operational impact. Adherence to IOP 1 under Project Planning in the WWEC PEIS RODs regarding coordination with DoD would be required. |
| 23-25 .new8 | BLM | Ridgecrest FO, Barstow FO | Kern and San Bernardino, CA | Military Training Route – Instrument Route | MP 31 to MP 39 | 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 presents a potential safety risk. | DoD identified no impact if structures remain below 200 ft AGL. Taller structures would require further analysis for operational impact. Adherence to IOP 1 under Project Planning in the WWEC PEIS RODs regarding coordination with DoD would be required. |

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| 23-25 .016 | BLM | Ridgecrest FO | Kern, CA | Military Training Route – Instrument Route | MP 31 to MP 40 | GIS Analysis. 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. | DoD identified no impact if structures remain below 400 ft AGL. Taller structures would require further analysis for operational impact. Adherence to IOP 1 under Project Planning in the WWEC PEIS RODs regarding coordination with DoD would be required. |
| 23-25 .017 | BLM | Ridgecrest FO, Barstow FO | Kern and San Bernardino, CA | Military Training Route – Slow Speed Route | MP 30.7 to MP 75.3 | GIS Analysis. | Adherence to IOPs would be required. 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 | | | | | | | |
| 23-25 .018 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | U.S. Highway 395 | Entire length of corridor except MP 23.2 to MP 34.6 | GIS Analysis. | Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. |
| 23-25 .019 | | Barstow FO | San Bernardino, CA | State Highway 58 | MP 67.3 | GIS Analysis: State Highway 58 in undesignated gap in the corridor. | Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. |
| 23-25 .020 | | Ridgecrest FO | Kern, CA | State Highway 178 | MP 17.9 | GIS Analysis: State Highway 178 in undesignated gap in the corridor. | Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. |
| 23-25 .021 | BLM | Ridgecrest FO, Barstow FO | Inyo, Kern, and San Bernardino, CA | Railroad | MP 0.0 to MP 27.7, MP 33.9 to MP 34.9, MP 67.2 to MP 67.3 | GIS Analysis. | Consistent with BLM ROW regulations, notification to adjacent ROW holders would be provided. |
| Specially Designated Areas | | | | | | | |
| 23-25 .022 | BLM | Barstow FO | San Bernardino, CA | West Mojave Desert Ecological Reserve | MP 61.9 to MP 63.4 | GIS Analysis: West Mojave Desert Ecological Reserve is in line with the corridor in an undesignated gap in the corridor. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .023 | BLM | Ridgecrest FO | Inyo, CA | West Desert and Eastern Slopes DRECP National Conservation Lands ¹ | MP 0 to MP 1.4, MP 1.6 to MP 1.9 | 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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| 23-25 .new9 | BLM | Ridgecrest FO | Kern, CA | Mojave and Silurian Valley DRECP National Conservation Lands ¹ | MP 37.2 to MP 37.4, MP 37.8 to MP 38.1 | GIS Analysis. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .024 | BLM | Ridgecrest FO | Kern, CA | Western Rand Mountains ACEC | MP 33.9 to MP 37.9 | Settlement Agreement and RFI: reroute to avoid ACEC. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .025 | BLM | Ridgecrest FO, Barstow FO | Kern and San Bernardino, CA | Fremont-Kramer ACEC | MP 34.5 to MP 39.4, MP 44.2 to MP 83.6 | Settlement Agreement and RFI: reroute to avoid ACEC. Comment on corridor abstract: new ROWs must be compatible with management goals. Numerous roads, former off-road vehicle staging areas, and other disturbances occur within this ACEC. The DRECP established a surface disturbance cap of 0.5 percent. Stakeholders recommend reducing the width of the corridor proximal to the Fremont-Kramer ACEC from 10,560 ft to no more than 2,640 ft, and locate it west of U.S. Highway 395. | 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 plan area. The corridor is not constrained, as long as the DRECP CMAs and disturbance caps are addressed and met in project implementation. Disturbance caps and whether the cap would be exceeded by the proposed action are determined at the time of project consideration and analysis (DRECP LUPA [BLM 2016] Section II.2 p. 31). |
| 23-25 .new10 | BLM | Barstow FO | San Bernardino, CA | Barstow Woolly Sunflower ACEC | MP 61.1 to MP 66.0 | GIS Analysis. Comment on corridor abstract: ACEC established to protect Barstow Woolly Sunflower, habitat for Agassiz's Desert Tortoise, and Mohave Ground Squirrel from disturbance from existing roads, landing strips | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. Disturbance caps and whether the cap would be exceeded by the proposed action are determined at the time of new project consideration and analysis |

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| | | | | | | <p>and graded areas, and sheep grazing. The BLM established a surface disturbance cap of 0.5 percent for the ACEC. ROWs compatible with goals and objectives developed for this ACEC could be considered. According to stakeholders, the portion of the corridor that overlaps the Barstow Woolly Sunflower ACEC should be removed.</p> | <p>(DRECP LUPA [BLM 2016] Section II.2 p. 31).</p> |
| 23-25 .026 | BLM | Ridgecrest FO | Kern, CA | El Paso to Golden Valley Wildlife Corridor ACEC | Between El Paso Mountains Wilderness and U.S. Highway 395 (MP 24.1 to MP 35.0) | <p>GIS Analysis.</p> <p>Comments on corridor abstract: ACEC established to maintain wildlife habitat connectivity, healthy desert ecosystem for Agassiz’s Desert Tortoise, Mohave Ground Squirrel, Burrowing Owl, Desert Kit Fox, American Badger, and migratory/resident bird species. ROWs must be compatible with the goals and objectives developed for the ACEC. A ground disturbance cap of 1.0 percent has been established for this ACEC. The wildlife corridor has two existing electricity transmission lines and passes through the El Paso Mountains, an area of high biological and cultural resource significance. Stakeholders recommend reducing the width of the</p> | <p>Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws.</p> <p>Disturbance caps and whether the cap would be reached by the proposed action would be determined at the time of project consideration and analysis (DRECP LUPA Section II.2 p. 31).</p> |

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| | | | | | | corridor within the El Paso to Golden Valley Wildlife Corridor ACEC from 10,560 ft to 1,320 ft. | |
| 23-25 .new11 | BLM | Ridgecrest FO | Inyo, CA | Sierra Canyons ACEC | MP 0 to MP 1.9 | GIS Analysis. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .new12 | BLM | Ridgecrest FO | Inyo and Kern, CA | Mojave Ground Squirrel ACEC | MP 0 to MP 3.4, MP 34.0 to MP 35.0 | GIS Analysis. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .new13 | BLM | Ridgecrest FO | Kern and San Bernardino, CA | DRECP El Paso/Rand SRMA | MP 23.2 to MP 45.3 | GIS Analysis. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .new14 | BLM | Ridgecrest FO | Kern and San Bernardino, CA | DRECP Red Mountain SRMA | MP 36.5 to MP 39.9, MP 41.8 to MP 42.7, MP 44.2 to MP 52.7 | GIS Analysis. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .new15 | BLM | Ridgecrest FO | Inyo, CA | DRECP East Sierra SRMA | MP 0 to MP 5.2 | GIS Analysis. | Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| Visual Resources | | | | | | | |
| 23-25 .027 | BLM | Ridgecrest FO | Kern, CA | VRM Class II | MP 24.5 to MP 34.1 | GIS Analysis. | The corridor does not intersect VRM Class II areas. Impacts would be analyzed and mitigated as part of the project-specific environmental review required under NEPA and other Federal laws. |
| 23-25 .028 | BLM | Ridgecrest FO | Inyo, Kern, and San Bernardino, CA | VRM Class III | MP 0.0 to 2.9, MP 3.9 to MP 5.2, MP 6.7 to MP 7.9, MP 20.1 to MP 62.8 | 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 |

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| | | | | | | | <p>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 22, a plan amendment to change to VRM Class IV should be considered, as the area cannot likely meet VRM Class III objectives, due to congestion from transmission lines and associated infrastructure.</p> <p>Between MP 23.5 and MP 53, the VRM Class III designation is potentially driven by the adjacent DRECP Red Mountain SRMA. Recommend evaluating rationale behind VRM Class decision to see if scenic values are a consideration for the SRMA; consistency with VRM Class III objectives may be difficult.</p> |
| 23-25 .new16 | BLM | Ridgecrest FO, Barstow FO | Kern and San Bernardino, CA | VRM Class IV | MP 14.4 to MP 14.7, MP 52.4 to MP 83.7 | 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 | | | | | | | |
| 23-25 .new17 | | | | | | Some stakeholders clarified existing capacity and identified potential for new capacity. | The input provided by stakeholders regarding existing capacity and potential for future capacity has been added to the corridor abstract and has been considered in the Agencies' analysis. |

Abbreviations: ACEC = Area of Critical Environmental Concern; AGL = above ground level; BLM = Bureau of Land Management; BOR = Bureau of Reclamation; CAISO = California Independent System Operator; CMA = conservation and management actions; DFA = development focus area; DoD = Department of Defense; DRECP = Desert Renewable Energy Conservation Plan; ESA = Endangered Species Act; 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; MTR = Military Training Route; NCA = National Conservation Area; NEPA = National Environmental Policy Act; OHV = off-highway vehicle; PEIS = Programmatic Environmental Impact Statement; RETI = Renewable Energy Transmission Initiative; RFI = Request for Information; ROD = Record of Decision; ROW = right-of-way; SRMA = Special Recreation Management Area; TAFA = Transmission Assessment Focus Area; TCA = Tortoise Conservation Area; USFWS = U.S. Fish and Wildlife Service; VRM = visual resources management; WUG = Western Utility Group; WWEC = West-wide Energy Corridor.

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