

# Corridor 18-23

Yerington to Ridgecrest Corridor

## Corridor Purpose and Rationale

The corridor provides a north-south preferred pathway for interstate energy transport from east of Carson City, Nevada to east of Bakersfield, California. The corridor connects multiple Section 368 energy corridors from Oregon to southern California. This pathway was suggested by several key stakeholder organizations<sup>1</sup> during the WWEC PEIS. The corridor is occupied by an LA Department of Water and Power transmission line, so future energy needs in southern California and Nevada could be served by this corridor. However, while some currently queued generation could utilize this corridor, there may be only marginal need for new transmission due to the low current capacity of existing Southern California Edison facilities.

### Corridor location:

California (Inyo and Mono Co.) and Nevada (Lyon and Mineral Co.)

BLM: Bishop, Ridgecrest, Sierra Front, and Stillwater FOs

USFS: Inyo and Humboldt-Toiyabe NFs

Regional Review Regions: Regions 1 and 5

### Corridor width, length:

Width 1,320 ft in Bishop FO (except MP 110 to MP 116) and Inyo FO; 10,560 ft in Ridgecrest, Sierra, and Stillwater FOs. Variable width in Humboldt-Toiyabe NF. 171 miles of designated corridor  
240 miles of posted route, including gaps

### Designated Use:

- corridor is multi-modal

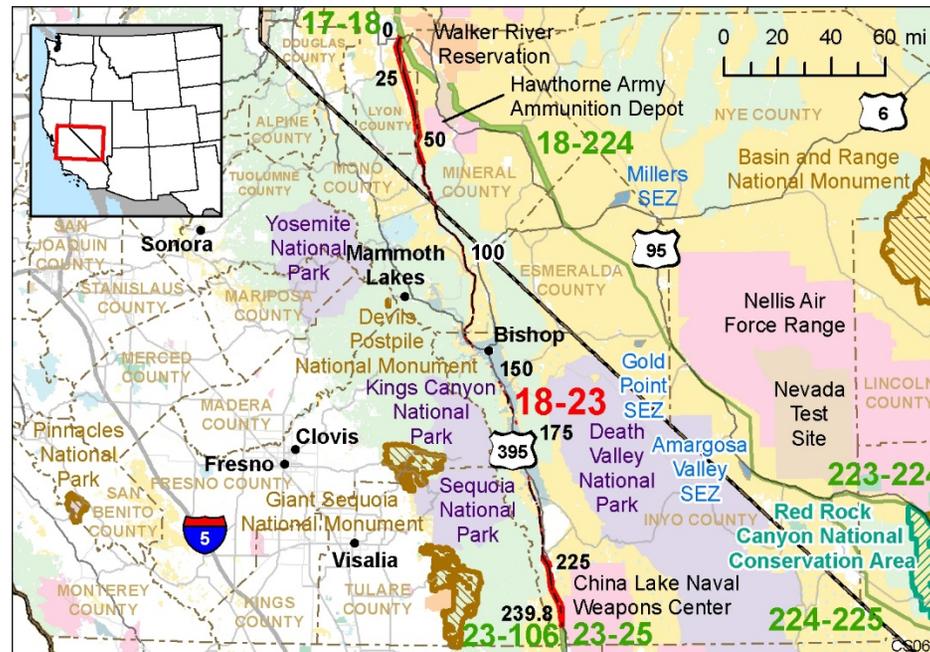


Figure 1. Corridor 18-23

### Corridor of concern (Y)

ACECs, IRAs, BLM  
WSAs, CA Boxer Wilderness, CA-proposed Wilderness, NV-proposed Wilderness, GRS habitat, redundant to Corridor 18-224.

### Corridor history:

- Locally designated prior to 2009 (Y); locally designated in Ridgecrest FO
- Existing infrastructure (Y)
  - 115-, 138-, 345-kV transmission lines and a DC transmission line use the corridor in various locations.
  - The corridor follows state highway 395 along portions of the corridor.
- Energy potential near the corridor (Y)
  - 9 hydroelectric power plants within 4 mi.
- Corridor changes since 2009 (N)

<sup>1</sup> Input regarding alignment from the Western Interconnect Transmission Paths and Western Utility Group during the WWEC PEIS suggested following this route.

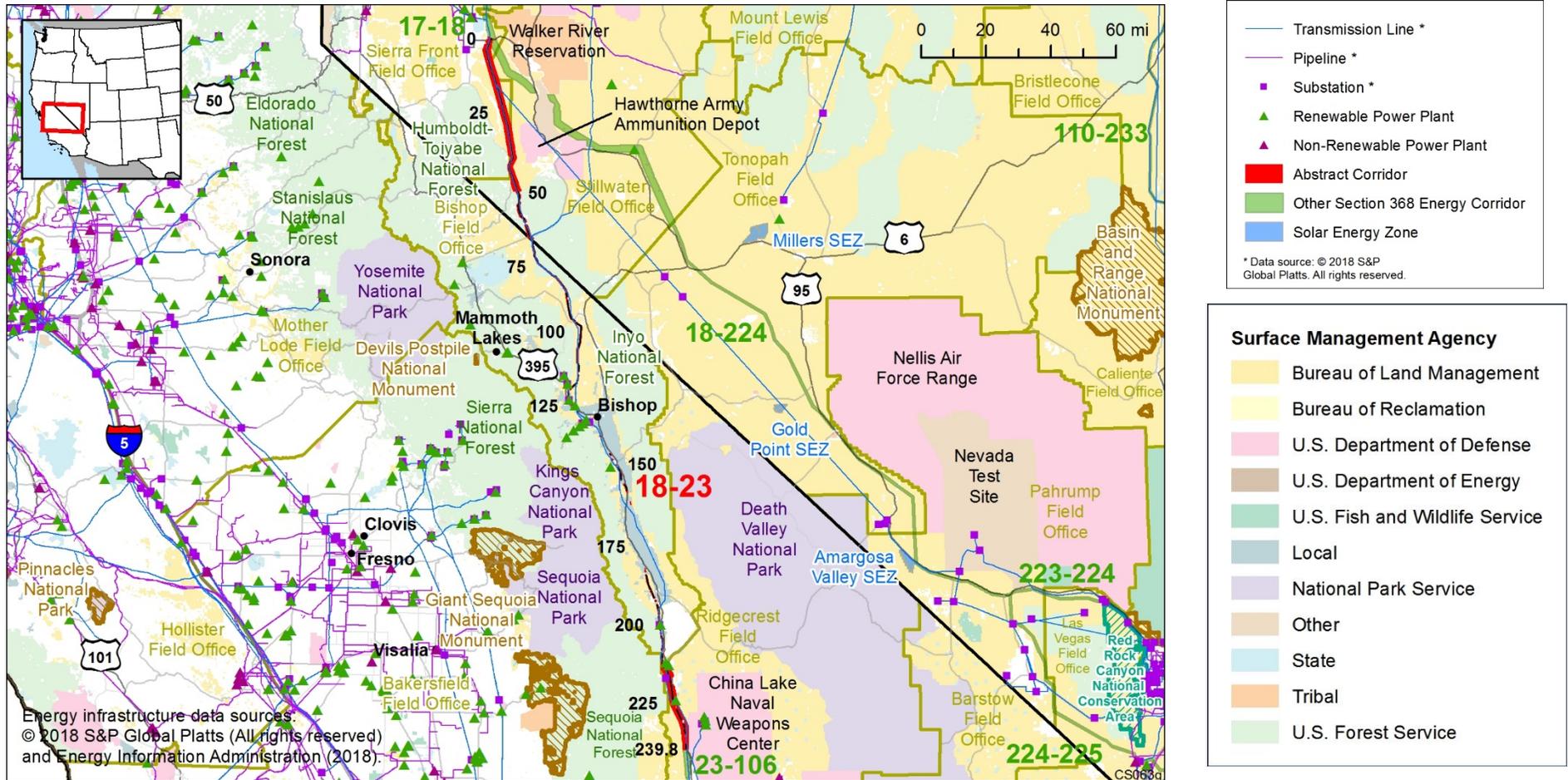


Figure 2. Corridor 18-23 and nearby electric transmission lines and pipelines

Keys for Figures 1 and 2

## Conflict Map Analysis

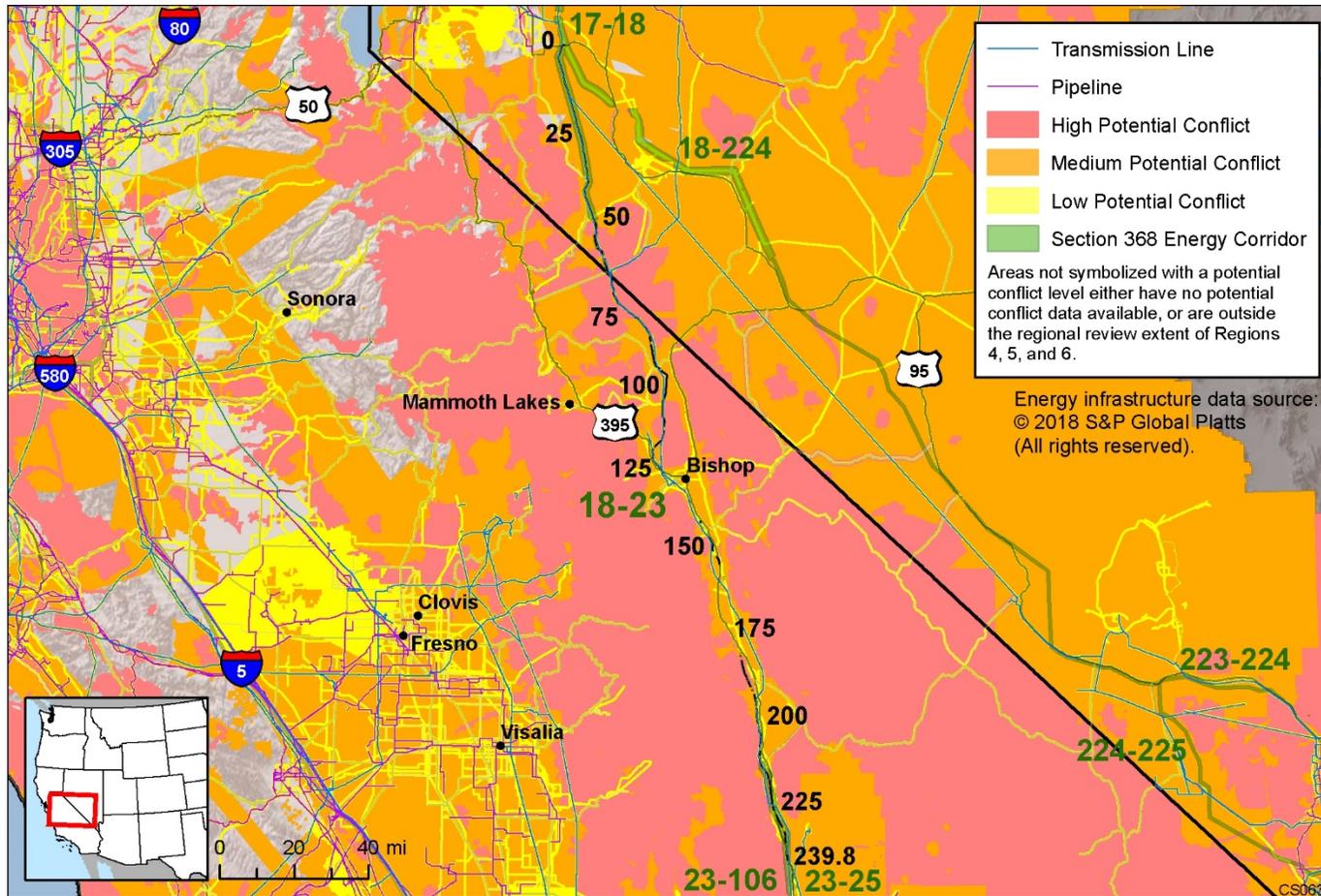


Figure 3. Map of Conflict Areas in Vicinity of Corridor 18-23

Figure 3 reflects a comprehensive resource conflict assessment developed to enable the Agencies and stakeholders to visualize a corridor’s proximity to environmentally sensitive areas and to evaluate options for routes with lower potential conflict. The potential conflict assessment (low, medium, high) shown in the figure is based on [criteria](#) found on the WVEC Information Center at [www.corridoreis.anl.gov](http://www.corridoreis.anl.gov). To meet the intent of the Energy Policy Act and the Settlement Agreement siting principles, corridors may be located in areas where there is potentially high resource conflict; however, where feasible, opportunity for corridor revisions should be identified in areas with potentially lower conflict.

Visit the 368 Mapper for a full view of the potential conflict map (<https://bogi.evs.anl.gov/section368/portal/>)

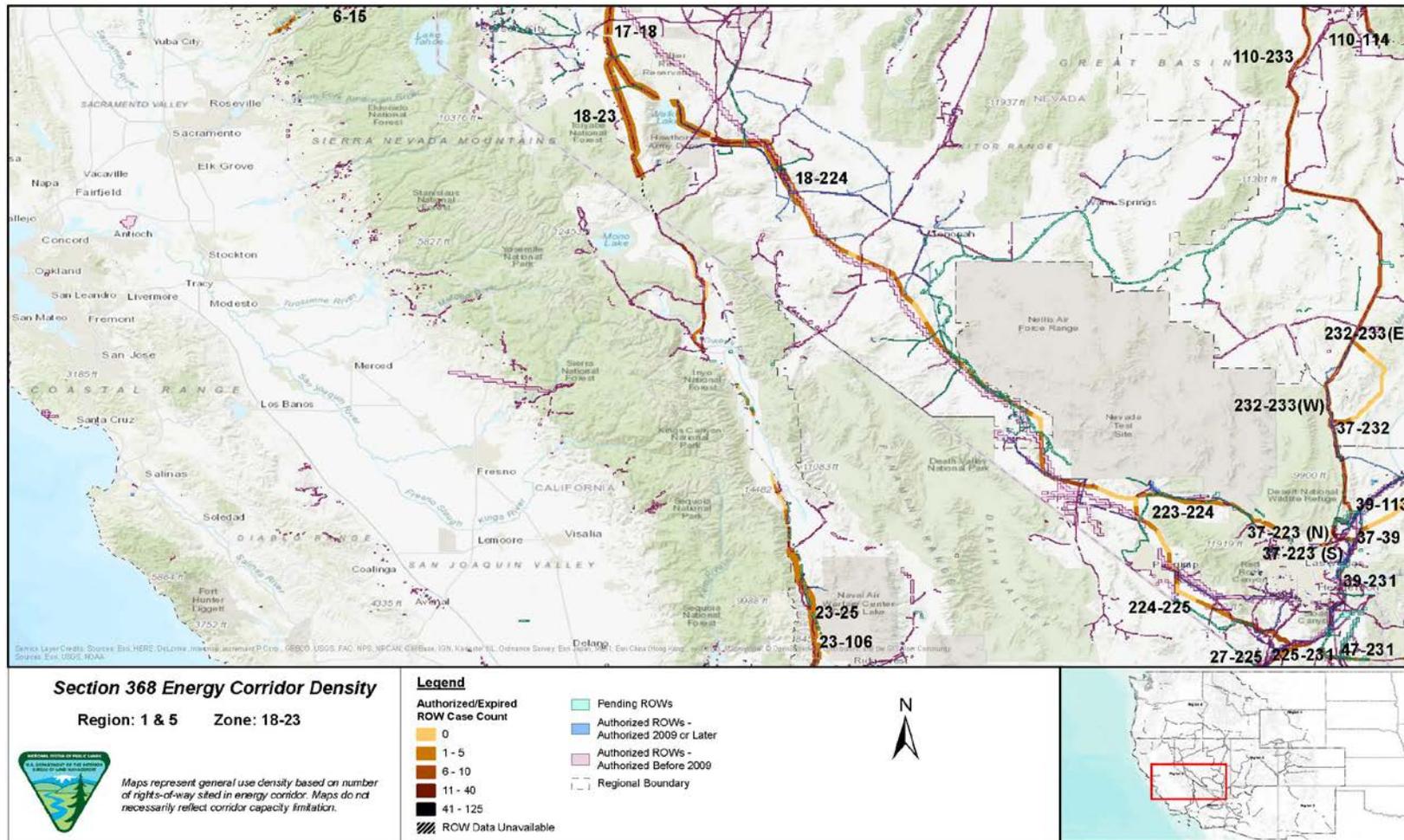


Figure 4. Corridor 18-23, Corridor Density Map

Figure 4 shows the density of energy use to assist in evaluating corridor utility. ROWs granted prior to the corridor designation (2009) are shown in pink; ROWs granted after corridor designation are shown in blue; and pending ROWs under current review for approval are shown in turquoise. Note the ROW density shown for the corridor is only a snapshot that does not fully illustrate remaining corridor capacity. Not all ROWs have GIS data at the time this abstract was developed. BLM and USFS are currently improving their ROW GIS databases and anticipate more complete data in the near future.

## Corridor Review Table

Designated energy corridors are areas of land prioritized for energy transmission infrastructure and are intended to be predominantly managed for multiple energy transmission infrastructure lines. Other compatible uses are allowable as specified or practicable. Resource management goals and objectives should be compatible with the desired future conditions (i.e., responsible linear infrastructure development of the corridor with minimal impacts) of the energy transmission corridor. Land management objectives that do not align with desired future conditions should be avoided. The table below identifies serious concerns or issues and presents potential resolution options to better meet corridor siting principles.

The preliminary information below is provided to facilitate further discussion and input prior to developing potential revisions, deletions, or additions.

| CORRIDOR 18-23 REVIEW   |   |   |  |
|---|---|---|--|
| POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE   | MILEPOST (MP) <sup>1</sup>  | STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION  | POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS <sup>2</sup>  |
| <b>BLM Jurisdiction:</b> Sierra Front and Stillwater Field Offices<br><b>Agency Land Use Plan:</b> Carson City FO Consolidated RMP (2001)   |   |   |  |
| Four Trails Feasibility Study Trail and the corridor intersect —The RMP does not include the Four Trails Feasibility Study Trail since it pre-dates the 2009 legislation designating the Study Trail (Public Law 111-11). | MP 1 (note: this is the same intersection as for Corridor 17-18, MP 57) | <p>A 1,000 kV DC transmission line coincides with the centerline of the corridor. The intersection of the corridor with the Four Trails Feasibility Study Trail is at an angle (not parallel to the trail).</p> <p>The Act (Public Law 111-11; 2009) directs the Secretary of the Interior to revise the original feasibility studies of the Oregon, Mormon Pioneer, California, and Pony Express NHTs.</p> <p>BLM Manual 6280 directs the BLM to maintain the values, characteristics, and settings for which the trail is being studied or for which the trail was recommended as suitable.</p> | <p>The corridor here appears to best meet the siting principles. Existing infrastructure, minimal crossing overlap and the absence of more preferable alternatives suggest that the corridor cannot be relocated to a more preferred area for development.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p> |
| <b>USFS Jurisdiction:</b> Humboldt-Toiyabe National Forest<br><b>Agency Land Use Plan:</b> Toiyabe NF LMP (1986)  |   |   |  |
| Aurora Crater Roadless Area and the corridor are adjacent — The LMP does not prescribe restrictions for areas adjacent to roadless areas.   | MP 51 to MP 54  | The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in   | The corridor appears to best meet the siting principles. The corridor is not located in the Roadless Areas and development and management inside of the corridor   |

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| Mt. Hicks Roadless Area and the corridor are adjacent — The LMP does not prescribe restrictions for areas adjacent to roadless areas.   | MP 52 to MP 54 and MP 57 to MP 60 | inventoried roadless areas.<br><br>RFI comment: re-route to avoid roadless areas.  | would not be affected. However, the corridor is very narrow between MP 57 and MP 60 and because the Roadless Area is adjacent on either side of the corridor, the opportunity to expand or shift the corridor at this location is limited.   |
| Larken Lake Roadless Area and the corridor are adjacent — The LMP does not prescribe restrictions for areas adjacent to the roadless area.  | MP 57 to MP 60                    | Comment on abstract: Forest Plan does not have adequate management objectives or mitigation measures. Provide stronger management direction and mitigation measures that limit or minimize extended impacts that could affect these areas. | Although the Forest Plan is from 1986, the Roadless Area Conservation Rule is more recent and adequately protects roadless areas. The USFS prioritizes updates of the NF LMPs on the basis of identified issues and need.<br><br>Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule. |
| Long Valley Roadless Area and the corridor are adjacent — The LMP does not prescribe restrictions for areas adjacent to roadless areas.   | MP 61 to MP 64                    | Comment on abstract: Forest Plan does not have adequate management objectives or mitigation measures. Provide stronger management direction and mitigation measures that limit or minimize extended impacts that could affect these areas. | The corridor appears to best meet the siting principles as it is collocated with an existing transmission line. There is room within the corridor for additional infrastructure while avoiding the Semi-Primitive Non-Motorized area or the corridor could possibly be shifted to the east to avoid this ROS class.                                      |
| ROS: Semi-Primitive Non-Motorized and the corridor intersect — Areas under this ROS class are managed such that minimum on-site controls and restrictions may be present, but are subtle. Motorized use is not permitted.   | MP 61 to MP 63                    | Comment on abstract: Forest Plan does not have adequate management objectives or mitigation measures. Provide stronger management direction and mitigation measures that limit or minimize extended impacts that could affect these areas. | The corridor appears to best meet the siting principles as it is collocated with an existing transmission line. There is no opportunity to avoid this ROS class due to the width of this ROS class and/or a more restrictive ROS class (Semi-Primitive Non-Motorized) to either side of the corridor.  |
| ROS: Semi-Primitive Motorized and the corridor intersect — Areas under this ROS class are managed such that minimum on-site controls and restrictions may be present, but are subtle. Motorized use is permitted.   | MP 61 to MP 64 and MP 65 to MP 66 |  | The corridor appears to best meet the siting principles as it is collocated with an existing transmission line. There is no opportunity to avoid this ROS class due to the width of the ROS class where it is crossed by the corridor.   |
| ROS: Roaded Natural and the corridor intersect — Areas under this ROS class may have resource modification and utilization practices evident, but harmonized with the natural environment. Conventional motorized use is provided for in construction standards and design of facilities. | MP 64 to MP 65                    |  |  |

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| <i>USFS Jurisdiction: Inyo National Forest</i><br><i>Agency Land Use Plan: Inyo NF LMP (1988)</i>   |                                  |   |  |
| Excelsior Roadless Area and the corridor are adjacent— The LMP does not prescribe restrictions for areas adjacent to roadless areas.  | MP 66 to MP 79                   | The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.   | The corridor appears to best meet the siting principles. The corridor is not located in the Roadless Areas and development and management inside of the corridor would not be affected. However, between MP 74 and MP 79, the Roadless Area is adjacent on either side of the corridor, limiting opportunity to expand or shift the corridor.                                |
| Deep Wells Roadless Area and the corridor are adjacent — The LMP does not prescribe restrictions for areas adjacent to roadless areas.  | MP 74 to MP 79                   | RFI comment: re-route to avoid roadless areas.<br><br>Comment on abstract: INF LMP revision is underway with an expected Final ROD by the end of 2019. The Agency should incorporate the new LMP in their assessment of the feasibility of this alignment. The LMP identifies IRAs as Designated Areas pursuant to the Roadless Area Conservation Rule. | Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.<br><br>When the ROD is completed for any new LMP, subsequent projects within the NF will incorporate the requirements of the new LMP.  |
| The corridor and the Pacific Crest NST are parallel, but do not intersect in Inyo NF. The closest distance between the corridor and the NST is about 5 miles.   | MP 202                           | Comment on abstract: more thorough analysis of the potential visual quality impacts that development would have on trail users; where the corridor that falls within the middleground (landscape that can be viewed from the trail up to 4.5 miles from the trail center line).   | Since the corridor does not intersect with the NST, site-specific analyses would be needed to assess impacts of new infrastructure on the NST. The corridor is not within the middleground view of the NST.  |
| Golden Trout Wilderness Area and the corridor are adjacent — General wilderness management direction from the LMP specifies that the forest should “maintain a predominantly natural and natural-appearing environment, facilitate low frequencies of interaction between users, and exercise necessary controls primarily from outside the wilderness boundary.” | MP 203 and MP 212                | The Golden Trout Wilderness Plan (1982) does not specifically discuss utility corridors but terminated most special use permits within the Wilderness Area. The Plan references Forest Service Manual policy (FSM 2320.3) “...the following will not be permitted within a wilderness: commercial enterprises; temporary or                             | The corridor appears to best meet the siting principles. The corridor is not located in the Wilderness Area and development and management inside of the corridor would not be affected. The corridor cannot be expanded or shifted to the west, but there is room to expand or shift the corridor to the east closer to U.S. Highway 395 and an existing transmission line. |

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|   |  | permanent roads; aircraft landing strips; heliports or helispots; use of motor vehicles, motorized equipment, motorboats, or other form of mechanical transport; paracargo supply, landing of aircraft; and structures or installations."   |   |
| South Sierra Roadless Area and the corridor are adjacent — The LMP does not prescribe restrictions for areas adjacent to roadless areas.    | MP 212 to MP 214                                       | The Roadless Area Conservation Rule (2001) prohibits road construction, reconstruction, and timber harvest in inventoried roadless areas.<br><br>RFI comment: re-route to avoid roadless area.  | The corridor appears to best meet the siting principles. The corridor is not located in the Roadless Area and development and management inside of the corridor would not be affected.<br><br>Agencies could consider a coordination IOP related to Roadless Areas to help minimize conflicts with the Roadless Rule.   |
| <b>BLM Jurisdiction:</b> Bishop Field Office<br><b>Agency Land Use Plan:</b> Bishop RMP (1993)  |  |   |   |
| Excelsior WSA and the corridor are adjacent — The RMP does not prescribe ROW avoidance or exclusions for areas adjacent to WSAs.            | MP 65 to MP 67   | Under the Wilderness Act (1964), a WSA must be managed as Wilderness pending final determination by Congress. It is highly unlikely that utility ROWs could be approved in WAs or WSAs.<br><br>RFI comment: re-route to avoid the WSA.<br><br>Comment on abstract: Excelsior WSA overlaps 0.18 acres of the corridor. | The corridor appears to best meet the siting principles. The corridor is not located in the WSA and development and management inside of the corridor would not be affected.<br><br>The WSA overlap identified by a stakeholder may be a GIS accuracy issue and cannot be validated at this time. This level of detail will be addressed during future land use planning. |
| VRM Class II area intersects the corridor — The objective of VRM Class II designation is to retain the existing character of the landscape. | MP 66 to MP 67, MP 110 to MP 115, and MP 184 to MP 192 | Existing transmission lines occur in the VRM Class II area immediately adjacent to and/or within the corridor at MP 66 to MP 67 and MP 110 to MP 114.   | Areas with the VRM Class II designation may not be compatible with future overhead transmission line development where the corridor does not have existing infrastructure. The Agencies could consider changing the VRM designation. There are possible opportunities to shift the corridor to other federal  |

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|  |  | <p>Comment on abstract: support the potential resolution to reclassify the VRM Class II area designated in 2016 where that area intersects with the corridor.</p>  | <p>lands to avoid the VRM Class II area except for MP 184 to MP 192.</p>  |
| <p>Chidago Canyon WSA and the corridor are adjacent — Between and along WSAs on the Volcanic Tableland, future lines will have to share existing facilities unless one or all of the WSAs are released to non-wilderness uses by Congress.</p> | <p>MP 110</p>                                | <p>Under the Wilderness Act (1964), a WSA must be managed as Wilderness pending final determination by Congress. It is highly unlikely that utility ROWs could be approved in WAs or WSAs.</p> <p>RFI comment: re-route to avoid the WSA.</p> <p>Comment on abstract: infrastructure development is prohibited by law in WSAs.</p>   | <p>The corridor is pinched by WSAs on both sides, and between MP 114 and MP 117 the corridor is narrowed to 250 ft within the ROW for the DC transmission line. The corridor was probably designated at this location to maximize designation on federal land; however, it is unlikely that additional development could occur within the corridor at this location. Options to shift this corridor to federal lands outside of the WSAs are limited.</p> <p>The WSA overlaps identified by a stakeholder may be a GIS accuracy issue and cannot be validated at this time. This level of detail will be addressed during future land use planning.</p> |
| <p>Casa Diablo WSA and the corridor intersect —Between and along WSAs on the Volcanic Tableland, future lines will have to share existing facilities unless one or all of the WSAs are released to non-wilderness uses by Congress.</p>        | <p>MP 110 to MP 111 and MP 114 to MP 116</p> | <p>Between MP 110 and MP 111 only small slivers of intersection occur, which may be a data accuracy issue. Between MP 114 and MP 116, the corridor is very narrow and is pinched between two WSAs, following the route of an existing DC power line.</p> <p>Under the Wilderness Act (1964), a WSA must be managed as Wilderness pending final determination by Congress. It is highly unlikely that utility ROWs could be approved in WAs or WSAs.</p> <p>RFI comment: corridor bisects several BLM WSAs on the Volcanic Tablelands that contain sensitive archaeological</p> |   |

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|   |                                  | <p>and natural resources. Re-route to avoid the WSA.</p> <p>Comment on abstract: abstract language presumes specific action by Congress should be eliminated from the corridor abstract and from all future analyses.</p> <p>Comment on abstract: infrastructure development is prohibited by law in WSAs.</p> <p>Comment on abstract: Casa Diablo WSA overlaps 74, 0.33, and 0.14 acres of the corridor.</p>   |   |
| <p>Fish Slough WSA and the corridor intersect —Between and along WSAs on the Volcanic Tableland, future lines will have to share existing facilities unless one or all of the WSAs are released to non-wilderness uses by Congress.</p> | <p>MP 114 to MP 115</p>          | <p>Between MP 114 and MP 115, the corridor is very narrow and is pinched between two WSAs, following the route of an existing DC power line. The small portion of intersection of the WSA with the corridor may be a data accuracy issue.</p> <p>Under the Wilderness Act (1964), a WSA must be managed as Wilderness pending final determination by Congress. It is highly unlikely that utility ROWs could be approved in WAs or WSAs.</p> <p>RFI comment: corridor bisects several BLM WSAs on the Volcanic Tablelands that contain sensitive archaeological and natural resources. Re-route to avoid the WSA.</p> |   |

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|  |                                  | <p>Comment on abstract: infrastructure development is prohibited by law in WSAs.</p> <p>Comment on abstract: Fish Slough Wilderness Study Area overlaps 39.07 of the corridor.</p>  |   |
| <p>Volcanic Tablelands WSA and the corridor intersect — Between and along WSAs on the Volcanic Tableland, future lines will have to share existing facilities unless one or all of the WSAs are released to non-wilderness uses by Congress.</p> | MP 116                           | <p>At MP 116, the corridor is very narrow through the WSA, following the route of an existing DC power line. The small portion of intersection of the WSA with the corridor may be a data accuracy issue.</p> <p>Under the Wilderness Act (1964), a WSA must be managed as Wilderness pending final determination by Congress. It is highly unlikely that utility ROWs could be approved in WAs or WSAs.</p> <p>RFI comment: corridor bisects several BLM WSAs on the Volcanic Tablelands that contain sensitive archaeological and natural resources. Re-route to avoid the WSA.</p> <p>Comment on abstract: infrastructure development is prohibited by law in WSAs. The abstract indicates Congress will release the WSA. Correct to state that the corridor will be reevaluated if Congress acts to release or designate the WSA as wilderness.</p> |   |

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|   |                                  | Comment on abstract: Volcanic Tablelands WSA overlaps 0.31 and 0.12 acres of the corridor.   |   |
| Fish Slough ACEC and the corridor intersect — ACEC is identified as major wetland in the RMP. Half-mile wide utility corridor along existing DC line is identified in the RMP. The RMP does not prescribe ROW avoidance or exclusion areas within ACEC.   | MP 112 to MP 113                 | <p>RFI comment: corridor is near the Fish Slough ACEC, which is of particular importance to resident and migratory birds. Re-route to avoid the ACEC.</p> <p>Comment on abstract: Fish Slough ACEC overlaps 79 acres of corridor.</p> <p>Comment on abstract: transmission development within these locations could adversely impact the values for which these areas were designated.</p> <p>Comment on abstract: alignment is within the Fish Slough ACEC is not appropriate for transmission or pipeline development.</p> | The corridor appears to best meet the siting principles because of collocation with existing transmission lines. There are no management prescriptions preventing future development within the corridor and options to shift this corridor to federal lands outside of the ACEC are limited.   |
| <p><b>BLM Jurisdiction:</b> Bishop Field Office</p> <p><b>Agency Land Use Plan:</b> Desert Renewable Energy Conservation Plan (2016)</p>  |                                  |  |   |
| Yellow-billed Cuckoo (ESA-listed threatened) proposed critical habitat and the corridor intersect ( critical habitat proposed in 2014) — DRECP ROD does not modify existing utility corridors and defines them as preferred location for pipelines, transmission lines, and other linear infrastructure. To the maximum extent practicable, restrict construction activity to existing utility corridors to minimize the number and length/size of new roads, routes, disturbance, laydown, and borrow areas. The USFWS biological opinion for the DRECP concluded that the DRECP LUPA is not likely to jeopardize the continued existence of the Yellow-billed Cuckoo. | MP 161                           |  | The corridor location appears to best meet the siting principles because collocation is preferred and the corridor is collocated with an existing transmission line. Options to shift this corridor to federal lands outside of the proposed critical habitat are limited; however, future infrastructure could be located within the corridor east of the proposed critical habitat. |

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| Alabama Hills SRMA and the corridor intersect — Discussion of SRMA management and allowable uses (LUPA Appendix C) does not address designated utility corridors, but DRECP ROD does not modify existing utility corridors and defines them as preferred location for pipelines, transmission lines, and other linear infrastructure. | MP 183 to MP 192                 | <p>Comment on abstract: oppose any new energy or utility infrastructure development or expansion through the historic Alabama Hills SRMA.</p> <p>Comment on abstract: the SRMA was established by the Bishop RMP in 1993 and was amended by the DRECP, to include a “Cooperative Scenic Management Zone” that mirrors the boundary of the Alabama Hills NSA.</p>   | The SRMA was designated after the designation of the Section 368 energy corridor. Although there is no existing infrastructure within the corridor, the SRMA does not preclude future development within the corridor. Options to shift this corridor to federal lands outside of the SRMA are limited.   |
| Alabama Hills NSA and the corridor intersect.   | MP 184 to MP 192                 | <p>The Alabama Hills NSA was designated in the John D. Dingell, Jr. Conservation, Management, and Recreation Act (March 12, 2019). The designation has no effect on existing ROWs and has no management prescriptions restricting new ROWs if they conform to the purpose of the scenic area.</p> <p>Comment on abstract: oppose any new energy or utility infrastructure development or expansion through the recently designated Alabama Hills NSA.</p> <p>Comment on abstract: delete or re-align portion of the corridor that intersects Alabama Hills to resolve the significant environmental issues associated with potential development in this area.</p> | Although there is no existing infrastructure within the corridor, the NSA does not preclude future development within the corridor. Options to shift this corridor to federal lands outside of the NSA are limited. The Agencies could define the mode as available for underground only through the NSA, or keep the width consistent—no greater than 1,320 ft, with the DC transmission line at the edge of the corridor. The Agencies could also consider the mode as available for update and rebuild only unless new infrastructure is compatible within the existing footprint. |

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|  |                                  | Comment on abstract: re-route the corridor along existing transmission lines east of the Alabama Hills NSA area The proposed revision has capacity for future development, and is a technically, feasibly and environmentally superior location when compared to Corridor 18-23, even though it veers off of federally managed lands. |   |
| VRM Class II area and the corridor intersect — The RMP designated the VRM Class II area in 2016 after designation of Section 368 energy corridors. The objective of VRM Class II designation is to retain the existing character of the landscape.   | MP 184 to MP 192                 |   | Areas with the VRM Class II designation may not be compatible with future overhead transmission line development in this area of the corridor that does not have existing infrastructure. The Agencies could consider changing the VRM designation, or could delete the corridor at this location. There are not opportunities to shift the corridor to other federal lands at this location. The nearest existing infrastructure is east of the corridor mostly on local government lands. |
| Sierra Nevada Bighorn Sheep (ESA listed endangered) critical habitat and the corridor intersect — Bighorn Sheep critical habitat designated in 2008. DRECP ROD does not modify existing utility corridors and defines them as preferred location for pipelines, transmission lines, and other linear infrastructure.                         | MP 207                           | RFI comment: consult with USFWS to avoid adverse modification to Sierra Nevada Bighorn Sheep designated critical habitat.   | The corridor could be shifted slightly to the east at MP 207 to avoid Bighorn Sheep critical habitat and still collocate with existing infrastructure.  |
| Olancha Greasewood ACEC intersects and is adjacent to the corridor — DRECP LUPA ACEC management states new land use authorization proposals will be analyzed on a case-by-case basis to assess if compatible with the ACEC and its management goals of protecting sensitive biological resources including sand dune habitat for greasewood. | MP 212, MP 214 to MP 216         | RFI comment: re-route to avoid the ACEC.<br><br>Comment on abstract: Olancha Greasewood ACEC overlaps 111 acres of corridor.  | The corridor appears to best meet the siting principles. The corridor cannot be easily re-routed to avoid the ACEC. Collocation is preferred and the corridor is collocated with existing infrastructure.   |

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| <b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>   | <b>MILEPOST (MP)<sup>1</sup></b>                                | <b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>  | <b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>   |
| <p><i>BLM Jurisdiction: Ridgecrest Field Office</i><br/> <i>Agency Land Use Plan: CA Desert Conservation Plan (1999), as modified by the Northern and Eastern Mojave RMP (2002), and the DRECP (2016).</i></p>   |   |  |   |
| <p>Mojave Ground Squirrel ACEC and the corridor intersect — DRECP LUPA ACEC management states new land use authorization proposals will be analyzed on a case-by-case basis to assess if compatible with the ACEC and its management goals of protecting habitat and maintaining connectivity.</p>   | <p>MP 212 to MP 224, MP 230 to MP 235, and MP 238 to MP 240</p> | <p>RFI comment: Limit expansion of transmission 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 the Mojave Ground Squirrel due their designation as “core” or “linkage” areas, and re-route to avoid impacts to these parcels. Within Mojave Ground Squirrel habitat, minimize the area of disturbance and avoid clearing of vegetation and grading where possible. Re-route to avoid the ACEC.</p> <p>Comment on abstract: Mojave Ground Squirrel ACEC overlaps 79 acres of corridor.</p> | <p>The corridor appears to best meet the siting principles. The corridor cannot be easily re-routed to avoid the ACEC and is corridor is collocated with existing infrastructure (3 transmission lines and U.S. Highway 395). Portions of the corridor that intersect the ACEC also overlap National Conservation Lands and SRMAs.</p>  |
| <p>DRECP National Conservation Lands and the corridor intersect — Under the 2009 Omnibus Act, National Conservation Lands (nationally significant landscapes with outstanding cultural, ecological, and scientific values) identified in DRECP ROD are permanently included in the National Landscape Conservation System. Appropriate multiple uses may be allowed, but uses in conflict with the values for which the unit was established should be prohibited.</p> | <p>MP 212 to MP 227 and MP 229 to MP 240</p>                    |  | <p>The corridor appears to best meet the siting principles. Since the DRECP ROD does not modify existing utility corridors and the corridor was already designated when the Omnibus Act was signed into law, development within the corridor areas that intersect National Conservation Lands may be allowable with supporting site-specific analysis. The corridor is collocated with existing infrastructure (3 transmission lines and U.S. Highway 395). Portions of the corridor that intersect the National Conservation lands also overlap the Mojave Ground Squirrel ACEC and SRMAs.</p> |
| <p>East Sierra SRMA and the corridor intersect — Discussion of SRMA management and allowable uses (LUPA Appendix C) does not address designated utility</p>  | <p>MP 212 to MP 227 and MP 229 to MP 240</p>                    |  | <p>The corridor appears to best meet the siting principles. There are no management prescriptions preventing future development within the corridor, and corridor cannot be easily re-routed to avoid the SRMA. The</p>   |

| <b>CORRIDOR 18-23 REVIEW</b>   |                                  |   |   |
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| <b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>   | <b>MILEPOST (MP)<sup>1</sup></b> | <b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>   | <b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>   |
| corridors, but DRECP ROD does not modify existing utility corridors.   |                                  |   | corridor is collocated with existing infrastructure (3 transmission lines, and U.S. Highway 395). Portions of the corridor that intersect the SRMA also overlap the Mojave Ground Squirrel ACEC and National Conservation Lands.  |
| The corridor and the Pacific Crest NST are parallel but do not intersect in this field office. The closest distance between the corridor and the NST is about 4.5 miles (near MP 214).   | MP 214                           | <p>Comment on abstract: strongly consider any corridor expansion which would be visible in the middleground, coming within 4.5 miles of the centerline of the trail.</p> <p>Comment on abstract: if the corridor is any wider in Region 5, many areas of the corridor would be well within the middleground of the NST.</p> <p>Comment on abstract: corridor roughly parallels the Pacific Crest NST, as close as 4.6 miles to the trail at MP 214. The corridor may come closer to the trail than can be analyzed by using the Mapping Tool.</p> | <p>Since the corridor does not intersect with the NST, site-specific analyses would be needed to assess impacts of new infrastructure on the NST.</p> <p>Agencies could consider a new IOP for NSTs and NHTs to enhance BMPs for proposed development within the energy corridor.</p> <p>The Agencies could consider keeping the corridor width consistent—no greater than 1,320 ft, with the DC transmission line at the edge of the corridor.</p> |
| Olancho SRMA and the corridor intersect — Discussion of SRMA management and allowable uses (LUPA Appendix C) does not address designated utility corridors, but DRECP ROD does not modify existing utility corridors.                                | MP 214 to MP 216                 |   | The corridor appears to best meet the siting principles. There are no management prescriptions preventing future development within the corridor, and corridor cannot be easily re-routed to avoid the SRMA. The corridor is collocated with existing infrastructure (3 transmission lines, and U.S. Highway 395). Portions of the corridor that intersect the SRMA also overlap the Mojave Ground Squirrel ACEC and National Conservation Lands.   |
| Rose Spring ACEC and the corridor intersect — DRECP LUPA ACEC management states new land use authorization proposals will be analyzed on a case-by-case basis to assess if compatible with the ACEC and its management goals for cultural resources. | MP 223 to MP 225                 | <p>RFI comment: re-route to avoid the ACEC.</p> <p>Comment on abstract: Rose Spring ACEC overlaps 757 acres of corridor.</p>  | The corridor appears to best meet the siting principles. The corridor cannot be easily re-routed to avoid the Rose Spring ACEC or other ACECs. The corridor is collocated with existing infrastructure (U.S. Highway 395).  |

| <b>CORRIDOR 18-23 REVIEW</b>   |  |  |  |
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| Sierra Canyons ACEC and the corridor intersect — DRECP LUPA ACEC management states new land use authorization proposals will be analyzed on a case-by-case basis to assess if compatible with the ACEC and its management goals for resident and migratory bird species and other sensitive biological and cultural resources. | MP 224 to MP 226, and MP 229 to MP 240 | Comment on abstract: Sierra Canyons ACEC overlaps 3460 acres of corridor.  | The agencies could consider slight corridor adjustments to minimize overlap with the ACEC, but the ACEC cannot be entirely avoided in this area. The corridor is collocated with existing infrastructure (3 transmission lines and U.S. Highway 395). The corridor cannot be expanded or shifted to the east between MP 232 to MP 239 because it is adjacent to the China Lake Naval Weapons Center. |
| Fossil Falls ACEC and the corridor intersect — DRECP LUPA ACEC management states new land use authorization proposals will be analyzed on a case-by-case basis to assess if compatible with the ACEC and its management goals of maintaining scenic values.  | MP 234 to MP 237                       | RFI comment: re-route to avoid the ACEC.<br><br>Comment on abstract: Fossil Falls ACEC overlaps 1608 acres of corridor.                      | The corridor appears to best meet the siting principles. The corridor cannot be expanded or shifted at this location because it is bounded by a Wilderness Area to the west and the China Lake Naval Weapons Center to the east. The corridor is collocated with existing infrastructure (3 transmission lines and U.S. Highway 395).  |
| VRM Class I area is adjacent to the corridor — The RMP does not prescribe ROW avoidance or exclusions for areas adjacent to VRM Class I areas.   | MP 237 to MP 239                       |  | The corridor appears to best meet the siting principles. The corridor is not located in the VRM Class I area and development and management inside of the corridor would not be affected.  |
| Sacatar Trail Wilderness Area is adjacent to the corridor — The RMP does not prescribe ROW avoidance or exclusions for areas adjacent to Wilderness Areas.   | MP 237 to MP 240                       |  | The corridor appears to best meet the siting principles. The corridor is not located in the wilderness area and development and management inside of the corridor would not be affected.   |
| <b>BLM Jurisdiction:</b> Battle Mountain, Carson City, Elko, Ely and Winnemucca DOs in Nevada and Northern California DO   |  |  |  |
| <b>Agency Land Use Plan:</b> Nevada and Northeastern California GRSR ROD and ARMPA– March 2019   |  |  |  |
| The corridor does not intersect with GHMA or PHMA areas.   |  | RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within GRSR PACs (14% overlap). | The corridor appears to best meet the siting principles. The corridor is not located within GRSR GHMAs or PHMAs; therefore, development and management inside of the corridor would not be affected.   |
| <b>BLM Jurisdiction:</b> Stillwater Field Office and Bishop Field Office   |  |  |  |
| <b>Agency Land Use Plan:</b> ROD and LUPA for the Nevada and California GRSR Bi-State Distinct Population Segment in the Carson City District and Tonopah Field Office (2016)  |  |  |  |
| BSSG habitat and corridor intersect — ARMPA ROD states that BSSG habitat is not designated exclusion   | MP 33, MP 35 to MP 38, MP 81 to        | RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure   | The corridor could be shifted in some of these locations to better align with existing 1,000 kV DC transmission line; however, this would not avoid the  |

| <b>CORRIDOR 18-23 REVIEW</b>  |   |   |  |
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| <b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>                                    | <b>MILEPOST (MP)<sup>1</sup></b>                  | <b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>   | <b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>  |
| <p>area for new high-power (120-kV or higher) transmission lines within existing corridors.</p> | <p>MP 83, MP 86 to MP 89, and MP 93 to MP 103</p> | <p>development within all breeding areas of the BSSG. It is essential that Agencies use the full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of all BSSG breeding areas. Consult with USFWS to avoid adverse modification to BSSG.</p> <p>RFI comment: land that the corridor traverses contains habitat for the BSSG. Concerned about the potential impacts of development of new transmission lines, gas pipelines and associated projects in this region on the BSSG.</p> <p>Comment on abstract: the corridor is directly within BSSG critical habitat in the South Mono PMU from MP 71 to MP 77, MP 81 to MP 88, MP 94 to MP 102. The corridor is very near to BSSG critical habitat from MP 102 to MP 104. The corridor is directly within BSSG critical habitat in the Mt. Grant and Bodie Hills PMUs from MP 61 to MP 70.</p> <p>Comment on abstract: delete corridor. Corridor 18-23, which traverses nearly 75 miles of BSSG habitat is critical to their survival.</p> <p>Comment on abstract: transmission lines provide perches for predators, fragment habitat and increase</p> | <p>intersection with BSSG habitat, which is extensive on both sides of the corridor. The Agencies could keep the width consistent—no greater than 1,320 ft, with the DC transmission line at the edge of the corridor. The Agencies could also consider the mode as available for update and rebuild only unless new infrastructure is compatible within the existing footprint.</p> |

| <b>CORRIDOR 18-23 REVIEW</b>  |   |   |   |
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| <b>POTENTIAL COMPATIBILITY ISSUES or CONCERNS TO EXAMINE</b>  | <b>MILEPOST (MP)<sup>1</sup></b>                          | <b>STAKEHOLDER INPUT and OTHER RELEVANT INFORMATION</b>   | <b>POTENTIAL RESOLUTIONS BASED ON SITING PRINCIPLE ANALYSIS<sup>2</sup></b>   |
|   |   | potential for direct mortality from infrastructure strikes. Increased human and vehicle traffic associated with development and maintenance of infrastructure increase the potential for direct mortality through vehicle strikes.  |   |
| <p><b>USFS Jurisdiction:</b> Humboldt-Toiyabe National Forest<br/> <b>Agency Land Use Plan:</b> Greater Sage-grouse Bi-state Distinct Population Segment Forest Plan Amendment ROD (2016)</p>         |   |   |   |
| BSSG habitat and corridor intersect — LMP Amendment ROD states that BSSG habitat is not designated exclusion area for new high-power (120-kV or higher) transmission lines within existing corridors. | MP 39 to MP 43, MP 49 to MP 78, MP 81, and MP 83 to MP 86 | <p>RFI comment: re-route or exclude new infrastructure ROWs and avoid all new energy infrastructure development within all breeding areas of the BSSG. It is essential that Agencies use the full mitigation hierarchy to avoid, minimize, and compensate for impacts within four miles of all BSSG breeding areas. Consult with USFWS to avoid adverse modification to BSSG.</p> <p>RFI comment: land that the corridor traverses contains habitat for the BSSG. Concerned about the potential impacts of development of new transmission lines, gas pipelines and associated projects in this region on the BSSG.</p> | The corridor could be shifted in some of these locations to better align with existing 1,000 kV DC transmission line; however, this would not avoid the intersection with BSSG habitat, which is extensive on both sides of the corridor. |

<sup>1</sup> Mileposts are rounded to the nearest mile.

<sup>2</sup> Siting Principles include: *Corridors are thoughtfully sited to provide maximum utility and minimum impact on the environment; Corridors promote efficient use of landscape for necessary development; Appropriate and acceptable uses are defined for specific corridors; and Corridors provide connectivity to renewable energy generation to the maximum extent possible, while also considering other generation, in order to balance the renewable sources and to ensure the safety and reliability of electricity transmission.* Projects proposed in the corridor would be reviewed during their ROW application review process and would adhere to Federal laws, regulations, and policy.

## Additional Compatibility Concerns

The issues and concerns listed below are not explicitly addressed through agency land use plans or are too general in nature to be addressed without further clarification. Although difficult to quantify, the concerns listed have potential to affect future use and/or development within this designated corridor. The Agencies have provided a preliminary general analysis. The information below is provided to facilitate further discussion during stakeholder review.

### Corridor Utility:

- While this corridor already exists and hosts the Pacific DC intertie in Mono County and several additional transmission lines in Inyo County, it is the possibility of new power lines and of new energy development that is of concern. Therefore, we continue to strongly urge that this corridor be removed as a section 368 priority corridor. Re-route the corridor because it is redundant to Corridor 18-224 (RFI comment).
- No new transmission lines or corridor development should be necessary, or even considered, when there are already existing infrastructure, rights-of-way and alternative corridors suitable for consideration in place (comment on abstract).
- The specific route sections MP 116 to MP 119 and MP 86 to MP 105 are located far away from the existing infrastructure corridor and should be reviewed as an entirely new corridor (comment on abstract).
- A transmission line is a linear development that cannot simply skip over an area, making the proposal to delete the corridor at this location unrealistic and unworkable (comment on abstract).

*Analysis:* The corridor does narrow considerably in some portions which could limit future development. However, the corridor serves a different market than Corridor 18-224. Corridor 18-224 serves the Las Vegas, Nevada and Arizona area while Corridor 18-23 serves southern California. The Agencies could consider rerouting portions of the corridor to better align with the existing 1,000 kV DC transmission line and keep the width consistent—no greater than 1,320 ft, with DC line at the edge of the corridor. The Agencies could also consider the mode as available for update and rebuild only unless new infrastructure is compatible within the existing footprint.

### Jurisdictional Concerns:

- Since the completion of the PEIS, one parcel indicated as BLM lands is now under the administrative jurisdiction of the BIA (MP 364 to MP 365) (RFI comment).
- Benton Paiute Reservation is adjacent to the corridor and is in an undesignated corridor segment at MP 96.
  - Existing transmission lines run outside of the Benton Paiute Reservation however the proposed corridor is routed directly through the reservation. MP 96 is under the jurisdiction of BIA and the agency must receive approval from both BIA and the Tribe on the alignment through their property (comment on abstract).
- Mono County policies require new transmission lines to be installed underground unless certain conditions apply. If overhead is required the project must meet one of four findings, and impacts must be avoided, minimized, or mitigated to the extent possible (comment on abstract).

*Analysis:* The corridor now indicates the parcel of land at MP 96 as under the jurisdiction of BIA. BLM can only authorize projects on BLM-administered lands. The Agencies would consult with the Paiute Tribe, as required, for any proposed project in the corridor. Proponent also would have to work with the Paiute Tribe to obtain a tribal resolution consenting to the grant of a ROW by BIA. BIA cannot grant ROWs without tribal consent. The corridor could be shifted to better align with existing 1,000 kV DC transmission line to avoid this BIA-administered parcel. The corridor as designated does not follow existing infrastructure at this location. The Agencies would also consult with Mono County for any proposed project in the corridor within the county's jurisdiction.

- China Lake Naval Weapons Center is adjacent to corridor MP 233 to MP 240.

*Analysis:* The corridor is not located on DoD-administered land and development and management inside of the corridor would not be affected. Coordination with DoD would be required.

**Tribal Concerns:**

- The corridor should be removed from further consideration. The Tribe has concerns such as disruption of archaeological and cultural resources. Corridor 18-23 covers many miles along the Sierran alluvial fan, and therefore runs through many Tribal cultural areas, including ancient Paiute irrigation ditches. Runs very close to the west side of the Big Pine Paiute Reservation. Just south of the Reservation, its path consumes the Woodman Cemetery, which is frequently used by the Tribe. Runs through innumerable Tribal cultural resources in the vicinity of Crater Mountain, an ACEC as well as a BLM WSA. To the north of Big Pine, the corridor traversed the Volcanic Tablelands which contain innumerable cultural resources, including petroglyph sites. A part of the corridor intersects the Fish Slough ACEC, which is a unique area for many reasons. We do not understand the routing through the Utu Utu Gwaitu (Benton Paiute) Reservation. South of the Crater Mountain area, corridor 18-23 descends to the floor of Owens Valley, beginning north of Charlie's Butte, passing near the LA Aqueduct Intake, and passing due east of Manzanar National Historic Site. From there, it heads due south and through the Alabama Hills Scenic Area, for about ten miles (comment on abstract).
- The likelihood of placing more infrastructure in the corridor is high. The Tribe would prefer a discussion of reducing the use of this corridor, not expanding it to allow even more activity (comment on abstract).
- Mt Grant area is visually sensitive to tribes (comment on abstract).
- The visual components of the Owens Valley landscape are culturally important (comment on abstract).
- For about 18 miles, the corridor passes just west of Owens Lake, traditionally called "Patsiata." The Tribe is working with others to call for designating Owens Lake and the lands surrounding the lake an Archaeological District potentially eligible for the National Register of Historic Places. Through Rose Valley, there are numerous resource conflicts, with many important cultural areas located through that narrow valley (comment on abstract).
- MP 135 to MP 212 is a highly scenic area of national significance. The Owens Valley and Owens River contain habitat for a range of sensitive, threatened, endangered and endemic species, including many avian species. The Owens Valley also contains abundant cultural resources. Local Tribes should be consulted about the proposed corridor alignment through the Owens Valley and near Owens Lake (comment on abstract).
- Owens Lake MP 194 to MP 210. Object to the characterization of Owens Lake as "medium conflict" as depicted in the Conflict Map Analysis. It is known that the shoreline and body of Owens Lake is very important to local Tribes, both historically and present day. Owens Lake and the surrounding shoreline should be characterized on the Conflict Map as "high conflict." Owens Lake has been nominated by the Native American Heritage Commission to the National Register of Historic Places as an Archaeological District, Cultural Landscape and/or Traditional Cultural Property. This designation was proposed in 2017. Our understanding is that people are presently working to complete the paperwork necessary to allow the nomination to proceed (comment on abstract).
- The corridor intersects four BLM Wilderness Study Areas on the Volcanic Tablelands that are home to abundant and highly sensitive archaeological and natural resources. The alignment on the Volcanic Tablelands is infeasible since infrastructure development is prohibited by law in WSAs. Local Tribes, who co-manage this area with the BLM, should be consulted for input on the corridor alignment in this important region (comment on abstract).

*Analysis:* Existing IOPs require tribal engagement early in the planning process for any proposed project in the corridor.

**Specially Designated Areas:**

- Route 395 Inyo County CA State Scenic Highway and the corridor intersect from MP 156 to MP 157.
- The corridor is near Cedar Hill at MP 62. Cedar Hill has terraces that show the remnant lake levels of the Ice Age Mono Lake. Mono Lake has been a lake for the past 3 million years. The terraces provide information about its history. All construction would need to steer clear of them (comment on abstract).

*Analysis:* Route 395 is administered by the California Department of Transportation. The Cedar Hills Area in the Humboldt-Toiyabe National Forest is within Mineral County. Future development in the corridor would require coordination with these agencies.

**Lands with wilderness characteristics:**

- BLM-identified potential lands with wilderness characteristics: CA-010-053, CA-010-054, CA-010-061, CA-010-062, CA-010-063, CDCA-157, CDCA-157A, CDCA-157B. Intersections with Citizens' Wilderness Proposal areas: Chidago Canyon, Excelsior, Excelsior PW 1, Golden Trout PWA, McCloud Flat PW, South Sierra PWA 1, South Sierra PWA 4, South Sierra PWA 5, Volcanic Tablelands, Volcanic Tablelands PW 2, Volcanic Tablelands PW 5, West Wassuks. Re-route to avoid, CA Boxer Wilderness, CA-proposed Wilderness, and NV-proposed Wilderness (RFI comment).

*Analysis:* The BLM's current inventory findings will be used in land use planning analyses related to the revision, deletion, or addition to the energy corridors. At such time that citizen's inventory information is formally submitted, the BLM will compare its official Agency inventory information with the submitted materials, determine if the conclusion reached in previous BLM inventories remains valid, and update findings regarding the lands ability to qualify as wilderness in character. Agencies could consider an IOP to provide guidance on the review process for applications within corridors with incomplete inventories. The potential IOP would assist with avoiding, minimizing, and/or mitigating impacts to lands with wilderness characteristics.

**Ecology:**

- The corridor passes through the Owens Valley, a highly scenic area of national significance. The Owens Valley and Owens River contain habitat for a range of sensitive, threatened, endangered and endemic species, including many avian species (RFI comment).
- Re-route to avoid siting new facilities in Priority 1 & 2 Connectivity Habitat without existing transmission, 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 four miles of P1 & P2 habitat (RFI comment).
- Follow locally-specific connectivity recommendations, such as those for the Southern California Wildlands Linkages and Arizona Missing Linkages, to avoid connectivity impacts to Desert Bighorn Sheep in the Mojave Desert. This corridor segment intersects a Southern California Wildlands Linkage (RFI comment).
- USFWS-identified Desert tortoise connectivity area and the corridor intersect from MP 222 to MP 240.
- Owens River IBA MP 18 to MP 23. The riparian habitats associated with the Owens River are already among the most extensive in the state, and with continued commitment by the Los Angeles Department of Water and Power to improve their habitat value for birds, this IBA is poised to be one of the most important in the southwestern U.S. in the coming decades. Swainson's Hawk breed throughout the IBA in massive Fremont Cottonwoods on the valley floor, in what is probably the stronghold of their population in Central and southern California (comment on abstract).
- Adobe Valley IBA MP 81 to MP 82 and MP 85 to MP 89 includes an isolated sub-population of GRS in the Adobe Valley, with its only strutting ground located on private land (comment on abstract).

Mono Highlands IBA, MP 100 to MP 108. The IBA is notable for its large population of GRSG, including a part of the Mono County metapopulations that USFWS has determined to be a distinct population segment of GRSG in the Great Basin known as the BSSG (comment on abstract).

*Analysis:* Existing IOPs and BMPs would be required. Agencies could consider an IOP for habitat connectivity so that transmission projects within Section 368 energy corridors are sited and designed in a manner that minimizes impacts on habitat connectivity. In general, the corridor follows existing infrastructure, but potential adjustments to the corridor could be considered to minimize impacts.

#### **Recreation:**

- The Eastern Sierra region is a national and international tourist destination that provides abundant wild land and non-wild land based recreational opportunities to hundreds of thousands of visitors annually. There is substantial concern about the impact not only of new power lines in this scenic wonderland but also that prioritizing this corridor via the Section 368 process would facilitate development of inappropriately-sited renewable energy facilities in the greater Eastern Sierra region (RFI comment).

*Analysis:* Section 368 energy corridors were designated to provide long-distance pathways for electrical transmission and pipelines while minimizing impacts from proliferation of energy ROWs across Federal lands. Corridors are often collocated with existing infrastructure to minimize impacts on resources, including recreation.

#### **Military and Civilian Aviation:**

- MTR-Slow-speed Route and the corridor intersect from MP 0 to MP 20. MTR-VR and the corridor intersect from MP 0 to MP 38 and MP 206 to MP 239.
- MTR-IR and the corridor intersect from MP 30 to MP 70. MTR-SUA and corridor intersect from MP 145 to MP 212.

*Analysis:* Adherence to existing IOP regarding coordination with DoD would be required. Agencies could consider a revision to the existing IOP to include height restrictions for corridors in the vicinity of DoD training routes.

## Abstract Acronyms and Abbreviations

ACEC = area of critical environmental concern; ARMPA = Approved Resource Management Plan Amendment; BIA = Bureau of Indian Affairs; BLM = Bureau of Land Management; BMP = best management practice; BSSG = Greater Sage-grouse Bi-State Distinct Population Segment; DC = direct current; DoD = Department of Defense; DRECP = Desert Renewable Energy Conservation Plan; ESA = Endangered Species Act; FO = Field Office; GHMA = general habitat management area; GIS = geographic information system; GRSG = Greater Sage-grouse; IOP = interagency operating procedure; IR = Instrument Route; LMP = land management plan; LUPA = Land Use Plan Amendment; MP = milepost; MTR = Military Training Route; NHT = National Historic Trail; NST = National Scenic Trail; PEIS = Programmatic Environmental Impact Statement; PHMA = priority habitat management area; RFI = request for information; RMP = resource management plan; ROD = record of decision; ROS = recreation opportunity spectrum; ROW = right-of-way; SRMA = special recreation management area; SUA = special use airspace; USFS = U.S. Forest Service; USFWS = U.S. Fish and Wildlife Service; VR = visual route; VRM = visual resource management; WA = Wilderness Area; WSA = wilderness study area; WWEC = West-wide Energy Corridor.