

**APPENDIX G**  
**TRAVEL MANAGEMENT PLANS**

**Appendix G**

**Travel Management Plans and Guidance**

**Travel Management Areas 1 - 9**

**West Mojave Route Network Project**

**BLM Barstow and Ridgecrest Field Offices**

**April 2019**

## Table of Contents

Information Common to All TMAs	1
<b>Introduction</b>	1
<b>Purpose and Need</b>	1
<b>Objectives</b>	2
<b>Authority</b>	2
<b>Responsibility</b>	10
<b>Travel Management Process</b>	11
<i>Land Use Plan Decisions and Considerations</i>	11
<i>Plan Amendment-Level Decisions</i>	11
<i>Implementation-Level Decisions</i>	13
<i>Transportation System Designations</i>	14
<i>Asset Classifications</i>	14
<i>Assets Not Included in the Transportation System</i>	16
<i>Route Designation</i>	18
<i>Public Participation</i>	26
<b>Route Designation Process and Evaluation Criteria</b>	28
<i>Route Inventory</i>	28
<i>Evaluation Criteria</i>	30
<b>Travel and Transportation Implementation</b>	31
<i>Maintaining the Transportation Network</i>	31
<i>Minimization and Mitigation Measures</i>	33
<i>Ground-Disturbing Activities</i>	40
<i>Data / Inventory Management</i>	41
<i>Ghost Routes</i>	41
<i>Restoration Activities</i>	41
<i>Route Numbering</i>	48
<b>Education and Outreach</b>	49
<i>Signing</i>	49
<i>Maps</i>	51
<i>Kiosks</i>	51
<i>Education and Outreach Programs</i>	52
<i>Partnerships</i>	52
<i>Law Enforcement</i>	53
<i>Maintenance of Routes within the Network</i>	54
<i>Adaptive Management</i>	60
<i>Provisions for New Route Construction or Adaptation/Relocation of Existing Routes</i>	62
<i>Emergency Closures</i>	64
<i>Temporary Route, Closure or Restriction</i>	64

	<i>Needed Authorizations</i>	64
	<i>Needed Easements</i>	65
	<b>Other Travel and Transportation Management Considerations</b>	65
	<i>R.S. 2477 Claims and BLM Administrative Determinations</i>	65
	<i>Programmatic Agreement Requirements or other Terms and Conditions</i>	65
	<i>Changes to the Travel Management Plans</i>	66
	<i>Provisions and Process for Travel and Transportation Management</i>	66
	<i>Standard Operating Procedures</i>	67
1.0	TMA 1	70
	1.1 Transportation System	70
	1.2 List of Designated Areas	70
	1.3 Planning and Decision Maps	71
	1.4 Travel Management Area 1 - Goals and Objectives	71
	1.5 ACECs – Disturbance Caps and Relevance and Importance Criteria	74
	1.6 ACECs – Travel Management Actions and Recreation Restrictions	76
	1.7 Restoration Priorities	77
	1.8 Kiosks	77
	1.9 Key Messages	78
	1.10 Key Partnerships	78
	1.11 Transportation and Management Issues	79
	1.12 Monitoring	79
	1.13 Implementation Priorities	79
	1.14 Implementation Strategy Table	80
2.0	TMA 2	83
	2.1 Transportation System	83
	2.2 List of Designated Areas	83
	2.3 Planning and Decision Maps	84
	2.4 Travel Management Area 2 - Goals and Objectives	84
	2.5 ACECs – Disturbance Caps and Relevance and Importance Criteria	86
	2.6 ACECs – Travel Management Actions and Recreation Restrictions	88
	2.7 Restoration Priorities	92
	2.8 Kiosks	92
	2.9 Key Messages	93
	2.10 Key Partnerships	93
	2.11 Transportation and Management Issues	94
	2.12 Monitoring	94
	2.13 Implementation Priorities	94
	2.14 Implementation Strategy Table	95
3.0	TMA 3	98
	3.1 Transportation System	98

3.2	List of Designated Areas	98
3.3	Planning and Decision Maps	99
3.4	Travel Management Area 3 - Goals and Objectives	99
3.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	102
3.6	ACECs – Travel Management Actions and Recreation Restrictions	104
3.7	Restoration Priorities	106
3.8	Kiosks	106
3.9	Key Messages	107
3.10	Key Partnerships	108
3.11	Transportation and Management Issues	108
3.12	Monitoring	108
3.13	Implementation Priorities	109
3.14	Implementation Strategy Table	110
4.0	TMA 4	114
4.1	Transportation System	114
4.2	List of Designated Areas	114
4.3	Planning and Decision Maps	115
4.4	Travel Management Area 4 - Goals and Objectives	115
4.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	117
4.6	ACECs – Travel Management Actions and Recreation Restrictions	118
4.7	Restoration Priorities	119
4.8	Kiosks	120
4.9	Key Messages	121
4.10	Key Partnerships	121
4.11	Transportation and Management Issues	122
4.12	Monitoring	122
4.13	Implementation Priorities	122
4.14	Implementation Strategy Table	123
5.0	TMA 5	125
5.1	Transportation System	125
5.2	List of Designated Areas	126
5.3	Planning and Decision Maps	126
5.4	Travel Management Area 5 - Goals and Objectives	126
5.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	128
5.6	ACECs – Travel Management Actions and Recreation Restrictions	130
5.7	Restoration Priorities	133
5.8	Kiosks	133
5.9	Key Messages	134
5.10	Key Partnerships	135
5.11	Transportation and Management Issues	135

5.12	Monitoring	135
5.13	Implementation Priorities	136
5.14	Implementation Strategy Table	137
6.0	TMA 6	140
6.1	Transportation System	140
6.2	List of Designated Areas	140
6.3	Planning and Decision Maps	141
6.4	Travel Management Area 6 - Goals and Objectives	141
6.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	142
6.6	ACECs – Travel Management Actions and Recreation Restrictions	143
6.7	Restoration Priorities	143
6.8	Kiosks	144
6.9	Key Messages	144
6.10	Key Partnerships	144
6.11	Transportation and Management Issues	145
6.12	Monitoring	145
6.13	Implementation Priorities	145
6.14	Implementation Strategy Table	146
7.0	TMA 7	149
7.1	Transportation System	149
7.2	List of Designated Areas	149
7.3	Planning and Decision Maps	150
7.4	Travel Management Area 7 - Goals and Objectives	150
7.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	152
7.6	ACECs – Travel Management Actions and Recreation Restrictions	153
7.7	Restoration Priorities	155
7.8	Kiosks	155
7.9	Key Messages	156
7.10	Key Partnerships	157
7.11	Transportation and Management Issues	157
7.12	Monitoring	158
7.13	Implementation Priorities	158
7.14	Implementation Strategy Table	159
8.0	TMA 8	161
8.1	Transportation System	161
8.2	List of Designated Areas	161
8.3	Planning and Decision Maps	162
8.4	Travel Management Area 8 - Goals and Objectives	162
8.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	164
8.6	ACECs – Travel Management Actions and Recreation Restrictions	165

8.7	Restoration Priorities	168
8.8	Kiosks	168
8.9	Key Messages	169
8.10	Key Partnerships	169
8.11	Transportation and Management Issues	170
8.12	Monitoring	170
8.13	Implementation Priorities	170
8.14	Implementation Strategy Table	171
9.0	TMA 9	174
9.1	Transportation System	174
9.2	List of Designated Areas	174
9.3	Planning and Decision Maps	175
9.4	Travel Management Area 9 - Goals and Objectives	175
9.5	ACECs – Disturbance Caps and Relevance and Importance Criteria	177
9.6	ACECs – Travel Management Actions and Recreation Restrictions	178
9.7	Restoration Priorities	180
9.8	Kiosks	180
9.9	Key Messages	182
9.10	Key Partnerships	182
9.11	Transportation and Management Issues	183
9.12	Monitoring	183
9.13	Implementation Priorities	183
9.14	Implementation Strategy Table	184
10.0	List of Partnerships	186
11.0	Acronyms	189
12.0	Definitions	191
13.0	TMA Map Figures	193

## **Information Common to All TMAs**

The Travel Management Plan (TMP) information within the following subsections is applicable to all Travel Management Areas (TMA), and applies to the Final Supplemental Environmental Impact Statement (FSEIS) and Land Use Plan Amendment (LUPA).

### **Introduction**

The West Mojave (WEMO) Planning Area is located to the northeast of the Los Angeles metropolitan area (See Figure 1.1-1). The West Mojave Planning Area currently totals 9.4 million acres, of which approximately 3.1 million acres are BLM administered public lands. The BLM land use plan for the Planning Area is the CDCA Plan. The BLM amended the CDCA Plan in 2006 with the WEMO Plan Amendment and in 2016 with the Desert Renewable Energy Conservation Project LUPA to establish the conservation program that applies to the BLM-administered public lands in the Planning Area. If approved, the WMRNP amendment to the Livestock Grazing, Motorized Vehicle Access, and Recreation Elements of the CDCA Plan, and the route designation process updates that would be incorporated into the CDCA Plan would be applicable only to the BLM-administered public lands within the West Mojave Planning Area.

### **Purpose and Need**

The purpose and need of the West Mojave Route Network Project (WMRNP) TMPs are to provide a framework for transportation management, TMAs, and specific travel management implementation strategies in WEMO Planning Area. This framework and strategies address:

- A. Conflicts and threats to sensitive resources,
- B. Current and anticipated future transportation and travel needs,
- C. Appropriate recreational access, and
- D. Consistency with the CDCA Plan, as amended by the 2006 WEMO Plan, the 2016 DRECP LUPA, and other amendments. One of the planning issues to be addressed in the 2006 WEMO Plan is to “provide appropriate motorized vehicle access to public lands for commercial, recreational, and other purposes in a manner that is compatible with species conservation”.

Since the development of the 2006 WEMO route network, new BLM policies, including BLM Travel and Transportation Management (TTM) (Manual 1626 2016) and BLM Travel and Transportation Handbook (H-8342 2012) have been developed. In addition, other new circumstances affecting travel and transportation management have occurred, including wilderness and OHV boundary modification legislation; receipt of new information on routes, route impacts, and route uses; and the litigation on the 2006 WEMO Plan Amendment. These changes include adoption of the 2016 Desert Renewable Energy Conservation Project Land-Use Plan Amendment.

By regulation, a land use plan, including travel management plans may be amended to consider new findings, data, new or revised policy, changes in circumstances or to address a proposed action that may result in a change in the scope of resource use or a change in the terms, conditions, and decisions of the approved plan (43 CFR 1610.5-5). The WMRNP will provide managers with a consistent way of implementing the CDCA Plan transportation management strategy that is adopted for the WEMO area, to achieve national and CDCA, as amended, goals and objectives moving forward.



## Objectives

The objectives of the BLM's 1626 - TTM are to:

- A. Establish a long-term, sustainable, multimodal travel network and transportation system of areas, roads, primitive roads, trails and other transportation linear features that address the need for public, authorized, and administrative access to and across BLM-managed lands and related waters.
- B. Support the agency's mission and land use planning goals and objectives to provide for resource management, public and administrative access, and transportation needs and to promote sustainable landscapes for future generations.
- C. Manage travel and transportation on the public lands and related waters in accordance with law, Executive order, proclamation, regulation, and policy.
- D. Provide the maximum flexibility to the field offices in tailoring the TTM process to their local needs while ensuring that the minimum requirements called for by statute, regulation, case law and Departmental policy are followed (p. 1-1).

## Authority

The following is a list of major legal authorities relevant to the BLM land use and implementation planning processes relative to TTM; it is not an inclusive list of all BLM authorities.

- A. The Federal Land Policy and Management Act (FLPMA) of 1976, as amended (43 U.S.C. 1701 et seq.), provides for the management, protection, development and enhancement of the public lands.
  1. Sections 102(a) (7) and (8) set forth the policy of the United States concerning the management of the public lands, including management according to multiple use and sustained yield, and the protection of specified values.
  2. Section 201 requires the Secretary of the Interior to prepare and maintain an inventory of the public lands and their resource and other values, giving priority to areas of critical environmental concern. It also requires the Secretary, as funding and staff are available, to determine the boundaries of the public lands, identify those lands to the public using signs and maps, and provide inventory data to state and local governments.
  3. Section 202(a) requires the Secretary, with public involvement, to develop, maintain, and when appropriate, revise land use plans that provide tracts or areas for specific uses of the public lands.
  4. Section 202(c)(1-9) requires that, in developing land use plans, the Secretary of the Interior must use and observe the principles of multiple use and sustained yield; use a systematic interdisciplinary approach; give priority to the designation and protection of areas of critical environmental concern; rely, to the extent it is available, on the inventory of the public lands; consider present and potential uses of the public lands; consider the relative scarcity of the values involved and the availability of alternative means and sites for realizing those values; weigh long-

term benefits to the public against short-term benefits; provide for compliance with applicable pollution control laws, including state and federal air, water, noise, or other pollution standards or implementation plans; and consider the policies of approved state and tribal land resource management programs, developing land use plans that are consistent with state and local plans to the maximum extent possible consistent with federal law and the purposes of the act.

5. Section 202(d) provides that all public lands, regardless of classification, are subject to inclusion in land use plans, and that the Secretary may modify or terminate classifications consistent with land use plans.
  6. Section 202(f) and Section 309(e) require that the Secretary provide federal, state, and local governments and the public, adequate notice and an opportunity to comment on the formulation of standards and criteria for, and to participate in, the preparation and execution of plans and programs for the management of the public lands.
  7. Section 302(a) requires the Secretary to manage BLM lands under the principles of multiple use and sustained yield, in accordance with available land use plans developed under section 202 of FLPMA. There is one exception: a tract of the BLM lands dedicated to specific uses according to other provisions of law must be managed in accordance with such laws.
  8. Section 302(b) recognizes the entry and development rights of mining claimants, while directing the Secretary to prevent unnecessary or undue degradation of the public lands.
  9. Section 603(a) requires the Secretary to conduct a review of roadless areas having wilderness characteristics and report to the President regarding the suitability or non-suitability of each area for preservation as wilderness. Until Congress determines which of these areas it will designate as wilderness, and subject to certain existing uses, the Secretary must manage these areas so as not to impair their suitability for preservation as wilderness.
- B. The Omnibus Public Land Management Act of 2009 (Public Law 111-11) established the National Landscape Conservation System to conserve, protect, and restore nationally significant landscapes that have outstanding cultural, ecological, and scientific values for the benefit of current and future generations. The system, now called National Conservation Lands, includes each area under BLM administration that is designated as a national monument, a national conservation area, a wilderness study area, a national scenic and historic trail as a component of the National Trails System, a component of the National Wild and Scenic Rivers System, a component of the National Wilderness Preservation System, and any area designated by Congress to be administered for conservation purposes. Such areas include the Steens Mountain Cooperative Management and Protection Area, the Headwaters Forest Reserve, the Jupiter Inlet Lighthouse Outstanding Natural Area, public land within the California Desert Conservation Area administered by the BLM for conservation purposes, and any additional area designated by Congress for inclusion in the system. The BLM manages the National Conservation Lands in accordance with applicable laws and regulations and in a manner that protects the values that led to the designation of the components of the

system. The act also established a law for the management, protection, and preservation of paleontological resources using scientific principles and expertise. It is the legal authority for collection of paleontological resources under permit and by casual collection from public lands, curation of paleontological resources from public lands, and prosecution of fossil theft and vandalism under new criminal and civil penalties.

- C. The National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 et seq.), requires the consideration and public availability of information regarding the environmental impacts of major federal actions significantly affecting the quality of the human environment. This includes the consideration of alternatives and mitigation of impacts.
- D. The Clean Air Act Amendments of 1990 (42 U.S.C. 7418), require federal agencies to comply with all federal, state, and local requirements regarding the control and abatement of air pollution. This includes abiding by the requirements of state implementation plans.
- E. The Water Quality Act of 1987 (33 U.S.C. 1251), establishes objectives to restore and maintain the chemical, physical, and biological integrity of the Nation's waters.
- F. Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141), as amended (23 U.S.C. 201, 203), provides funding and policy guidance for the U.S. surface transportation program.
- G. The Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.) provides a means to conserve the ecosystems upon which endangered and threatened species depend and provides a program for the conservation of such endangered and threatened species.
  - 1. Section 1531(c)(1) requires all federal agencies to seek to conserve endangered and threatened species and use applicable authorities in furtherance of the purposes of this act.
  - 2. Section 1536(a) requires all federal agencies to avoid jeopardizing the continued existence of any species listed or proposed for listing as threatened or endangered or destroying or adversely modifying any designated or proposed critical habitat.
  - 3. Section 1536 [Section 7] (a) and 50 CFR 402 require all federal agencies to consult (or confer) with the Secretary of the Interior, through the Fish and Wildlife Service, or with the Secretary of Commerce, through the National Marine Fisheries Service to ensure that any federal actions (including those in land use plans) or activities are not likely to jeopardize the continued existence of any species listed or proposed to be listed under the provisions of the ESA or result in the destruction or adverse modification of designated or proposed critical habitat.
- H. The Wilderness Act, as amended (16 U.S.C. 1131 et seq.), authorizes the President to make recommendations to the Congress for federal lands to be set aside for preservation as wilderness and provides for specific requirements for the management of congressionally designated wilderness areas.
- I. The Alaska National Interest Lands Conservation Act (16 U.S.C. 3101 et seq.), provides for the special designation of certain public lands in Alaska and conservation of their fish

and wildlife values. It also includes special provisions allowing access for subsistence use and traditional activities.

- J. The Antiquities Act of 1906, as amended (54 U.S.C. 320301 et seq.) protects cultural resources and other objects of historic and scientific interest on federal lands and authorizes the President to designate national monuments on federal lands.
- K. The Archaeological Resources Protection Act of 1979 (Public Law 96-95; 93 Stat. 721; 16 U.S.C. 470) provides for the protection and management of archaeological resources on public and Indian lands, and specifically requires notification of the affected Indian tribe if archaeological investigations proposed in a permit application would result in harm to or destruction of any location considered by the tribe to have religious or cultural importance. The act directs agencies to consider the American Indian Religious Freedom Act in promulgating uniform regulations.
- L. The National Historic Preservation Act of 1966, as amended (Public Law 89-665; 80 Stat. 915; 54 U.S.C. 300101 et seq.), extends the policy in the Historic Sites Act to preserve objects and sites of national significance to include those sites of state and local as significance as well. The act also expands the National Register of Historic Places, and establishes the Advisory Council on Historic Preservation, State Historic Preservation Officers, Tribal Preservation Officers, and a preservation grants-in-aid program. Section 106 directs all federal agencies to take into account the effects of their undertakings (actions and authorizations) on properties included in or eligible for the National Register of Historic Places. Section 110 sets inventory, nomination, protection, and preservation responsibilities for federally owned cultural properties. Regulations of the Advisory Council on Historic Preservation (36 CFR Part 800) implement section 106 of the act. The 10 western BLM states and Alaska comply with section 106 of the act according to a national programmatic agreement dated February 9, 2012.
- M. The National Trails System Act of 1968, as amended (Public Law 90-543, Public Law 111-11, and 16 U.S.C. 1241-1251), establishes a national system of recreation, scenic, and historic trails and prescribes the methods and standards for adding components to the system.
- N. The Wild and Scenic Rivers Act of 1968, as amended (Public Law 90-542 and 16 U.S.C. 1271-1287), establishes a national system of wild, scenic, and recreational rivers. The act requires preservation of these rivers in their free-flowing condition and protection and enhancement of their outstandingly remarkable values. It also prescribes methods and standards for adding components to the system.
- O. The Land and Water Conservation Fund Act of 1965, as amended (54 U.S.C. 200301 et seq.), establishes a national policy that “present and future generations be assured adequate outdoor recreation resources” and requires “all levels of government and private interests to take prompt and coordinated action . . . to conserve, develop, and utilize such resources for the benefit and enjoyment of the American people.” The act directs the Secretary of the Interior to inventory, evaluate, and classify outdoor recreation facilities and formulate and maintain a nationwide outdoor recreation plan.
- P. The Rehabilitation Act of 1973, as amended (29 U.S.C. 701), states, in section 504, that “no qualified individual with a disability in the United States . . . shall . . . be excluded

from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance or . . . conducted by any Executive agency or by the United States Postal Service.” The act also states that no person with a disability can be denied participation in federally funded or assisted programs, activities, or services just because that person has a disability as long as that person meets the qualifications to participate and that participation does not fundamentally alter the program, activity, or service. Department of the Interior regulations for implementation of this law were issued in 1982 in 43 CFR part 17.

- Q. The Mineral Leasing Act of 1920, as amended (30 U.S.C. 181, et seq.), authorizes the development and conservation of coal, oil, gas, and other leasable mineral resources.
- R. The General Mining Law of 1872, as amended (30 U.S.C. 21 et seq.), allows the location, use, and patenting of mining claims on sites on federal lands.
- S. The Mining and Minerals Policy Act of 1970 (30 U.S.C. 21a), establishes a policy of fostering the orderly development of economically stable mining and minerals industries and studying methods for reclamation and the disposal of waste.
- T. The Taylor Grazing Act of 1934 (43 U.S.C. 315), authorizes the Secretary of the Interior “to establish grazing districts or additions thereto and/or to modify the boundaries thereof, of vacant, unappropriated, and unreserved lands from any part of the public domain . . . which in his opinion are chiefly valuable for grazing and raising forage crops.” The act also provides for the classification of lands for particular uses, establishing rights-of-way for stock-driving.
- U. The Public Rangelands Improvement Act of 1978 (43 U.S.C. 1901), provides that the public rangelands be managed so that they become as productive as feasible in accordance with management objectives and the land use planning process established pursuant to 43 U.S.C. 1712.
- V. The Wild Free-Roaming Horses and Burros Act, as amended, 16 U.S.C. 1331-1340, requires wild horses and burros are protected and managed as components of the public lands, and managed in a manner designed to achieve and maintain a thriving natural ecological balance on the public lands.
- W. Executive Orders 11644, Use of Off-Road Vehicles on the Public Lands (1972), and 11989, Off-Road Vehicles on Public Lands (1977), establish policies and procedures to ensure the control of off-road vehicle use to protect public lands.
- X. Executive Order 13007, Indian Sacred Sites (1996), requires federal agencies, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to:
  - 1. Accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners; and
  - 2. Avoid adversely affecting the physical integrity of such sacred sites.
  - 3. Implement or propose procedures to facilitate consultation with appropriate Indian tribes

- Y. Executive Order 13084, Consultation and Coordination with Indian Tribal Governments (1998), provides, in part, that each federal agency must establish regular and meaningful consultation and collaboration with Indian tribal governments in developing regulatory practices on federal matters that significantly or uniquely affect their communities.
- Z. Executive Order 13195, Trails for America in the 21st Century (2001), provides, in part, that federal agencies will work cooperatively with tribes, states, local governments, and interested citizen groups to protect, connect, and promote trails of all types throughout the United States.
- AA. Secretarial Order 3206, American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act (1997), requires Department of the Interior agencies to consult with Indian tribes when agency actions to protect a listed species, as a result of compliance with ESA, affect or may affect Indian lands, tribal trust resources, or the exercise of American Indian tribal rights.
- BB. Secretarial Order 3319, Establishment of a National Water Trails System (2012), allows Department of the Interior agencies through the Secretary to designate water trails as a class of national recreation trails.

### ***Federal Land Policy and Management Act (FLPMA)***

The BLM's planning process is governed by FLPMA (43 USC 1712) and 43 Code of Federal Regulations (CFR) 1600. FLPMA requires Land Use Plans (LUPs) to be developed, maintained and when appropriate, to be revised to provide for the use of the public lands. In development and revision of land use plans BLM is required to use multiple use and sustained yield principles, achieve integrated consideration of physical, biological, economic, and other sciences, rely on present inventories of the public lands and their resources and values, consider the present and potential use of the public lands, comply with applicable pollution control laws, and consider the policies of state, local and tribal land use plans. As required by FLPMA, public lands must be managed in a manner that protects the quality of public land resources, and that provides for outdoor recreation and human occupancy and use (43 USC 1701(a)(8)).

FLPMA specifically addresses transportation and OHV access, as well a livestock grazing. In addition to the Congressional Declaration of Policy, 43 USC 1701, noted above, Part 6 and Part 7 of Title V, authorizes the issuance of rights-of-way for use of the public lands. Title VI of FLPMA, which established the CDCA, specifies that the use of all California desert resources can and should be provided for in a multiple use and sustained yield management plan, to conserve resources for future generations, to provide for the present and future use and enjoyment, particularly outdoor recreation uses, including the use, where appropriate, of off-road recreational vehicles (OHV) (43 USC 1781).

### ***Executive Orders No. 11644, 11989, and 13195***

In 1972, Presidential Executive Order No. 11644 established the first uniform policies regarding OHV use on public lands. Each land management agency was directed by this Order to issue directions as to which trails and areas were open for OHV use and which were not. The Order required that OHV use be monitored to assess and minimize associated impacts. The requirements of the Order were implemented by BLM in 43 CFR 8342.1. Executive Order

11989 (42 FR 26959, May. 24, 1977) amended Executive Order 11644 (37 FR 2877, Feb. 8, 1972) by requiring that off-road vehicle areas or trails be closed immediately if an agency determines that the use of off-road vehicles will cause or is causing considerable adverse effects on the soil, vegetation, wildlife, wildlife habitat, or cultural or historic resources. Executive Order 13195, January 23, 2001 (66 FR 7391) Trails for America in the 21st Century provides, in part, that Federal agencies will work cooperatively with Tribes, States, local governments, and interested citizen groups to protect, connect, and promote trails of all types throughout the United States

### ***Federal Regulation 43 CFR 8342.1***

The CDCA Plan's motorized-vehicle access element was amended (1982 Plan Amendment Three, approved May 17, 1983) to conform with 43 CFR 8342.1, which states:

“The authorized officer shall designate all public lands as either open, limited, or closed to off-road vehicles. All designations shall be based on the protection of the resources of the public lands, the promotion of the safety of all the users of the public lands, and the minimization of conflicts among various uses of the public lands; and in accordance with the following criteria:

Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness sustainability.

Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.”

### ***Wilderness Act of 1964 and Omnibus Bill of 2009***

The Wilderness Act of 1964 established the National Wilderness Preservation System. Wilderness as defined by the Act is “an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions” for the benefit of present and future generations (Wilderness Act, 1964).

The 2009 Omnibus Public Land Management Act of 2009 added more than two million acres of wilderness, more than 1,000 miles of Wild and Scenic Rivers, and established new National Parks, conservation areas, national heritage areas, national trails, and national monuments. The bill created new water conservation, habitat restoration, and land management programs, and gave formal recognition to the 26 million acre National Landscape Conservation System (NLCS)

encompassing BLM's National Monuments, Conservation Areas, Wilderness and Wilderness Study Areas, Wild and Scenic Rivers, and Scenic and Historic Trails.

The WEMO Planning area includes areas designated as wilderness, as well as legislatively designated Wilderness Study Areas (WSA). In addition, the Mojave River in the planning area includes segments that have been determined to be eligible Wild and Scenic Rivers. Other lands in the planning area have not been designated as wilderness or WSA, but retain wilderness characteristics. These various lands are discussed in Section 3.11.

### ***BLM Travel and Transportation Management Guidance***

In recent years, BLM has developed substantial guidance to facilitate the integration of comprehensive travel and transportation management planning into land use planning. Travel and Transportation Manual 1626 (MS-1626, revised September 27, 2016), forms the backbone of this guidance. Many of these developments were in the form of Instruction Memorandums (IMs), which only have temporary applicability until their provisions are formally incorporated into a BLM Manual or Handbook. A summary of the recent IMs and Handbooks is as follows:

H-1601-1, Land Use Planning Handbook, Appendix C, Part D. Comprehensive Trails and Travel Management. March 11, 2005.

Technical Note 422. Roads and Trails Terminology. November 2006. Implemented in IM 2006-173, dated June 20, 2006.

IM 2007-030. Clarification of Cultural Resource Considerations for OHV Designation and Travel Management. December 22, 2006.

IM-2012-067. Clarification of Cultural Resource Considerations for Off-Highway Vehicle Designations and Travel Management. February, 10, 2012.

IM 2008-014. Clarification of Guidance and Integration of Comprehensive Travel and Transportation Management Planning in the Land Use Planning. October 25, 2007.

H-8342-1, Travel and Transportation Management Handbook. March 16, 2012.

### ***Other Agencies***

No other federal, state, or local agencies have specific jurisdiction over motorized vehicle use and livestock grazing on public lands. The National Highway Traffic Safety Administration (NHTSA) has established Federal Motor Vehicle Safety Standards (FMVSS) for motor vehicles, and these, along with California state regulations established by the Department of Motor Vehicles (DMV), California Air Resources Board (CARB), and California Highway Patrol (CHP), govern the types of vehicles that may be used on highways. In addition, the route network established for the WEMO Planning area must be consistent with the networks established in the adjacent areas by considering "edge-fitting," in which open routes in the WEMO Planning area would link with open routes in adjacent areas, and the same would occur for closed routes. Within the West Mojave Planning Area, the U.S. Fish and Wildlife Service (USFWS) has issued biological opinions that contain terms and conditions which direct BLM's livestock grazing program on matters concerning the conservation and recovery of special status species and their habitats.



## Responsibility

A. The Director, through the various Assistant Directors, is responsible for:

1. Establishing policy, goals, objectives, and procedures for TTM on public lands and related waters within the framework of public law and Departmental policy.
2. Providing direction, management, and leadership relating to TTM on public lands and related waters.
3. Communicating policy and management direction through the issuance and update of manuals, handbooks, and instruction memoranda.
4. Providing training opportunities for BLM personnel through the National Training Center.
5. Identifying, addressing, and reconciling interrelationships, policy issues, and conflicts between TTM and other programs.
6. Maintaining a liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with TTM on the public lands and related waters.

B. State Directors are responsible for:

1. Implementing policy and providing statewide TTM program coordination and guidance for TTM on the public lands and related waters within their respective jurisdictions.
2. Reviewing, evaluating, and ensuring the accomplishment of approved Annual Work Plan items related to coordinating and guiding TTM.
3. Providing program development and technical assistance to field offices to ensure TTM goals and objectives are accomplished.
4. Maintaining a liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with TTM in their respective jurisdictions.
5. Maintaining up-to-date geospatial data compatible with BLM corporate data standards for a national ground transportation linear feature dataset(s) and other relevant datasets.
6. Maintaining TTM information in the Recreation Management Information System (RMIS) database.

C. District/Field Managers are responsible for:

1. Providing for the appropriate consideration of TTM within the resource management planning and implementation process.
2. Managing, monitoring, evaluating, and ensuring accomplishment of the approved Annual Work Plan items related to coordinating and guiding TTM.
3. Ensuring that individuals responsible for TTM receive appropriate training.
4. Developing, implementing, and monitoring actions related to TTM.

5. Ensuring TTM is an interdisciplinary, collaborative process across all programs.
6. Establishing and maintaining an inventory of travel-related linear features for planning purposes. The inventory must be compatible with the national ground transportation linear features dataset.
7. Managing transportation and travel uses on BLM-administered public lands and related waters by allocating necessary resources to meet the travel and transportation objectives of people engaged in administrative, commercial, agricultural, casual, traditional, and recreational program objectives.
8. Developing, implementing, and monitoring travel and transportation implementation plans.
9. Maintaining the national ground transportation linear features dataset with current decision data relative to the approved travel networks and transportation systems.
10. Maintaining a liaison with local, state, and federal agencies; partner and user groups; other organizations; and members of the public concerned with TTM in the resource area/field office.
11. Consulting with federally recognized tribes.
12. Conducting TTM in conformance with legal requirements and professional standards.

## **Travel Management Process**

### ***Land Use Plan Decisions and Considerations***

This TMP conforms to the California Desert Conservation Area Plan (CDCA) 1999 revised, West Mojave Plan (WEMO) 2006 and Desert Renewable Energy Conservation Plan (DRECP) 2016.

### ***Plan Amendment-Level Decisions***

The 2012 Travel Management guidance (H-8342) makes clear distinctions between the land-use planning decisions to adopt a travel management framework, and non-land use planning decisions to implement the travel management planning framework, including the designation of specific routes. The CDCA Plan had already made some of these transportation and travel management decisions in designating all public lands within the CDCA into broader landscape categories which define whether and how OHV use is allowed. All areas within the CDCA, including all lands within the West Mojave Planning Area, are designated as open for OHV use, limited OHV use, or closed to OHV use as defined by 43 CFR 8340.0-5 (f), (g), and (h) or classified as a transportation linear disturbance as defined by BLM Manual 1626, Sec. 4.3. The CDCA Plan amendment being considered for the West Mojave Planning Area in this FSEIS only applies to those areas that are categorized as open or limited OHV use. Within limited OHV use areas, routes may be designated as OHV Open, OHV Limited with restrictions on use, or OHV Closed, as identified in 43 CFR 8341.1 and 8342.1(a-c).

The specific plan amendments, and their supporting rationale, are described in Section 2.1.1 of the FSEIS. In general, the purpose and need for these amendments is to:

- Conform to current TTM-related regulations and guidance;
- Provide a framework for future management of the transportation network;
- Update specific access parameters that are currently established in the CDCA Plan; and
- Update specific grazing parameters that are currently established in the CDCA Plan.

BLM implementation of the proposed amendments of the CDCA Plan would require approval by the BLM's California State Director through a Record of Decision (ROD). This approval process would include the amendment of the CDCA Plan to adopt the provisions of the 2006 West Mojave Plan that were left in place, except as modified herein. Upon approval of the ROD, BLM will adopt any necessary CDCA Plan amendment. The decisions that would be necessary to implement each alternative are listed in Section 2.1.1 and 2.1.2 (FSEIS).

#### *Conforming to Current TTM-Related Regulations and Guidance*

The MVA Element in the CDCA Plan states "at the minimum, use will be restricted to existing routes of travel." This language was not specifically updated in the 2006 West Mojave Plan. In the Summary Judgment Order, the Court stated that BLM has the authority to amend the Plan to lift this restriction, as long as those amendments satisfy NEPA, FLPMA, and all other applicable statutes and regulations.

BLM has determined that a restriction of OHV routes to those that existed in 1980 does not comply with requirements of the following policy and regulations applicable to transportation planning:

- BLM regulations in 43 CFR 8342.1, which requires designation of public lands as open, limited, or closed based on protection of resources of the public lands, safety of all users, and minimization of conflicts among the various uses of the public lands, and in accordance with the designation criteria provided in the regulation;

- BLM Handbook 1610-1, Appendix C, Comprehensive Trails and Travel Management, which requires delineation of travel management areas and designation of Off-Highway Vehicle Management Areas as open, limited, or closed; and

- BLM Handbook 8342, Travel and Transportation Management Handbook, which describes how BLM is to comprehensively manage travel and transportation on public land.

- BLM Handbook 1626, Travel and Transportation Management Manual, which replaces BLM Handbook 8342, and also describes how BLM is to comprehensively manage travel and transportation on public land.

In order to modify the CDCA Plan to comply with the regulations and policies cited above in the West Mojave Planning Area, BLM has identified a need to replace the existing CDCA Plan language.

#### *Providing a Framework for Future Management of the Travel Network*

The new Travel Management guidance recommends adoption of smaller geographical units—Travel Management Areas (TMAs) based on commonalities, such as geography, patterns of use, common transportation issues, ease of management, and resource values. TMA objectives may also be adopted in the land use plan to facilitate the implementation of proposed travel

management strategies. This WEMO Travel Management Route Network plan amendment adopts initial travel management objectives for each TMA.

### *Updating Specific Access Parameters in the CDCA Plan*

Consistent with the BLM 2012 Travel Management Handbook (BLM 2012) and 2016 Travel and Transportation Management Manual (BLM 2016), the proposed plan amendment would provide the framework for a comprehensive transportation and travel network on public lands in the West Mojave Planning Area, including consideration of both public and other (e.g., commercial and private) access needs and opportunities on public lands as part of the comprehensive transportation and travel network, recognizing the changing nature of access needs, and the relevance of non-motorized and non-mechanized as well as motorized travel on public lands.

As one element of the proposed changes, planning-level access parameters of the MVA element that may further minimize impacts from the network are under consideration, including lakebed designations and measures for stopping, parking, and camping areas adjacent to designated routes. Recreation Element access parameters that may further minimize impacts from the network are also under reconsideration, including the designation of competitive event corridors and guidelines for permitting competitive events. Boundary modifications to open, limited, and closed areas are being considered only insofar as legislative changes have occurred since the release of the 2006 West Mojave Plan. No other boundary changes to open, limited, or closed areas are proposed in this FSEIS.

### ***Implementation-Level Decisions***

LUP-level decisions establish the decision space for transportation access implementation decisions. Implementation-level strategies include the following:

Activity plans for each TMA include:

- Specific goals and objectives, strategies, and priorities for action;
- On-the-ground access upgrades or modifications other than route designations;
- The adopted route network; and
- Actions to implement all elements of the activity plans and of supporting implementation plans.

Supporting activity plans, such as monitoring, law enforcement, and rehabilitation plans.

Mechanisms for changes within the scope of the activity plan objectives.

The transportation and travel network integrated into each of the activity plans will identify routes, trails, and primitive trails on public lands outside of OHV Open Areas that meet the goals and objectives of the LUP, consistent with 2006 WEMO Plan and 2016 DRECP LUPA goals and objectives for the conservation of sensitive plant and animal species. The activity plans include the area-specific transportation networks and associated strategies for the management of access on public lands within the WEMO Planning area outside of OHV Open Areas. The specific motor-vehicle route network that is ultimately adopted in any specific area will depend on many factors, including the LUP framework and activity plan goals and objectives, feedback from the

public and other interested parties, and the specific measures selected to minimize impacts and to other resource values.

### *Transportation System Designations*

Two of the BLM's greatest management challenges are providing reasonable and varied routes for access to public lands and providing areas for a variety of motorized and non-motorized recreation. The various landscapes, user interests, equipment options, weather conditions, transportation infrastructure, and resource constraints all must be considered. Travel and transportation are an integral part of virtually every activity that occurs on public lands, including recreation, livestock and wildlife management, commodity resources management, ROWs to private inholdings, and public land management and monitoring. Comprehensive Travel and Transportation Management (TTM) is the planning, management, and administration of motorized and non-motorized roads, primitive roads, and trails to ensure that public access, natural resources, and regulatory needs are considered.

Comprehensive travel management planning should address all resource use aspects, such as recreational, traditional, casual, agricultural, commercial, and educational, and accompanying modes and conditions of travel on public lands, not just OHV activities.

### *Asset Classifications*

The BLM's Transportation System is a dynamic system that routinely expands and contracts with the authorization, addition and closure of routes. According to BLM policy (H8342-1), the Transportation System itself consists of those linear travel features classified as Roads, Primitive Roads and Trails (See Table G-1) – and subsequently recorded in the BLM's Facility Asset Management System (FAMS).

The asset classification for each route is assigned by reviewing individual segments of the route that are included in a geographic information system (GIS) format, based on information collected and analyzed for the route designation process. The current asset classification for most BLM OHV Open and OHV Limited routes in the WEMO planning area is primitive road: primary; this is the default classification in the absence of additional information.

Information on routes is maintained in the inventory of linear features, including their location and length, in conjunction with the accompanying route designations. Routes that have specific limitations may include a specific frequency or schedule for monitoring. Additional inventory information may also be available, for instance, on the difficulty or suitability of the route for various types of vehicles or activities. Asset classifications include the following:

**Road:** A road is a linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Roads are typically improved travel features (e.g., surfaced), or intensively/routinely maintained routes. The classification of a feature as a road implies that routine and regular maintenance of that feature could, and is expected to, occur – and any NEPA compliance document authorizing or designating the feature has considered and disclosed this level of maintenance. Often these routes are specifically authorized through a ROW or similar instrument, and the maintenance of the route is the responsibility of a third party. As a rule of thumb, these routes should be designed

and engineered to meet certain standards, though this is not always the case. The following three categories, or functional classes, of roads can exist on BLM managed public lands.

Functional classes indicate the relative importance of a road's transportation and access functions, and are the basis for geometric design standards and maintenance guidelines. The functional classifications are determined according to guidance in BLM Manual 9113 Roads.

**Collector Roads** are the highest standard of a BLM road. They provide primary access to large blocks of land and connect with or are extensions of a public road system. Collector roads accommodate mixed traffic and serve many uses. They generally receive the highest volume of traffic within the BLM road system. User cost, safety, comfort, and travel time are primary road management considerations. Collector roads usually require application of the highest standards used by the BLM. As a result, they have the potential for creating substantial environmental impacts and often require complex mitigation procedures.

**Local Roads** normally serve a smaller area than collector roads and connect to collector roads or public road systems. Local roads receive lower volumes, carry fewer traffic types, and generally serve fewer users. User cost, comfort, and travel time are secondary to construction and maintenance cost considerations. Low volume local roads in mountainous terrain, where operating speed is reduced by effort of terrain, may be single lane roads with turnouts.

**Resource Roads** are usually spur roads that provide point access and connect to local or collector roads. They carry very low volumes of traffic and accommodate only one or two types of uses. Use restrictions are applied to prevent conflicts between users needing the road and users attracted to the road. The location and design of these roads are governed by environmental compatibility and minimizing BLM costs, with minimal consideration for user cost, comfort, or travel time.

**Primitive Road:** A primitive road is a linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not normally meet any BLM road design standards.

Primitive Roads make up the majority of routes in the Transportation System. They are typically unimproved routes that are maintained solely by the use of the route by vehicles, or routes that are maintained on an "as needed" basis. Although the definition states they are managed for use by four-wheel drive or high-clearance vehicles – often they are used with sufficient frequency to allow regular use by two-wheel drive and low-clearance vehicles. Many of these routes are either historic (e.g., old mining or ranching roads) or more recent user-created routes that see sufficient use to keep vegetation from colonizing the tire travel surface, though in some cases vegetation may be found in the center of the road bed.

The following three categories of primitive roads can exist on BLM managed public lands. These categories are not precise and may overlap because they are defined both by location and by relative levels of use.

**Primitive Road: Primary** - These routes provide the primary access into and through BLM public lands, extend the furthest continuously into and across a TMA, and connect with or are extensions of either the public road system or the BLM's Transportation System. Most receive low volumes of traffic, but generally receive a higher volume of traffic than secondary or tertiary primitive roads.

**Primitive Road: Secondary** - These routes within or to BLM public lands often spur off the primary roads within the TMA. Secondary primitive roads may provide side loop routes, travel

to lesser-visited destinations, provide access to four-wheel technical users, or receive lower volumes of traffic.

**Primitive Road: Tertiary** - These routes provide point-access and connect back to primary and secondary primitive roads. They may carry very low volumes of traffic and frequently travel out to only one or two specific destinations.

**Trail:** A linear route managed for human-powered, livestock, or OHV forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Unlike primitive roads and roads, the primary use of trails tends to be recreational in nature. With the onset of larger OHV equipment (side-by-sides) the definition above probably does not hold true, in that trails may not always accommodate all OHVs or may indeed sometimes accommodate or be managed for use by four-wheel drive or high-clearance vehicles. This classification is most useful when specifically identifying routes with recreational purposes and where the management direction is to limit use to a smaller trail bed (e.g., single track, hiking, mountain biking, etc.).

This limited definition of a Transportation Network is insufficient to cover the range of linear travel features managed by the BLM within the WEMO planning area. Primitive routes are also considered to be part of the BLM's Transportation System (although they would not be recorded in FAMS).

**Primitive Route:** Any motorized/mechanized linear transportation feature located within a Wilderness Study Area (WSA) or in an area designated in a land use plan to be managed for its wilderness values. These routes remain in this status until Congressional action occurs on the WSA or, in the case of lands with wilderness characteristics; a management decision is made to no longer manage an area for these values.

Should Congressional action release a WSA from its study status or a Land Use Plan amendment decide not to manage lands with wilderness characteristics for those resource values, the routes should be reclassified and designated appropriately to one of the other designations. If the routes are no longer of public value, they should be classified as transportation linear disturbances.

### ***Assets Not Included in the Transportation System***

There are some linear travel features on public lands that are not included within the Transportation System because they are not routes (transportation linear disturbances), are routes that are not open to public use (temporary routes), or are not managed by the BLM (non-BLM routes).

Transportation Linear Disturbance: Linear features that are not designated as part of the Transportation System and are not temporary routes (e.g., granted under easement, authorization or permit).

Transportation linear disturbances are, however, managed concurrently (e.g., following the same guiding principles, contained in the same data sets, etc.) with the Transportation System until such time that the feature cannot be readily identified by on-the-ground evidence.

**Temporary Route:** Short-term roads, primitive roads or trails authorized (i.e., emergency access routes) or acquired for the development, construction or staging of a project or event that has a finite lifespan.

These routes are not intended to be part of the permanent or designated transportation network system, unless so designated, and must be reclaimed when their intended purpose(s) has been fulfilled. Unless they are specifically intended to accommodate public use or provide the best option for public use in an area, they are not available for public use. A temporary route is authorized or acquired for the specific time period and duration specified in the written authorization (permit, ROW, lease, contract etc.) and normally is scheduled and budgeted for reclamation to prevent further vehicle use and soil erosion from occurring by providing adequate drainage and re-vegetation.

The definition includes not only short-term roads, primitive roads and trails, but also any route associated with a project of a finite lifespan for which a third-party will be responsible for the decommissioning, reclamation and restoration of the route upon completion of the project. As with short-term roads, the temporary routes are not included in the Transportation System and the terms of the written authorization will be determinant. The requirement to reclaim temporary routes, and identify a responsible party and source of funds, provides a formal approach for temporary route removal.

In point of fact, many routes that were, at the time of authorization “temporary routes” have been designated as part of the Transportation System. These routes often provide the best maintained OHV-accessible routes through public lands in the desert and the most efficient means for the public to get from one location to another. In the absence of their designation, temporary routes are not part of the Transportation System.

Transportation System needs and resource considerations may change dramatically over the life of some temporary routes, as many project authorizations are for 30 years or more. While it is anticipated that these routes will be reclaimed at the end of the authorization, the determination to reclaim a temporary route may be revisited and revalidated at the terminus of the project, during the termination, revocation or abandonment process. At that time, the BLM specifically addresses the terms of reclamation, whether the route has a public purpose at the time of termination, and if so, may evaluate and add the route to the Transportation System, designate the route accordingly, and absolve the third-party of any further maintenance and restoration responsibility, consistent with current public participation and route designation procedures.

**Non-BLM Routes:** These are routes that are located on lands managed by the BLM, but are managed by another agency, generally by right-of-way (ROW) or other agreement. Non-BLM routes include interstate highways, State routes, County-maintained roads, and roads within city limits. These routes are not part of the BLM Transportation System, but connect with and run through the BLM transportation network and are therefore considered in BLM Transportation System development and maintenance.



**Table G-1. Transportation System Asset Classification and Route Designation Categories**

Asset Classification	Designation	Subdesignation
Road (either Collector or Resource)	OHV Limited	Street legal only
Primitive Road (Primary, Secondary or Tertiary)	OHV Open, OHV Limited	OHV Open, ATV/UTV, administrative, authorized/permited, competitive, motorcycle, seasonal, street legal only
Trail	OHV Limited	Motorcycle, ATV/UTV
Trail	Non-Motorized	Biking, seasonal
Trail	Non-Mechanized	Hiking, equestrian, seasonal
Primitive Route*	OHV Limited	ATV/UTV, administrative, authorized/permited, motorcycle, seasonal
Temporary Route*	OHV Limited	ATV/UTV, administrative, authorized/permited, motorcycle, seasonal, street legal only, biking, hiking, equestrian

\*These are not technically asset classifications and would not be classified in FAMS.

***Route Designation***

The designation of individual roads, primitive roads, and trails are addressed as an implementation level plan tiered from the LUP. These decisions can be developed as stand-alone TMPs, or can be incorporated into activity management plans,

The CDCA Plan provided the following definitions for open, closed, and limited routes.

Open Route. Access on the route by motorized vehicles is allowed. Specific uses with potential for resource damage or significant conflict with other use may require specific authorization.

Closed Route. Access on route by motorized vehicles is prohibited except for: (1) fire, military, emergency or law enforcement vehicles when used for emergency purposes; (2) combat or combat support vehicles when used for national defense purposes; (3) vehicles used for official purposes by employees, agents, or designated representatives of the federal government or one of its contractors. Use must be consistent with the multiple use guidelines for that area.

Limited Route. Access on route is limited to use by motor vehicles with respect to number of vehicles, type of vehicles allowed, time or season of vehicle use, permit or license requirements, and speed limits.

The definition of limited routes is further defined in the 2012 TTM Handbook (H-8342-1) to include consideration of types or modes of travel; identification of roads, primitive roads, and trails; time or season of use; types of vehicles (OHV, motorcycle, ATV, high clearance, etc.); authorizations or permits for vehicles or users; and BLM administrative use only or other types of limitations.

Implementation decisions that govern only OHV (43 CFR 8340.0-5(a)) activities on routes. The route designation is one of several decisions required to govern travel and transportation

comprehensively. The BLM designates routes as OHV Open, OHV Limited, or OHV Closed, and the designation must be included in all route-specific decisions and recorded in the national ground transportation linear feature dataset(s). Definitions and the designation criteria used in this decision making process stem from those provided for OHV areas in 43 CFR 8340.0-5(f), (g), and (h).

*f) OHV Open Route.* OHV travel is permitted where there are no special restrictions or no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting the timing or season of use, the type of OHV, or the type of OHV user.

*g) OHV Limited Route.* OHV travel on routes, roads, trails, or other vehicle ways is subject to restrictions to meet specific resource management objectives. Examples of restrictions include numbers or types of vehicles; time or season of use; permitted or licensed use only; or other restrictions necessary to meet resource management objectives, including certain competitive or intensive uses that have special limitations.

*h) OHV Closed Route.* OHV travel is prohibited on the route. Access by means other than OHVs, such as by motorized vehicles that fall outside of the definition of an OHV or by mechanized or non-mechanized means, is permitted. The BLM designates routes as closed to OHVs if necessary to protect resources

Traditionally, the BLM's travel management program focused primarily on motor vehicle use. Within the framework of Comprehensive TTM, this program is significantly expanded to encompass all forms of travel, including travel by foot, horseback and other livestock, mechanized vehicles (such as bicycles), motorized vehicles (such as two-wheeled motorcycles and four-wheeled OHVs, cars, and trucks), and motorized and non-motorized boats. Mode of travel refers to the mechanisms used to move across the land. It is broadly defined in three categories, those that use motors, those using some mechanical method and those reliant only on the movements of the human (or animal) bodies.

Defining the Transportation System includes determining a transportation asset classification and a route designation for each linear travel feature (route) in the TMA. The transportation asset classification identifies the appropriate design and maintenance standards for a route, which is no higher than necessary to accommodate the intended function(s) of the route. The asset classification is not a route designation, but by its nature is correlated with the route designation. The route designation, and, if appropriate, subdesignation, determines the allowable mode of transportation (OHV, non-motorized, non-mechanized) of the route, while the subdesignation(s), if assigned, further defines the types of vehicles and/or users that may use each route. There are three main asset classification categories (road, primitive road, and trail), and there may be associated sub-classification categories as well, which are noted in parentheses in Table G-1 after each asset classification (e.g. primary, secondary, tertiary). The asset classifications and the associated route designations that are used to classify routes are summarized in Table G-1.

### *OHV Travel*

Automobile, truck, and motorcycle traffic can use the varied network of roads and highways developed by the State and Counties. This mode of transportation is by far the most used system in the planning area, with roadways under State, County, service area, and private entity control. In addition to the movement of goods by rail, the planning area is a major corridor for the movement of goods by truck, again connecting Southern California to the rest of the United

States. Caltrans, the Counties of Inyo, Kern, Los Angeles, and San Bernardino, and each incorporated community, manage motor vehicle systems in the planning area. The counties maintain many of the roadways within cities by contract.

The increase in the use of OHVs has created several issues on public lands in the planning area. First, the increasing capability of OHVs to traverse difficult terrain allows easier access to remote parts of the planning area, thereby increasing the likelihood of impacts on otherwise protected resources. Second, as the popularity of recreational OHV use continues to grow, there can be conflicts with other public land users. Lastly, the expansion of unauthorized cross-country OHV use is creating additional resource damage in the planning area. The route system within the planning area is widely scattered and disconnected; many BLM parcels within the planning area have little or no legal or physical access. Routes in the planning area have been created and improved by trail and trailhead building, increased administrative access, energy development, and various ROWs. Over the years, many of these routes have also become part of the roads and trail system frequently used by visitors who are engaged in mechanized and OHV recreation. In addition, due to conditions in the desert, a single rider going off trail can develop a new route that remains on the ground for a substantial period of time. Livestock grazing operations also depend on the current route network for access within grazing allotments and access to range improvements. Because livestock grazing operations have decreased overall within the planning area, the dependency on the route network has also decreased.

The management of OHV activities within the planning area includes monitoring and maintaining trails, maintaining a database of use, ongoing training for OHV-related issues, issuing citations and warnings for violations, and coordinating with user groups, local officials, and other agencies.

#### *State System - California Department of Transportation (Caltrans)*

The State of California has established a series of state-constructed and maintained routes in accordance with the Street & Highway Code, Art. 3, Sec. 300 et seq. State roadways in the planning area consist of Interstate freeways, freeways, expressways, highways and surface streets. For more than 100 years, Caltrans and its predecessors have been responsible for designing, building, operating and maintaining the California state highway system. Over time, as the population of California has increased, Caltrans' role has expanded to include rail and mass transit systems. In addition to a changing mix of transportation modes, such as highways, rail, mass transit and aeronautics, Caltrans professionals must consider the integration of various transit issues with land use, environmental standards, and the formation of partnerships between private industry and local, state and federal agencies.

Caltrans operates and maintains 15,000 miles of roadways included in the State Highway System with a budget of over \$10 billion (Caltrans 2012). Caltrans is also responsible for ensuring proper distribution of the State Transportation Improvement Program.

#### *Mass Transit*

Mass transit and rapid transit systems in the planning area are limited to more conventional modes, specifically bus. There are many sources of bus public transit within the planning area. The largest providers in the area include:

- Victor Valley Transit Authority: The Victor Valley Transit Authority (VVTA) serves the cities of Adelanto, Hesperia and Victorville; the Town of Apple Valley; and the unincorporated communities of Phelan, Wrightwood, Pinon Hills, and Helendale. This transit system carries more than a million passengers annually. Service includes standard bus operations, plus curb-to-curb service for disabled persons.
- Morongo Basin Transit Authority: The Morongo Basin Transit Authority transports nearly 143,000 passengers each year in the City of Twentynine Palms, Town of Yucca Valley, and the unincorporated communities of Joshua Tree, Landers, Flamingo Heights, and Yucca Mesa.
- Barstow Area Transport: The City of Barstow administers the operation of the Barstow Area Transit, as well as two San Bernardino County-supported specialized services for seniors and persons with disabilities in the communities of Big River and Trona. The system carries more than 144,000 passengers each year.
- Antelope Valley Transit Authority: The Antelope Valley Transit Authority serves the Lancaster/Palmdale area. They provide a variety of services including local and commuter services. The transit system carries more than a million passengers annually.
- Kern Regional Transit (KRT): KRT operates a fleet of 30 vehicles ranging in size from 15 passenger paratransit minibuses to thirty-foot, heavy duty transit buses, with service in excess of 1.2 million miles. The KRT connects Taft, Frazier Park, Lancaster, Mojave, Wasco/Shafter, Delano, California City, Tehachapi, Ridgecrest, Inyokern, and Bakersfield with a ridership of over 450,000 passengers.

### *Mechanized Travel*

The climate in the West Mojave is well-suited for bicycle travel at many times of the year. Bikeways exist in most cities and in some unincorporated portions of the planning area. Most bikeways exist as marked lanes on surface streets within the communities. Many of the more recently developed portions of the planning area provide for foot traffic along sidewalks in residential areas while some of the older subdivisions make no provisions for pedestrians. Generally speaking, foot traffic pathways between unincorporated communities are nonexistent.

Mechanized travel, such as mountain biking, is becoming increasingly popular on public lands, and several areas in the WEMO Planning area are considered premium destinations. Throughout the planning area, mechanized use is not limited to designated routes, unless otherwise specified. Mechanized use is primarily occurring on old OHV routes, game trails, and user-created trails, as well as on planned single-track routes. Popular mountain biking areas in the planning area include Juniper Flats, Lucerne Valley, Calico Mountains, Sierras, El Paso Mountains, South Searles, Red Mountain, and the Rademacher Hills. The Rademacher Hills are an area within the Ridgecrest subregion where a Special Recreation Permit has been issued for a competitive mountain bike race for the last few years (2011-13) and was the sight of races for about ten years straight in the 1990s.

### *Non-Mechanized Transportation*

Hiking and horseback riding have been increasing in popularity within the planning area. The high rate of population growth and sprawl of communities in Southern California, including Los Angeles, Ventura, and Santa Barbara, have subsequently added overflow pressure to public lands in the vicinity.

Hiking, Mountain climbing, and Rock Climbing are all popular forms of Non-mechanized travel. Hiking occurs both cross country and on established pathways. Those pathways used include roads and trails that are currently used by other vehicles, trails that are no longer in use by vehicles, livestock and game trails, plus historic pack and transportation trails. Some of the locations that are currently popular for hiking include Grapevine Canyon, Little Tahiti Falls, Deep Creek, Rainbow Basin, Mitchell Mountain, Sunrise Canyon, Fairview Mountains, Sand Canyon, Short Canyon, Rademacher Hills, Pacific Crest Trail, Fossil Falls, Centennial Canyon, Sacatar Trail, Great Falls Basin, and the Trona Pinnacles.

Another popular activity is hiking to scale a mountain to its highest point/peak often referred to as mountain climbing or peak bagging. Popular mountains to scale in the WEMO Planning area include Cave Mountain, Fremont Peak, Bell Mountain, Quartzite Mountain, Ord Mountain, Owens Peak, Black Mountain, Red Mountain, Chuckawalla Mountains, Butterbredt Peak, and Morris Peak.

The activity of rock climbing in which participants climb up, down or across natural rock formations is gaining popularity on the public lands. Some of the popular locations for people to rock climb include Sawtooth Canyon, Horseman Center, Margaritaville east of Apple Valley, Mule Canyon, Fairview Mountains, Fossil Falls, Five Fingers, School House Rocks, Robbers Roost, Poison Canyon, Great Falls Basin, and Wagon Wheel area.

Horseback riding is common, but dispersed throughout the planning area on trails and roads. No routes have been specifically constructed for equestrian use, but equestrian use occurs on routes that were constructed for other modes of travel. In the planning area, popular horseback riding areas include Mojave Riverbed, Afton Canyon, Juniper Flats, Rattlesnake Canyon, Morongo Valley, Rainbow Basin, Owl Canyon, Calico Mountains, McCloud Flat, Searles Valley, Red Mountain, Rand Mountains, El Paso Mountains, and the Rademacher Hills. In addition to these areas, horseback riding is popular in and around many of the desert communities including Trona, Ridgecrest, Inyokern, Victorville, Hesperia, and Roy Roger's home community of Apple Valley.

The use of horses as part of grazing operations also occurs within the planning area. Because livestock grazing operations have decreased overall within the planning area, the dependency on the use of horses has also decreased; however their use is still key, particularly in grazing allotments which overlap designated wilderness areas.

Corral type facilities have been developed at the Afton Canyon, Rainbow Basin, and Owl Canyon campground group sites.

In addition to casual use the Ridgecrest Field Office annually authorizes about six Special Recreation Permits for equestrian endurance events and long distance tours. The long distance tour takes riders from the community of Ridgecrest all the way to Furnace Creek in Death Valley National Park. While the endurance events challenge the conditioning of horse and rider to see if they can cover from 50 to 100 miles in less than 24 hours. These events occur within the

following subregions: Ridgecrest, El Paso, Sierra, Red Mountain, Rand Mountains, and South and North Searles.

### *WEMO Planning Area Roads*

The road system within the planning area is mostly composed of four classifications of roads: major highways, arterials, collectors and local streets. Design, construction, and maintenance of the surface road system is the responsibility of each local jurisdiction's roads department or Caltrans.

The following road standards are left purposefully vague due to the numerous jurisdictions within the planning area. Specific road standards are available from each local jurisdiction.

### *Major Highways*

There are many major roadways that connect this large planning area. Most of the major highways are two to four lane roads with some expanding to eight lanes in the more urban section of the planning area. These roads are state and US routes and are maintained by Caltrans and include:

- State Route 14: This route is classed as a major conventional highway/freeway. It is a north-south route located in Los Angeles County.
- State Route 18: This route is classed as a major conventional highway. It is an east-west route located in the southern portion of the planning area in San Bernardino County, with a short section in Los Angeles County.
- State Route 58: This route is classed as a major conventional highway/freeway. It is an east-west route located in San Bernardino and Kern Counties. This highway has many four-lane sections along its alignment.
- State Route 62: This route is classed as a major conventional highway. It is an east-west route located in San Bernardino County.
- State Route 127: This route is classed as a conventional highway. It is a north-south route located in San Bernardino and Inyo Counties.
- State Route 138: This route is classed as a major conventional highway/expressway. It is an east-west route located in Los Angeles and San Bernardino Counties.
- State Route 178: This route is classed as a conventional highway. It is an east-west route located in Inyo, Kern, and San Bernardino Counties. This highway expands to four lanes through Ridgecrest in the planning area.
- State Route 190: This route is classed as a conventional highway. It is an east-west route located in Inyo County.
- State Route 202: This route is classed as a conventional highway. It is an east-west route located in eastern Kern County.
- State Route 223: This route is classed as a conventional highway. It is an east-west route located in Kern County.

- State Route 247: This route is classed as a conventional highway. It is a north-south route located in San Bernardino County.
- U.S. Route 95: This route is classed as a major conventional highway. It is a north-south route located in eastern San Bernardino County.
- U.S. Route 395: This route is classed as a major conventional highway/expressway. It is a north-south route passing through San Bernardino, Kern, and Inyo Counties.
- Interstate Route 15: This route is classified as a major interstate. It runs northeast through San Bernardino County from the southwest corner of the planning area to the northeast.
- Interstate Route 40: This route is classified as a major interstate. It runs east-west through the southern section of the planning area through San Bernardino County.

Major highways are important to grazing operations with the planning area. Major highways not only connect these rural operations to towns and cities for meeting the needs of the rancher and their families, but also provide access to auction barns and other livestock markets. Major highways are essential for the transportation of sheep from the Bakersfield area out to grazing allotments in the planning area.

### *Arterials*

Arterials are routes with high traffic carrying capacity. An arterial might be defined as a road that is used, designed to be used, or is necessary to carry high volumes of traffic. An arterial, when constructed to its ultimate standard, is typically two lanes of traffic and a parking lane each way separated by a median with additional right-of-way on either side. Access is typically limited in order to minimize potential conflicts. Subdivision standards limit access to two intersecting local streets between arterials and collectors (1/2 mile distance), with no intersection closer than 660 feet to another. Also, developers are usually required to abandon the right of vehicular access from lots adjacent to arterials. Actual listing of arterial locations is too numerous for this document. Arterials are usually within a 110 foot right-of-way and provide a connecting route between population centers and major highways. Arterials may also form the boundaries for neighborhoods. At present, numerous arterial alignments, especially in the rural areas, exist at local street standards (approximately 60-foot right-of-way). It is anticipated that development and traffic demand would result, ultimately, in the widening of these roads.

### *Collectors*

Collectors are the next lower level of traffic carrying capacity. These routes carry lower volumes of traffic than arterials, but more than local streets. Collectors serve as collections for local street systems directing traffic to the arterials. These roads occasionally serve as boundary streets for neighborhoods and as a general rule are located along mid-section lines. The collectors usually have two-travel lanes and a parking lane each way with minimal additional right-of-way. While some residential lots may have access to collectors, it is preferable that access is limited and access to properties is directed to local streets.

### *Local Streets*

Local circulation routes generally provide access directly to abutting properties. Under existing standards, these roadways consist of approximately 40 foot traveled way improved sections and 10-foot parkways on each side. The width of these roads varies a great deal with newer developments usually having wider travel lanes.

### *Off-Highway Vehicle Management Areas*

All public lands within the WEMO Planning area are currently designated as either Open to OHVs, Closed to OHVs, or OHV Limited. The Open Areas were shown in Table 3.6-2 of the FSEIS, in the discussion of recreation. Most of the WEMO Planning area, 73.6 percent, is designated as OHV Limited.

Closed Areas do not allow OHV travel within the boundaries. Areas designated as Closed within the WEMO Planning area include congressionally designated Wilderness units, land in ACECs and Special Areas where provided for in management plans, and in certain sand dune and dry lakebeds.

Open Areas allow for motor vehicle travel anywhere in the area if the vehicle is operated responsibly in accordance with regulations. Even though within Open Areas vehicle travel is not restricted to a designated route system, sometimes routes are designated within the boundaries to assist the public in navigation through the areas and to locations of public interest. The Open Areas include designated OHV Open Areas (Table 3.6.2) and certain sand dune and dry lakebeds (see CDCA Plan, 1999, p. 78, Table 9.)

Limited Areas allow for motor vehicle travel to occur only on certain “routes of travel,” which include roads, ways, trails, and washes, unless as identified on specific dune systems or lakebeds. At a minimum, use is restricted to existing routes of travel. An existing route of travel is a route established before approval of the Desert Plan in 1980, with a minimum width of two feet, showing significant surface evidence of prior vehicle use or for washes, history of prior use. When necessary, other limitations may be stipulated.

Due to higher levels of resource sensitivity vehicle access may be directed toward use on approved routes of travel. Approved routes include primary access routes intended for regular use and for linking desert attractions for the general public as well as secondary access routes intended to meet specific user needs. The Western Mojave Desert Off Road Vehicle Designation Project (2003) along with the 2006 WEMO Plan both reviewed route of travel within the planning areas and established an approved network of routes of travel.

In general the designated routes of travel are available for use by the public by all modes of travel including OHV, mechanized, and non-mechanized. At times as needed to protect and manage resources or to provide a varied recreational experience further limitations maybe placed on the designated routes. Some examples of these further restrictions that maybe implemented include modes of travel, periods of use, and types of user, such as authorized users (e.g., grazing permittees, right-of-way holders) or are limited to administrative access for agency purposes.



### *Public Participation*

Prior to the start of the scoping period, the BLM mailed 51 Cooperating Agency invitation letters to federal, state, and local agencies identified as having special expertise or jurisdiction by law applicable to the WEMO Project. The letters notified potential Cooperating Agencies of the WEMO Project, provided an overview of the WMRNP, invited participation as a Cooperating Agency, and provided contact information to submit questions.

The BLM also mailed 16 Tribal consultation letters to potentially affected Tribes formally initiating government-to-government consultation regarding the WEMO Project. The Tribal consultation letters provided an overview of the WEMO Project; requested consultation and invited input; and provided contact information to submit any questions, concerns, or comments on the WEMO Project.

The DAC is a citizen-based Resource Advisory Council that provides recommendations on the management of public lands in the BLM's California Desert District. The DAC operates under a Charter established under Section 309 and Section 601 (g)(1) of the FLPMA, as amended (43 U.S. Code 1739); and all other provisions of the law. In December 2011, in response to the WEMO Project, the DAC established the WEMO Route Network Project Subgroup (WRNPS), which provides input regarding route-specific and network issues pertinent to the WEMO planning area for BLM to consider. The WRNPS is composed of members representing industry, recreation, conservation and the public at large and holds regularly scheduled meetings that are open to the public. The WRNPS has met more than a dozen times, held additional public outreach sessions, and prepared two reports for the District Manager identifying issues and providing recommendations and rationales for area-wide strategies and route-specific designations in the planning area.

The planning process was initiated by a Notice of Intent (NOI) to prepare a Supplemental Environmental Impact Statement and Proposed Plan Amendment to the 2006 WEMO Plan that was published in the Federal Register on September 13, 2011, and clarified on May 2, 2013. The NOI served as notification of the intent to prepare an EIS as required in 40 CFR 1501.7, as well as of potential amendments to the CDCA Plan, and requested comments on relevant issues, National Historic Preservation Act (NHPA) (16 U.S.C. 470(f) concerns, and initial planning criteria for the plan amendment.

The NOI indicated that the Proposed Plan Amendment and FSEIS would consider the following:

- Amending the Motorized-Vehicle Access (MVA) Element of the CDCA Plan to modify the language regarding the process for designating routes in the West Mojave Planning Area;
- Reconsider other MVA Element land-use-planning level guidance and minimization strategies for the West Mojave Planning Area;
- Revisit the route designation process for the West Mojave Planning Area;
- Clarify the West Mojave Planning Area baseline for route designation and analysis;
- Establish a route network in the Planning Area consistent with current guidance and new information;
- Adopt travel management areas (TMA) to facilitate implementation of the West Mojave route network;

- Provide or modify network-wide and TMA-specific activity-plan level minimization, mitigation, and other implementation strategies for the West Mojave Planning Area; and
- Respond to specific issues related to the US District Court WEMO Remand Remedy Order issued in 2011.

Following the NOI, BLM held two overview public scoping meetings on September 27 and 29, 2011, in Ridgecrest and Barstow, California. Appendix A presents a summary of the scoping process, and the comments that were received during the process. As part of the scoping process, the BLM hosted scoping meetings and public workshops for the public and other interested parties to learn about and submit comments on the WMRNP. The BLM advertised the scoping meetings using a variety of outreach materials including the Project website and news releases. The outreach materials provided an overview of the proposed project; provided meeting locations, dates, and times; explained the purpose of the scoping meetings; identified methods for making comments; and provided contact information for questions regarding the WEMO Project. All materials provided an e-mail address for submitting comments ([blm\\_ca\\_wemo\\_project@blm.gov](mailto:blm_ca_wemo_project@blm.gov)) and a link to the Project website (<https://www.blm.gov/programs/planning-and-nepa/plans-development/california/west-mojave-plan-route-network>), which contained a comment form and additional project background information.

The BLM held 10 public scoping meetings to initiate the BLM's process for reconsidering OHV route designations in the WEMO Project planning area. The BLM held two overview open house public meetings September 27 and 29, 2011, in Ridgecrest and Barstow, California, and based on scoping comments and feedback from those meetings, followed with eight public travel designation workshops, also held in Ridgecrest and Barstow, in January and February 2012. A total of 299 people, not including BLM staff, attended the scoping meetings and workshops. Prior to the meetings, the BLM posted WEMO current maps and additional project information to the Project website for public review. Table 2 of the Scoping Report (Appendix B) provides the locations, dates, times, and number of attendees at each scoping meeting. On May 2, 2013 BLM published a clarified NOI to indicate the planning-level vs non-planning level decisions, and to clarify that the plan amendment would be an EIS-level amendment. Three additional public workshops were held in January 2014, in Barstow, Bishop, and Ridgecrest, which targeted tribal communities.

The Notice of Availability of the WMRNP Draft SEIS was published in the Federal Register on March 6, 2015 (FR Vol. 80, No. 44, Pgs. 12194 to 12195). The initial public review period began on March 6, 2015, and continued for 90 days until June 4, 2015. During that period, BLM held public meetings in Ridgecrest on March 31, in Victorville on April 2, in Lone Pine on April 7, and in Yucca Valley on April 15. BLM received 458 public comment letters within this comment period.

Based on comments requesting an extension of the public comment period, and the ability to review the Draft SEIS within the context of the DRECP, an additional public comment period was re-opened beginning on September 25, 2015. This additional comment period was open for 120 days, until January 25, 2016. During this period, two additional public meetings were held in Victorville on December 15, and in Ridgecrest on December 17. During this comment period, BLM received an additional 286 public comment letters.

Following each of those public comment periods, BLM sorted and reviewed the public comments. Where appropriate, changes were made in the route designation alternatives, analysis, and/or text of the SEIS. Comments that were not route-specific were organized into categories, and responses were developed to each group of comments. The response-to-comment document is provided in Appendix I of this Revised Draft SEIS. There were approximately 11,900 route-specific comments to the 2015 Draft SEIS in which a commenter requested a change to the designation of a route. Where these comments identified a specific route, requested a change in its designation, and provided rationale for the proposed change, they were reviewed by resource staff, and changes to designations were made in the Alternative 4 route network, where appropriate.

Accordingly, BLM initiated the WMRNP SEIS, tiered from the 2005 WEMO Final EIS, to inform BLM's evaluation of a plan amendment proposal and alternatives for its grazing program and transportation and travel management program, and associated non-land use plan transportation and travel management implementation strategy and route network alternatives, within the West Mojave Planning Area, to address deficiencies identified by the Court, and to serve as BLM's NEPA compliance document. The previous Draft SEIS was issued on March 6, 2015, and was available for public review for a 90 day public review period, followed by an additional 120 day public review period. The current Draft SEIS published in the *Federal Register* on March 16th, 2018 considers public comments made during those review periods, and incorporates additional data and requirements associated with the 2016 DRECP LUPA. There were approximately 7,900 route-specific comments in which a commenter requested a change to the designation of a route. Where these comments identified a specific route, requested a change in its designation, and provided rationale for the proposed change, they were reviewed by resource staff, and changes to designations were made in the Alternative 5 route network, where appropriate.

For additional information: Please see special rules 43 CFR 8341.2 and the National Environmental Policy Act of 1969 for more specifics regarding the public participation process.

## **Route Designation Process and Evaluation Criteria**

### ***Route Inventory***

The existing baseline inventory of routes is a combination of the 1985 and 1987 inventory, the 2001 and 2002 inventory that was conducted for the 2005 WEMO planning effort, and the inventory update conducted in 2012 and 2013, in support of this plan amendment. This plan amendment supersedes Appendix R of the 2005 EIS.

In 2012 and 2013, BLM updated the inventory of linear features by tracing additional features from USDA's one meter-resolution National Agriculture Imagery Program (NAIP) aerial photography into the Ground Transportation Linear Features (GTLF) geospatial database. The inventory consisted of the West Mojave network (as corrected), which serves as the No Action Alternative, and other linear features that currently exist on the ground, to ensure that all existing features were included in the analysis. Note that this inventory reflects the on-the-ground features existing as of 2013, and thus includes features that were developed after 1980, either as a result of BLM authorizations or through the unauthorized proliferation of routes. It also reflects substantial improvement in technical accuracy—many of the “new” features are simply the result of better photography since 1980 and were not detected at that time. Inventory updates since the

2005 WEMO planning effort have included using aerial imagery to digitize linear features within the WEMO Planning area in an effort to update the baseline inventory to include as many known routes and transportation linear disturbances as possible. In some areas, OHV crews have identified route locations by using GPS devices.

The court also requested BLM to further clarify its No Action alternative, and to treat the baseline for planning analysis consistently throughout the document. In 2012, the BLM began two efforts that would provide a comprehensive understanding of existing routes within the West Mojave Planning Area. An intensive open-route signing project and subsequent monitoring project was conducted in the field using GPS handheld equipment that could directionally track routes as they were being driven and would help to assure map accuracy. At the same time, high quality aerial photography from 2009 was being reviewed by GIS personnel at 1:2000 resolution and was used to provide a digital record (created in 2013) of all the open routes and any unauthorized routes. The result of these two concurrent inventories identifies a total of all primitive routes (ground transportation linear features—see glossary) in the planning area. The 2012-2013 inventory of routes identified approximately 15,000 miles of linear features outside of OHV Open Areas on public lands. These linear features either are currently being used as OHV or primitive routes, or historically have been used for these purposes and still show some evidence of that use. The total inventory rose to 16,003 miles in the March 17, 2018 DSEIS, due to a geometry error that resulted in approximately 768 miles more than the most accurate baseline to date, which resulted in a current total of approximately 15,235 miles. Thus, the final route inventory for the WMRNP SEIS and LUPA is 15,235. The additional 235 miles in the final route network are the result of additional right-of-ways, street-legal only routes, access to private lands for homeowners, and a small increase in route connectivity for user safety and other TTM required route designations.

This final total is approximately 8,000 miles more than the WEMO Plan inventory which was based on the data collected in 2001 (and analyzed in 2005) for the 2006 WEMO Plan. Based on a sample review of the aerial 2005 data and the current aerial (2013) data, the additional miles of primitive routes in the inventory has not changed since 2005. BLM's sample review of the recent and earlier route inventories indicates that these additional routes are not the result of an expansion of the route inventory since the 2006 WEMO Plan ROD. BLM has identified several reasons why the current inventory is more extensive than the inventory reflected in the 2006 WEMO Plan.

During the 2013 inventory efforts, the data that BLM was collecting (both in the field and using the aerial photography) clearly did not match data from the 2006 WEMO Plan. This discrepancy was apparent in the extensive 2001 inventories of the redesign areas known as Motorized Access Zones (MAZs), and was even more apparent in the approximately 50 percent of the planning area that was not inventoried in 2001 and which instead relied on previous inventory data (2005 WEMO Final EIS, p. 2-143-145).

Routes from the 2006 WEMO Plan were inaccurate due to mapping errors based on source data, magnetic alignment or tracing errors. Other routes were "in the wrong place", possibly the result of the equipment used in 2001, resulting in signs not matching up with the maps that indicated where the approved plan said a route should be.

The 2013 inventory incorporates many access roads to private lands and rights-of-way for which data is now available. These routes may not be intended for public use in many cases. They can

include spur routes off of main routes that were often not included in the 2001 inventory and may include spur routes to private lands and to telephone poles or other right-of-way facilities that may or may not have been issued an official authorization for such use. Use that is specifically authorized for use can be the source of route proliferation if not appropriately designated and managed.

Some routes not identified in the 2006 WEMO Planning inventory showed signs of partial reclamation. These routes have been included in the route inventory to clarify their designation, and will remain there until evidence of their use is substantially eliminated.

Previously undocumented routes that were identified in the 2013 inventories include routes in areas with source data that was older than 2001. Many areas had not been revisited comprehensively since the 30-year old inventories that had been conducted for the 1985-1987 planning effort. Some areas had “gaps”, e.g., places where route inventories were never collected and documented, or which relied exclusively on the 1:24,000 or 1:50,000 USGS topographic maps (flown circa 1950 – 1980).

Large land acquisition and disposal efforts occurred after the 1985-87 inventory, resulting in a net increase of over 165,000 additional public land acres outside of wilderness or OHV open areas. At the time of acquisition, route inventories were not taken.

The current inventory includes the entire 15,235 miles of primitive routes because it reflects the condition and use patterns on the ground. Most of the primitive routes in the current inventory are not in the designated OHV network as approved by the 2006 WEMO Plan because they were not identified or known at the time. They constitute non-designated routes that have been in use for some time. The discrepancy between the 5,098 miles of routes approved by the 2006 WEMO Plan and the 15,235 miles of routes identified in the current inventory existed before the 2006 WEMO Plan was approved. The inventory that existed before and at the time the 2006 WEMO Plan was approved was not sophisticated enough to identify the discrepancy.

A relatively small number of the 15,235 miles of identified routes are actual permitted routes that were not included in the original 2006 WEMO inventory and analysis. They are currently being utilized by permittees. These routes have been added to the network as authorized/administrative routes, consistent with the 2006 WEMO Plan implementation direction. Previously designated non-motorized or non-mechanized routes were not addressed in the 2006 travel network, but comprise a minimal number of miles, as identified in the Chapter 4 impacts analysis. The entire 16,000 miles of routes forms the inventory of routes from which alternatives were designed. The preliminary No Action route network (5,098 miles) was adjusted by certain decisions issued by the court, and included valid existing rights (e.g., those authorized/administrative routes) to total 5,677 miles. This number, 5,677 miles of routes, forms the basis for the comparison of impacts between alternatives.

### ***Evaluation Criteria***

All RMPs must contain a list of the criteria used to evaluate area designations and a preliminary set of those criteria that will be used to evaluate individual transportation linear features. The evaluation criteria themselves do not direct a specific decision but instead establish information on the resources with which a route interfaces for consideration in the decision-making process. This information allows for the identification and development of opportunities and techniques to minimize adverse impacts by limiting the degree or magnitude of the action and its

implementation, thus aiding the BLM in making informed science and resource based decisions on the future management of OHV areas and individual routes.

The evaluation criteria, at a minimum, must include the respective key elements of the designation criteria in 43 CFR 8342.1(a-d) relative to the resource goals and objectives identified in the RMP (e.g., a resource objective to protect highly erodible soils would be matched to an evaluation criterion relating the presence of a route to the soil type on which it occurs).

#### *Designation Criteria (43 CFR 8342.1) for Land Use Planning Decisions*

The designation criteria require that the BLM base all OHV area designations on the protection of resources, the promotion of safety of all public lands users, and the minimization of conflicts among various uses of the public lands. Additional criteria (43 CFR 8342.1(a-d)) govern the location of areas based on minimizing damage to resources, harassment or disruption of fish and wildlife habitats, conflicts between OHV use and other recreational uses, and impairment of wilderness values.

In demonstrating compliance with 43 CFR 8342.1, RMPs should focus on the resources of concern as proxies for the general resources described in the designation criteria (e.g., minimizing damage to vegetation should not focus on all plant communities, but those that the RMP has identified in its goals and objectives as priorities). As such, the RMP should clearly state the rationale for choosing a resource for inclusion in the discussion of the designation criteria. This rationale is critical to making the connection between RMP goals and objectives and satisfying compliance with the 43 CFR 8342.1 regulations.

It may be necessary to supplement the 43 CFR 8342.1 designation criteria with additional standards or conditions representative of resource use goals and objectives (e.g., a resource goal or objective addressing potential conflict between OHVs and mineral development is not specifically identified in the designation criteria listed in the regulation, but may be an appropriate consideration by which to evaluate OHV areas and specific transportation linear features).

The evaluation criteria are not an RMP-level decision but a snapshot of the considerations used in the TTM decision-making process. The BLM should review and modify the criteria based on new information or analytical methods prior to engaging in a TMP or other TTM decision and as needed throughout the life of the RMP. This review will ensure decisions concerning the travel networks and transportation systems are accurately reflecting the intent of the RMP's goals and objectives.

## **Travel and Transportation Implementation**

### ***Maintaining the Transportation Network***

Adaptive management measures will be implemented on an appropriate route-specific or area-wide basis to address ongoing transportation needs and issues. Several network maintenance activities may result in changes to or new specific route designations. These maintenance activities include route monitoring, NHPA Section 106 historic property identification efforts pursuant to the Programmatic Agreement, rehabilitation, land acquisitions and disposals, new land use authorizations, adjacent land uses, and changing vehicle types and public land use patterns. Resource-specific measures that may be applied are described in Table 2.2-2.

As route network monitoring proceeds, additional information will verify the existence and condition of the routes in the 2012-2013 inventories. If linear features in the WMRNP route inventory show evidence of natural rehabilitation and are not readily apparent to the casual passerby on-the-ground, documentation of such conditions will be recorded and then these linear features may be removed from the inventory. Closing a route in the route network based on previously inaccurate or incomplete information on its status will not require additional NEPA compliance.

If linear features are found on the ground that show signs of use but were missed in the inventory process, and through document review can be determined to have existed at the time of initial project development, they will be added to the route inventory, and evaluated through the route designation process to determine whether they should be designated as available for use or not, with appropriate NEPA and Endangered Species Act compliance, as well as compliance with the cultural resources laws and the adopted Programmatic Agreement for the WMRNP.

As lands are newly acquired, transportation linear features would be inventoried and designation would comply with applicable federal regulations and statutes. Once designated, these routes would be incorporated into the overall Transportation System, with appropriate NEPA and Endangered Species Act compliance, as well as compliance with cultural resources laws and the adopted Programmatic Agreement for the WMRNP. The route network on acquired lands will be consistent with conservation programs and area objectives, the adopted Programmatic Agreement and Historic Properties Management Plan, and complement the existing Transportation System.

When a route in the Transportation System is no longer available for its intended use (e.g., if lands are disposed of, or a project disrupts the use of the route), alternative access may be identified and analyzed for potential inclusion in the route network. Other adjustments may also be made to the system to maintain the intended level of access through the affected area.

As future inventory activities and additional information becomes available within the WEMO planning area, adjustments to the route network may be necessary for the protection of cultural and natural resources, to address safety concerns or other conflicts, or to manage changing use patterns or vehicle types. Factors that will help determine if a change in the route network is needed include risk level, the potential reduction in impacts to resources, the sensitivity of the route's location, and the levels or types of use a route receives.

Resource conflicts will be identified via monitoring, and will include evaluating effects on current and future land uses, as well as impacts to resources such as noise and air pollution, soil erosion, stream sedimentation, nonpoint source water pollution, and landowner property rights. Monitoring would also identify impacts to listed and sensitive species habitats, wildlife, cultural resources, and historic properties listed or eligible for listing to the National Register of Historic Places, special areas, and recreational asset values.

BLM will continue to evaluate the designated route network, to ensure it meets the objectives of 43 CFR 8340, CDCA Plan goals and objectives, and other applicable laws and regulations. The network will be reviewed to assess its effectiveness at meeting current travel management objectives and at addressing current and changing land use plan goals and objectives. All required legal compliance (NEPA, ESA, and NHPA Section 106) would precede needed modifications to the Transportation System.

***Minimization and Mitigation Measures***

The BLM developed potential network-wide minimization and mitigation measures which varied based on alternative-specific objectives. The network-wide measures addressed area and route-specific impacts, and were the first response to the 43 CFR 8342.1 criteria to minimize impacts in the designation of routes, whether or not additional route-specific measures would be applied. The network-wide minimization measures are outlined under each alternative in Section 2.3.

Table G-2, below, provides a list of resource-specific concerns and has site and/or route specific measures that may be implemented on a case-by-case basis as determined appropriate by the BLM. The minimization measures listed below are examples of potential actions that may be taken when determined appropriate for the particular location and resource/concern that is present along with determined cause(s). The minimization measures employed will be based on a case-by case analysis, based on the implementation strategies in the TMPs. This is not a comprehensive list and additional adaptive management actions may be implemented as needed to address conflicts as they occur or if they increase, and may be based on changing use patterns. The specific measure(s) employed may require additional site evaluation, and are included in the Access Table as they are identified. The Access Table is used to track the minimization actions to completion.

In addition to these actions, the BLM will continue to monitor the WEMO Plan Area and as additional information becomes available, the BLM will continue to evaluate the designated road and travel network to ensure it continues to meet the objectives of 43 CFR 8340, the applicable land use plan goals and objectives, the pertinent travel management plan, and applicable laws and regulations. Route designations or minimization and mitigation action in this plan may be modified based on monitoring results, or to accommodate land use proposals, following appropriate analysis under NEPA.

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

Resource Concern	Possible Minimization and Mitigation Action(s)
Soil Resources	<ul style="list-style-type: none"> <li>• Select alternative route to minimize off-route disturbance;</li> <li>• Select an alternative route to minimize erosion potential;</li> <li>• Implement seasonal restrictions, use only by permit, or designate closure under certain conditions (such as when route is wet);</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Install/Implement Erosion Prevention Best Management Practices;</li> <li>• Re-align route to minimize impact to environmentally sensitive area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking/camping area;</li> <li>• Install barriers or fencing;</li> <li>• Narrow the route;</li> <li>• Construct and/or install educational information such as signs;</li> <li>• Monitor the route for signs of increasing impacts;</li> <li>• Route closure; and</li> <li>• Determinate that no additional site-specific minimization and mitigation measure is needed based on area or site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>



**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

<b>Resource Concern</b>	<b>Possible Minimization and Mitigation Action(s)</b>
Air Quality	<ul style="list-style-type: none"> <li>• Modify access to direct use to areas with a lower impact;</li> <li>• Harden the surfaces of access route to reduce windborne dust emissions;</li> <li>• Apply water or similar application during high use periods;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install/Implement Best Management Practices for controlling fugitive dust from vehicular travel;</li> <li>• Install signs;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on area or site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Noise	<ul style="list-style-type: none"> <li>• Modify access to a less impacting or more controlled designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Construct and/or install educational information such as signs;</li> <li>• Install speed bumps or similar mechanisms to slow traffic through an area;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on area or site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Cultural Resources	<ul style="list-style-type: none"> <li>• Modify access to a less impacting designation;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Prohibit Special Recreation Permit use;</li> <li>• Remove attractants;</li> <li>• Construct and/or install educational information such as signs or kiosks;</li> <li>• Install step-overs;</li> <li>• Narrow route for cultural concerns;</li> <li>• Fencing or enclosure of a cultural resource;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive area;</li> <li>• Route closure;</li> <li>• Determine that no additional minimization and mitigation measure is needed based on feature or site evaluation pursuant to 36 CFR 60; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on field identification (i.e. ground truthing of GIS data indicates no resource is present, no resources are impacted or existing minimization and mitigation is adequate).</li> </ul>
Grazing	<ul style="list-style-type: none"> <li>• Install gates;</li> <li>• Install fencing;</li> <li>• Install signs;</li> <li>• Install barriers and maintain existing barriers;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install tortoise friendly cattle guards;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

<b>Resource Concern</b>	<b>Possible Minimization and Mitigation Action(s)</b>
Safety	<ul style="list-style-type: none"> <li>• Remediate abandoned mine land features or other safety hazards;</li> <li>• Install fencing;</li> <li>• Install signs;</li> <li>• Temporarily close routes while safety issues are addressed;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Limit Special Recreation Permitted Use;</li> <li>• Remove attractants;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive area;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Tortoise Habitat - DT ACECs	<ul style="list-style-type: none"> <li>• Install wildlife bypass;</li> <li>• Install Wildlife Safety Zone signs;</li> <li>• Modify access to a less impacting designation;</li> <li>• Seasonal use restriction;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid designated area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking/camping area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Maintain berms so that they do not adversely impact the movement of desert tortoise;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

<b>Resource Concern</b>	<b>Possible Minimization and Mitigation Action(s)</b>
Riparian Areas	<ul style="list-style-type: none"> <li>• Rehabilitate disturbance;</li> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking area;</li> <li>• Install barriers and maintain existing barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install step-over;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Install/Implement Erosion Prevention Best Management Practices;</li> <li>• Harden water crossing;</li> <li>• Seasonal closure during bird nesting season;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Protected Vegetation Resources	<ul style="list-style-type: none"> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking/camping area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install step-over;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Install/Implement Erosion Prevention Best Management Practices;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Consider pollinator plants when conducting restoration activities, in accordance with IM-2016-013;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate) .</li> </ul>

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

<b>Resource Concern</b>	<b>Possible Minimization and Mitigation Action(s)</b>
Protected Wildlife Resources	<ul style="list-style-type: none"> <li>• Construct wildlife bypass;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Install barriers;</li> <li>• Maintain existing barriers;</li> <li>• Remove attractants;</li> <li>• Seasonal use restriction;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Desert Washes	<ul style="list-style-type: none"> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Install barriers and maintain existing barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install step-over;</li> <li>• Install fencing;</li> <li>• Seasonal or complete closure;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Golden Eagles – active nests	<ul style="list-style-type: none"> <li>• Seasonal closure during nesting season;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Install barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

<b>Resource Concern</b>	<b>Possible Minimization and Mitigation Action(s)</b>
Mohave Ground Squirrel - core areas	<ul style="list-style-type: none"> <li>• Construct wildlife bypass;</li> <li>• Install Wildlife Safety Zone signs;</li> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid designated area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking/camping area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Wildlife Corridors	<ul style="list-style-type: none"> <li>• Construct wildlife bypass;</li> <li>• Install Wildlife Safety Zone signs;</li> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid designated area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking/camping area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Maintain berms so that they do not adversely impact the movement of desert tortoise;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on area evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

<b>Resource Concern</b>	<b>Possible Minimization and Mitigation Action(s)</b>
Springs	<ul style="list-style-type: none"> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking area;</li> <li>• Add or modify hiking trail access;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install step-over;</li> <li>• Install barriers;</li> <li>• Narrow route;</li> <li>• Install/Implement Erosion Prevention Best Management Practices;</li> <li>• Seasonal closure during bird nesting season;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Rare and Special Status Plant Species	<ul style="list-style-type: none"> <li>• Restrict stopping/parking/camping;</li> <li>• Add parking/camping area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid environmentally sensitive area;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install step-over;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Install/Implement Erosion Prevention Best Management Practices;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>
Multiple User Conflicts	<ul style="list-style-type: none"> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Minimize overlapping uses by separating in time or space, or through a permitting mechanism;</li> <li>• Add or identify alternative non-motorized or non-mechanized trail access;</li> <li>• Construct or install educational information such as signs;</li> <li>• Install step-over;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>

**Table G-2. Potential Resource-Specific Minimization and Mitigation Actions**

Resource Concern	Possible Minimization and Mitigation Action(s)
Visual Resource Management (VRM) Class	<ul style="list-style-type: none"> <li>• Modify access to a less impacting designation;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Remove attractants;</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate) .</li> </ul>
Special Designation Areas (ACECs, CDNCLs, Lands Managed for Wilderness Characteristics, National Monuments, Wilderness Study Areas)	<ul style="list-style-type: none"> <li>• Modify access to a less impacting designation;</li> <li>• Limit the route to lower intensity use or prohibit Special Recreation Permitted use;</li> <li>• Install access type restrictor;</li> <li>• Re-align route to avoid designated area;</li> <li>• Restrict stopping/parking/camping;</li> <li>• Add/Upgrade parking/camping area;</li> <li>• Install barriers and maintain or upgrade existing barriers;</li> <li>• Add or modify non-motorized trail access;</li> <li>• Remove attractants;</li> <li>• Construct or install educational information such as signs and kiosks;</li> <li>• Install fencing;</li> <li>• Narrow route;</li> <li>• Monitor the route for signs of increasing impacts to a sensitive resource;</li> <li>• Other resource-specific mitigation, depending on the nature of the impacted resource(s);</li> <li>• Route closure; and</li> <li>• Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).</li> </ul>

***Ground-Disturbing Activities***

1. Ground-disturbing activities in ACECs and NCLs are subject to disturbance caps. In ACECs and NCLs, for ground-disturbing activities occurring outside of the current route prism, the area of disturbance needs to be calculated and included in future disturbance totals.
2. Prior to conducting ground disturbance in areas that have exceeded disturbance caps, a strategy for mitigation of disturbance and timeline for implementation of the minimization measures need to be developed, except in the following cases:
  - a. Any portion of the proposed activity is located on land previously disturbed by an existing, valid authorized/approved action.
  - b. Land use authorization assignments and renewals with no change in use.
  - c. BLM activities designed and implemented to reduce existing disturbance, such as ecological, cultural, or habitat restoration or enhancement activities.

Ground-disturbing activities that enhance the values of the ACEC and CDNCL are exempt as outlined in the 2016 DRECP LUPA.

### ***Data / Inventory Management***

1. All data pertaining to linear transportation features will be stored in the National GTLF dataset. This dataset is the daily, up-to-date working version of the BLM's Transportation System.
2. As changes to the Transportation System occur, it will be the responsibility of the authorizing division/program to ensure the GTLF dataset is updated in a timely fashion with new information and/or decisions regarding the linear travel feature. The BLM will update decision data as new decisions are made, overwriting previous decisions if appropriate. The BLM state offices will regularly maintain the data and synchronize it with the national dataset to keep it up to date.
3. For restored linear travel features, the features shall be moved to a proprietary dataset of restored travel features, and removed from the route inventory.
4. As much of the data was collected by interpretation of aerial photography, efforts would be made to upgrade any incomplete or unknown attributes (e.g., surface type, drivability) in the GTLF through field investigation. This workload may be completed with formal Federal Asset Management System (FAMS) condition assessments (primarily for Road: Collector routes), through partnerships, volunteers, or internship arrangements, or with site-specific projects, as funding and resources allow.

### ***Ghost Routes***

Over time, travel patterns change, resulting in designated routes no longer being used. If a route is not used over a long enough period of time, the route could become naturalized and indistinguishable from the surrounding natural environment to the casual observer. These types of routes are often called "ghost routes". If "ghost routes" are discovered during implementation and monitoring efforts, their condition would be documented and then they would be removed from the designated route network and inventory.

### ***Restoration Activities***

Restoration activities (i.e., active efforts to facilitate the rehabilitation of routes that are classified as transportation linear disturbances), may be pursued based on site-specific factors. Routes for active restoration are prioritized and pursued based on two general principles, as well as planning area and TMA-specific priorities. The two general principles governing response to, and active restoration of, transportation linear disturbances are Rapid Response and Damage Avoidance/Abatement. These two principles are applied in conjunction with the restoration priorities discussed in the rest of this section. The following is a description of the range of restoration methods under consideration:

***Route Rehabilitation:*** Rehabilitate portions of designated closed routes occurring on public lands in a cost-efficient manner, designed to eliminate signs of recent human use and to promote tortoise and sensitive species habitat parameters, within this planning unit. The goal of closed route rehabilitation would be to eliminate signs of a previous route use; to the visual horizon where feasible. Only route reclamation efforts not resulting in adverse impacts to threatened and endangered species, or effects to cultural resources, would be addressed in this Proposed Action.



Site specific surveys would be conducted to assess the potential for natural and cultural resource impact prior to any ground disturbing activities.

All involved personnel would be required to attend a training program focused on desert tortoise, sensitive species and cultural resources, provided by BLM specialists. Should BLM site clearance indicate a potential for adverse modification of suitable desert tortoise habitat, tortoise handling or other form of tortoise “take”, a separate EA and all Endangered Species Act Section 7 consultation requirements would be fulfilled at that time. Likewise, should reclamation of a specific closed route potentially result in effects to cultural resources, a separate EA and all NHPA Section 106-consultation requirements would be completed.

Route rehabilitation efforts are not anticipated to result in adverse impacts to sensitive species or cultural resources. These efforts would be occurring within the confines of designated closed vehicle routes, or on the disturbed soil shoulder of such routes. One or more of the following road rehabilitation techniques would be used in the majority of anticipated route reclamation efforts:

*Monitoring:* Monitor open route conditions, signage and reclamation progress of designated closed routes throughout the approved route network in a regularly scheduled fashion, perhaps semi-annually; and implement corrective actions on public lands accordingly, in a timely manner, per guidelines set forth in the CDCA Plan.

*Soil Decompaction:* Non-designated routes with repeated OHV traffic may require soil decompaction to increase water infiltration and facilitate seed germination. Improving water infiltration also allows burrowing animals such as ants, rodents, and foxes, to inhabit the soil again. Workers would preferably use hand tools such as soil spades, spading forks, and shovels to loosen the top two to six inches of soil.

*Mechanical Ripping:* Routes too compacted or too wide for use of hand tools may require mechanical ripping to a depth of six to ten inches. A trail bulldozer or grader pulls a ripping attachment. After ripping, hand tools shall camouflage bulldozer tracks. Ripping may provide conditions for germinating non-native invasive plant species.

*Soil Pitting:* Use of pitting, ripping or other scarification techniques within the confines of route or roadbed soil disturbance, in specific instances where road de-compaction of designated closed routes is necessary for rapid site recovery. Such scarification could occur with hand-tool work or through the use of heavy equipment and machinery (toothed rake, pitter or similar device pulled by a tractor). Soil pitting contours the soil to direct water flow and draw wind-blown seeds to focal spots on the ground. Pitting first creates bowls approximately one to two feet wide and six inches deep. The width and depth needs to reflect the estimated amount of water that may be needed for a plant to naturally germinate and grow in an arid environment. Pitting creates suitable microsites in the bowls to increase seed germination rate and to promote higher survival and growth rates of small plants. This work is normally done by shovel, spade or power auger.

In addition to the education & training component described above for proposed route rehabilitation work, the latter heavy equipment use would require either a qualified biological and/or cultural resource monitor overseeing such work during the active desert tortoise season or March 15 to November 15.

Alternatively, heavy equipment use could be encouraged to occur in the inactive desert tortoise season (November 16 to March 14), following a site clearance by applicable agency resource

specialists. Such a monitor would be required during the active tortoise season to ensure no desert tortoises wandered into active machinery areas and to ensure no tortoise burrows would be disturbed by such work.

Such a monitor would also be required to ensure the machinery operator is aware of instances where machinery operations must cease to allow for tortoises to leave work sites and/or potentially dangerous situations on their own accord.

In operations where soil is excavated, either by hand or machine, for all aspects of route reclamation proposed herein, work would be required to cease if human remains or cultural items are discovered. Work would not be allowed to proceed until such time as the Field Manager specifically authorized resumed operations.

**Soil Imprinting:** Soil imprinting entails raking small trenches to roughen the texture on surface soil and to collect wind-blown seed. Hand tools such as shovels and rakes would be used in sites with fragile soils or steep slopes. Mechanical and power equipment may be used on other sites.

**Raking:** This technique restores a single track trespass (one person on one vehicle at one time) or routes with scarce vegetation. Work crews can rake or sweep, usually with a broom, the top one inch of soil to hide evidence of tracks. Soil surfaces may also be contoured to match surrounding land. Primarily hand tools would be used for this work. Trailer rock rake may cover larger areas.

**Vertical Mulching:** Placement of live or dead vegetation in a vertical fashion within the confines of route or roadbed soil disturbance, in a manner designed to conform to adjacent terrain and vegetation. This technique is often referred to as “Vertical Mulching,” and can also involve placement of boulders as well as dead and down vegetation upon the disturbed soil portion of affected roadbeds. Only vegetation, rock and woody structure native to the immediate closed route vicinities would be used in this effort. This is used to camouflage the ends of routes to restore. Dead plant material is placed at the beginning of the route blocking the line of sight from nearby open routes. This is an effective way to disguise routes and deter future use. Large dead pieces of plants (Joshua trees and/or other shrubs and trees) and rocks placed on the route also act as barricades. Similarly, shrubs or branches planted upright in the soil make the trail blend in with surrounding vegetation. Vertical mulch also benefits restoration by trapping wind-blown seeds and lessening wind erosion just above the ground surface. This work would be primarily accomplished with hand tools. Little soil disturbance would occur, except where mulch is “planted” requiring a small hole.

Collection and installation of such mulching material would occur under the supervision of a qualified natural resource specialist, archeologist, biologist or technician. Areas adjacent to where route closure/rehabilitation is planned would occasionally be used to gather dead vertical mulching material, in a manner designed not to create local dead and down habitat loss. In no situation would shrubs that shade animal burrows of any kind be removed for mulching material. Dead and down native vegetation and live native vegetation from the planning area region, salvaged from land clearing operations, would also occasionally be used as mulching material.

**Fencing/Barricades:** Fences and barricades may be installed to block travel on non-designated routes when the routes are too wide to be effectively disguised with vertical mulch or blocked by hay bales, or visitors continue to use it. Installation of small gates, fences and boulder barriers across the entrances to limited and closed routes, following site clearance by applicable agency

resource specialists. All rehabilitation personnel would be required to participate in a resource education/training program provided by agency Specialists. Some specific small gate, fence and/or boulder barrier installation actions may also require Resource Monitors if so prescribed by applicable agency resource specialists in their clearance efforts. All areas where boulders would be removed for use in specific barrier installation actions would similarly require applicable BLM clearance. In addition, following consultation with affected landowners and/or lessees, as well as site clearance by appropriate BLM specialists, small fences with gates would be installed on public lands at a few intersections of limited use and open routes.

Only vehicle use of affected lands would be limited and appropriate pedestrian pursuits on public land portions of these routes would be unaffected. Similarly, following BLM specialist site clearance, boulder barrier installation and/or grading of disturbed ground on public lands would occur at the terminus of a limited number of one way routes, to enhance vehicle turn-around and parking safety. At times, re-vegetated areas require a physical barrier to discourage trampling. Fencing may be the best method for natural regeneration at springs and in riparian sites, as well as BLM and private land ownerships. Common fence and barrier types to use include T-post, post and cable and steel pipe. Uncommon and unique types would be used in situations where topography or unusual use habits require innovation.

Fences and barricades are installed with 4 x4 vehicles, trailers, power tools, and trucks. Tractors are used to dig post-holes with the backhoe attachment, down about three feet. Augers are used to dig smaller post-holes. 4 x 4 vehicles, trucks and trailers are used to haul supplies and equipment. Various support vehicles include dozers, cement trucks, water trucks, dump trucks and cranes. A minor amount of vegetation is trampled along the fence line during construction.

*Rocks:* Barricades may consist of a row of large rocks and boulders to deter use, especially in fragile areas. Placement of small rocks requires no equipment and little or no soil disturbance is associated with their use. Large rocks may be used, requiring dump trucks, trailers and loaders. In larger projects the equipment used would be similar to that for a large fence project.

*Planting Vegetation:* Re-vegetating involves directly planting native species to the line of sight from an open route to accelerate improvements to soil stability, vegetation cover and diversity, and wildlife habitat. Eventually re-vegetation disguises routes. Planting would make use of hand tools (shovels) and some mechanized equipment (augers) to dig holes up to two feet deep and one foot wide, for the largest transplants. In extraordinary cases, transplantation of larger plants would require somewhat larger holes potentially up to three feet deep and three feet wide. After planting, work can contour soil to direct the flow of rainwater or irrigation water to plant roots. No live plants shall be dug up for re-planting in the WEMO Planning Area.

*Seeding:* Seeding may require rakes to collect seed from seed banks in the soil or from dried seedpods still attached on plants. Hand sowing spreads seeds across the soil surface. Hand seeding also may be concurrent with soil pitting (see above) to improve seed germination rates. The site is raked before the seed is spread, which would disturb at most the top one-inch of soil. Several methods described here result in a seedbed for native seed on site.

*Signing:* Sign and maintain designated open and limited routes on public lands within the WEMO Planning Area in a manner facilitating easy understanding and public safety, as well as in a manner designed to maximize general visitor acceptance. Where absolutely necessary, closed routes would also be signed. Sign installation would be planned per vehicle line-of-site where such signing would not cause undue visual impacts or specified distance intervals of +/-

0.25-0.5 mile. Route maintenance activities would include minimization of slope extremes on specific routes to be designated open. Road-berm height maintenance objectives would be set at 0.5-1 foot above the roadbed, along designated open route edges that intersect designated closed routes.

Insufficient, ambiguous or vandalized signing on designated open routes may contribute to OHV riders accidentally using illegal routes. To help riders, BLM would maintain existing signs and take action for new signs where needed. Recreational, interpretive, directional, special designation, regulatory or informational signs may be needed. Special designation signing would also indicate areas of re-vegetation to help reduce trampling. Signing work involves a sign driver, both manual and pneumatic, that can disturb soil to a one-foot depth but with a minimal surface width disturbance. Large signs would require large trucks and motorized equipment, similar to the description in transplanting above.

*Removing Manufactured Materials and Structures:* The restoration team would remove litter and other unsightly or potentially dangerous manufactured materials or structures less than 50 years old. If the restoration team discovers materials that look more than 10 years old, work would cease and they shall consult with the BLM archaeologist at the Barstow FO. The archaeologist would determine what action is required. Removal would include large structures and materials of non-historical value such as abandoned automobiles, fences, and buildings. Everything from hand tools to large 18-wheeler trucks, dump trucks, roll off dumpsters, cranes, dozers, graders, sweepers, trailers, helicopters, loaders and similar equipment would be used to remove debris.

*Mining Site Abatement:* Corrective actions to reduce the risk of injury at mining sites includes new signing, fencing openings, installing bat grates, foaming audits closed, back filling pits and shafts, and including dangers in regional outreach literature. Work would be done with hand tools, 4 x 4 vehicles, trailers, generators, dozer, large auger and equipment similar to clean up.

*Rapid Response:* The concept of the rapid response approach is to actively eliminate evidence of new illegal linear features before they become burned into the ground through continued use and when, generally, active restoration involves a minimal amount of resources and effort. For a rapid response system to be successful, on-the-spot addressing of disturbances that take a minimum of effort and only hand-equipment to repair, is provided for in conjunction with network maintenance activities. In addition, a system to communicate and follow-up on field observations and monitoring results is proposed, to monitor rapid response activities and to provide for efficient follow-up when restoration cannot be addressed on-the-spot or in conjunction with Sensitive Resource Damage Avoidance and Abatement.

*Sensitive Resource Damage Avoidance and Abatement:* The concept of the sensitive resource damage avoidance and abatement approach is, where identified, to prioritize and pursue active restoration of transportation linear disturbances to avoid or abate imminent damage to sensitive resources, reduce safety hazards, and otherwise to pursue restoration as further described here:

1. Transportation linear disturbances may be actively restored through human intervention or allowed to passively rehabilitate through natural environmental processes.
2. Routes classified as transportation linear disturbances on BLM land will typically be allowed to reclaim naturally. Most transportation linear disturbances are lightly travelled routes that do not contribute to the continuity of the overall travel network. Therefore, the

standard method of restoration shall be to remove the route from public access maps (including geographic data, e.g., shape files, interactive maps). The route shall then be left to restore passively.

3. “Closed” signs will be posted as needed, in higher priority areas first (see item 5), where continued use occurs or is likely.
4. The BLM recognizes that posting a “closed” sign may not be adequate to affect user behavior in all cases. Where signing and removal of routes from maps are not effective in deterring use, restoration techniques are applied to obliterate evidence of the transportation linear disturbance from public view – to at least the visual horizon, as seen from the intersection with a route designated for public use. The application of restoration techniques to transportation linear disturbances is also used where necessary to speed the rehabilitation process and minimize the impact on visual resources. Monitoring results are used to determine the need for additional restoration actions.
5. Active route rehabilitation work is utilized where the first phase has not proven to be successful or where route conditions are clearly beyond the capability of the first phase to be addressed. When active restoration is pursued, transportation linear disturbances are generally restored based on the following priority guidelines – although advantage will be taken of opportunities for restoration in conjunction with other projects or authorizations. Furthermore, funding for restoration would be sought based on these priorities. The priority guidelines for restoration are:
  - a. Any new transportation linear disturbances discovered through routine patrol and monitoring that can be immediately addressed, consistent with the Rapid Response approach.
  - b. Transportation linear disturbances within critical habitat (including ACECs designated to protect critical habitat), that may affect listed cultural sites or are resulting in significant erosion impacts.
  - c. Priorities for restoration specific to each TMA include:
    - Routes that are resulting in trespass into designated Wilderness Areas.
    - Transportation linear disturbances and other surface disturbances that are within core population areas.
    - Routes that are impacting cultural sites listed on the National Register of Historic Places.
    - Items that are affecting the visual resource classification for an area.
  - d. Other transportation linear disturbances within ACECs, CDNCL lands, or national monuments.
6. Options for active restoration may include, but are not limited to:
  - a. De-compaction of route trail tread surface using hand tools or by heavy equipment using ripping attachments.

- b. Soil pitting to contour the soil to direct water flow and draw wind-blown seeds to focal spots creating micro-sites to increase seed germination and small plant growth.
  - c. Soil imprinting by raking small trenches to roughen the texture of the surface soil to facilitate collection of wind-blown seed.
  - d. Raking, sweeping, or blowing away the evidence of tracks when little or no vegetation trampling or soil compaction has occurred.
  - e. Re-texturing disturbed soil surfaces with small rocks and gravel.
  - f. Terracing with berms to contour slopes of hill climb areas to slow and disperse water flow.
  - g. Use of wood, rock, straw wattles and/or sterile (certified weed free) rice straw bales as water-control features and to assist in erosion control.
  - h. Vertical mulching (the installation of dead plant material) at the beginning of transportation linear disturbances up to the line of sight to disguise the transportation linear disturbance and deter additional use.
  - i. Installation of hard barriers such as fences, rocks, boulders, wooden barriers, or bollards.
  - j. Re-vegetation using native species plantings or through the scattering of native seeds gathered from live plants, seedpods still attached to plants, or other sources include commercial vendors. Vegetation maybe transplanted from other nearby sites; sensitive plants identified in the *California Desert Native Plants Act* should not be transplanted unless their loss is imminent (e.g., during new project construction) and/or any appropriate permit is obtained.
  - k. Signing to educate visitors about the area and management of the area including recreational, directional, special designation, or informational signs as needed.
  - l. Removal of litter and other unsightly or potentially dangerous manufactured materials or structures. Removal may include large structures and materials of non-historical value such as abandoned automobiles, fences, and buildings, including those built in trespass, and particularly those that are operating as “attractive nuisances” encouraging vehicle travel off of the designated route system.
7. Active restoration activities will be consistent with requirements of the Biological Opinion and the Programmatic Agreement.
  8. Site-specific minimization measures may be developed at popular and sensitive destinations that are experiencing substantial impacts from access, where appropriate. All NEPA and consultation requirements will be followed. If measures are taken in wilderness areas, BLM would perform a minimum requirements analysis to determine if the action is the minimum necessary to protect wilderness character.
  9. In addition to restoration techniques, minimization and mitigation measures (e.g., signing, fencing, education, closing routes where appropriate) will be used to address known safety issues, conflicts between users, and impacts to resources.

10. Vegetation removed during the construction of new projects, roads or trails may be transplanted to some or all of a disturbed area to disguise transportation linear disturbances and/or facilitate restoration.

Weed treatment and control measures may be implemented in conjunction with restoration activities to promote re-vegetation with native plants and prevent any new weed establishment and/or control of existing weed sources, as needed.

### ***Route Numbering***

Each route in the Transportation System is to be assigned a meaningful route number to facilitate implementation. Wherever feasible, consistency with the current route numbering system will be maintained, to facilitate public recognition of the route network on the ground and on maps, consistent with the principles listed below.

All routes also have an associated WEMO ID, including both routes that will be included in the Transportation System and routes that will not be included in the Transportation System such as transportation linear disturbances. Transportation linear disturbances do not have a route number, so are exclusively identified by their WEMO ID. WEMO IDs have been used internally to distinguish route segment features for planning and analytical purposes. The WEMO IDs will remain in the GTLF system to facilitate and track implementation of the TMP.

The current WEMO ID planning numbers are not always intuitive because they have been assigned to features throughout the inventory process and are not preceded by a subregion identifier; for instance, a linear travel feature with a WEMO ID number 3250 could be intersected by a feature with WEMO ID number 5836 as a result of the two segments being added to the inventory at different times in the inventory process.

The following route numbering protocol is to be used for all roads, primitive roads, and trails that are designated as available for travel purposes, and will be reflected on future route signing and maps:

1. Route numbers are given a two letter prefix that correlates with the geographic subregion where the route occurs (e.g., Ridgecrest Subregion is RC).
2. Route numbers have been carried forward for designated routes that were assigned numbers prior to the WMRNP, wherever possible. Newly designated route segments that connect with and could serve as extensions of these previously designated routes are generally assigned the established route number. There may be circumstances, such as a change in use, where a unique route number is more appropriate.
3. The establishment of route numbers for routes that were not previously designated will be done by first reviewing which route segments (WEMO IDs) could be joined together to allow more continuous traffic flow and less confusion for the visitor. These groups of route segments would then be given a route number that coincides as much as possible with the already established route numbering system in the region.
4. Routes that have a subdesignation of "Motorcycle" only will have the letter "M" added to the end of the route number (e.g., JF350M).
5. Routes that have a subdesignation of "Competitive" will have the letter "C" as their prefix instead of the usual prefix that correlates to the geographic subregion.

6. As needed, temporary routes will be numbered in an identical fashion as other routes except that a “T” will be appended to the end of the route number (e.g., SE789T) to distinguish them from routes in the Transportation System (also see exceptions noted below).
7. The following exceptions to this numbering technique may be used:
  - a. Routes that are associated with a ROW and are restricted to authorized use only (have “authorized/permitted” as the subdesignation) may be numbered with the ROW number (e.g., CACA123654).
  - b. If a route originates from a US Forest Service route (and is numbered with a US Forest Service route number), the US Forest Service route number may be used on the BLM portion of the route with the replacement of the “FS” in the number with “BLM” to indicate the change in jurisdiction.
8. Route numbers are to be recorded in the BLM ground transportation linear features (GTLF) GIS layer and associated with planning numbers (WEMO IDs) to ensure they can be traced back to the decisions in the TMPs or subsequent implementation decisions. However, in general, once route numbering as described herein is completed, only route numbers will be used to refer to routes on public maps, signs, and in other official publications.

## **Education and Outreach**

Education and outreach is primarily to be achieved through on-the-ground signing, maps, strategically placed kiosks, electronic information, and through partnerships with other organizations, as described below. Furthermore, routine BLM patrols (Park Rangers, volunteers, and Law Enforcement Rangers) would serve to educate visitors with regard to the Transportation System. On-the-ground signing is a key transportation network implementation priority. Currently, open routes that remain open have already been signed and remain available for use. Newly designated routes are not available for use until they are initially signed as such. Likewise, signs must be removed on newly closed routes to facilitate compliance and enforcement.

### ***Signing***

TMPs will include a component that addresses signage. This component should identify best management practices for signing and considerations in publishing maps and disseminating other information. In some cases, multiple TMPs may incorporate by reference the signing and outreach component of an existing field office, district or statewide TTM implementation strategy.

1. Signing is designed to provide the public with clear and correct information to avoid off-network travel, to prevent damage to sensitive resources and areas, to prevent use conflicts, and to direct the public to popular destinations. Signage focuses on the open route network to increase the visibility of open routes, thus discouraging interest in closed routes. The signing of closed routes will be done as needed, consistent with the signing strategy. Signage will conform to guidelines in Appendix 7: BLM Travel and Transportation Management Signage of the *BLM Travel and Transportation Handbook*,



*H-8342* in addition to the *BLM Sign Manual, M-9130*, or other current guidance. New open routes will not be available for use until they are initially signed as such.

2. Under the signing strategy, initial signing updates will proceed by subregion, and include “open” routes (i.e., any route not classified as a transportation linear disturbance).
3. Signing of routes will be completed after publication of the WMRNP ROD.
4. All open routes will be signed at all intersections, including intersections with identified transportation linear disturbances, if clearly visible, according to current BLM signing standards. Specific sign or communication/engineering, per BLM policy, currently includes:
  - a. Designated routes are marked with brown flexible markers with standard decals.
  - b. “Open” routes are marked with route identification letters and numbers and arrow decals at intersections and along the route as necessary to indicate routes that are “open” for vehicle travel.
  - c. Routes designated as “non-motorized” and “non-mechanized” are marked with standard symbol decals indicating what mode(s) of transportation is allowed.
  - d. “Limited Use Only” routes are marked with specific limitation symbol and/or other appropriate information indicating the type of restriction (subdesignation) for that route, for example, if the route is available to specified vehicles such as motorcycles, or authorized users.
5. Removal of signs on newly closed routes (i.e. routes that were open under the 2006 WEMO Plan, but are now classified as transportation linear disturbances) is a priority.
6. Priorities for signing routes within each subregion are based on resource values, access, and proximity to urban areas or highways.
7. Signing related to specific projects, resource concerns, destinations, or re-routes would be accomplished in conjunction with project authorizations.
8. Routes will be signed in a manner consistent with the desired setting for the area (e.g., the frequency of signing in-between intersections is lower in backcountry areas than in front country areas). The numbers of signs and additional types of signing may vary based on subsequent activity-level planning, but the standard signing required is a brown fiberglass marker placed along the side of the route indicating the allowable uses and the route name and/or a route number (or just route number for unnamed routes).
9. Temporary routes with the subdesignation of “authorized/permitted” will be signed at their intersection with routes available for public use. The standard signing method will be one brown fiberglass marker placed along the side of the road with an “Authorized Use Only – [Route Number]” vinyl sticker. The responsibility for this signing may rest with the BLM, or may rest with the authorized user depending the type and fashion of authorization provided. Should access along these routes be restricted with a gate, the gate will also be signed “Authorized Use Only” and provide at a minimum the telephone number to the BLM office, but may include a telephone number for the authorized user.
10. When staff installs route signs, a GPS unit will be used to record the location of each route sign installed. This GPS data will then be used to both develop maps with accurate

and up to date route information and also assist in future monitoring, maintenance, and enforcement efforts.

### *Maps*

Each TMP will include a planning map or publicly available map data displaying the inventory available to decision-makers and the alternative decisions presented in the TMP. The decision record must contain the decision map or map data identifying the final decisions on the travel network. These planning and decision maps or map data will include information noting the date of inventory completion, the date of decisions, and stating that the data is subject to change based on monitoring, adaptive management, and the routine business of the BLM. The decision map or map data must be available both within the TMP and separately from the decision document.

1. The planning maps associated with the TMPs label the routes with the planning number (WEMO ID). Once a route network is adopted and unique route names are created for each open route, these numbers will no longer be used on maps for the public.
2. Initial mapping will include maps posted on the BLM website and on existing kiosks located at key entrance points to the subregions.
3. Future maps may include both traditional hard copy maps that are provided through BLM and non-BLM outlets and partners, and electronic media versions. These may include downloadable maps that can be utilized by an electronic device, web-downloadable maps and interactive maps from the BLM or non-BLM sites that provide information on such features as specific destinations, trailheads, campsites or other items of importance and interest to the public.
4. All new public maps created for the purpose of identifying routes of travel, will, at a minimum, use the route number to identify the routes, will indicate public land boundaries, and will include some geographic locational system for orientation. Maps may include a route name (if produced at sufficient scale) or some other identifying symbols, but should also include the route number in parenthesis.
5. Transportation linear disturbances will not be mapped on public access maps. This does not preclude the mapping of transportation linear disturbances for the purpose of identifying and monitoring restored routes, or documents relating to projects implementing the restoration of routes, and provided them to other agencies, the public, partners and other organizations assisting in monitoring and restoration projects.
6. Maps of the approved network will be provided to other mapping agencies and commercial mapping companies to facilitate providing consistent information to the public.

### *Kiosks*

Kiosks are distributed throughout the WEMO planning area to help with education and outreach. Each kiosk includes either a subregion map and/or site specific information regarding area rules and regulations.

Priorities for new and/or additional kiosk placement will be driven by the need for public education. Areas without available information will be the highest priority to receive a new

kiosk. Additional consideration for kiosk placement will be based on major access points, areas with sensitive resources that are experiencing significant impacts from access, and popular destinations. Final decisions regarding kiosk placement will occur after a site-specific review has been conducted to ensure no adverse impacts to cultural or other resources would occur from kiosk placement.

### ***Education and Outreach Programs***

An outreach and education program is a tool to facilitate the public education effort and enlist public support and assistance in maintaining the route network. The outreach and education program includes collaboration with federal, State, and county entities, established and emerging organizations and programs, and with public participation, and includes area-specific elements for the TMPs.

1. Key messages to communicate to the public (See TMPs 1 – 9).
2. Targeted methods of communication to enhance access to information may include:
  - a. Visitor Center programs and information, freeway and Stateline visitor centers and rest stops, other public agencies, local hotels, and other outreach facilities;
  - b. School partnerships and presentations and tours promoting BLM messages and outdoor multiple land uses, land ethics, leading to invitations for field tours;
  - c. Development and distribution of traditional maps, brochures and guides to specific areas, and for various resources and uses; and
  - d. Distribution of materials, attendance, and presentations at fairs, special events, partnership and user gatherings, local and regional interest group meetings, and OHV and other public lands events.
3. Electronic media
  - a. BLM website informational materials, including downloadable items such as maps, recreational destinations and directions, land use ethics, rules, historic and cultural settings, air quality alerts, and fire prevention restrictions;
  - b. Posting of Quick Response (QR) codes on kiosks and maps that may allow import of route data to mobile applications; and
  - c. Provision of information on partner websites and traditional travel websites.

### ***Partnerships***

Sustainable partnerships are essential to the successful implementation of the TMPs. These partnerships need to be coordinated, and include organizations that bring various interests and resources to the table, including non-profit and other private groups, governmental jurisdictions and organizations, educational groups, private landowners, users and user organizations, local law enforcement, utilities and private businesses.

1. Key tasks that partners can assist on include the following:
  - a. Maintenance of the route network: Individuals and volunteer groups can work with Field Offices to assist with replacement of signs, raking closed routes that

receive use, updating kiosk information, and other activities that help the public use and enjoy the route network appropriately. The following resources are needed in addition to the maintenance materials to facilitate these partnerships:

- Development and implementation of a database system to keep track of locations, activities, and materials used.
  - Smartphones or similar devices with appropriate apps, to record locations of activities and keep track of materials used.
- b. Restoration activities: Organizations can work with the Field Office with minimal oversight to assist with restoration activities.
  - c. Public education and outreach activities: Individuals, volunteer groups, and organizations can work with BLM to assist with presentations, training, development and distribution of materials, hosting activities, being campground hosts, and similar types of outreach.
  - d. Monitoring program assistance.

Having route designations in place enhances the availability of funds, and will allow the BLM to pursue external sources of funding, such as State OHV Grants, the National Fish and Wildlife Habitat Fund, and contributions of volunteer labor from local, state, and national interest organizations.

### ***Law Enforcement***

Enforcement for travel management can be broken down into two discrete but interrelated sections: law enforcement and administrative enforcement. Law enforcement primarily deals with public use of the Transportation Network and, when needed, the authorized uses; whereas administrative enforcement generally deals with only authorized users.

1. Law enforcement over a 16,000-mile network of linear travel features spread over a 9.2-million acre area (approximately 3.1 million acres of BLM administered public lands) is a challenge. As such, although opportune patrols would always (at the officer's discretion) deal with travel management issues, the following priorities for law enforcement are established:
  - a. Routine patrol and response to issues relating to the unauthorized use of restored transportation linear disturbances.
  - b. Routine patrol of targeted areas to monitor public use and swiftly respond to route proliferation issues that arise.
  - c. Routine patrol of easily accessible (adjacent to designated routes) wilderness, WSAs and lands managed for wilderness characteristics.
2. Beyond the three priorities outlined above, and the opportunistic enforcement during other patrol activities, law enforcement will respond as needed to travel management issues and concerns identified during monitoring or by resource specialists.
  - a. Law enforcement patrols are conducted and reported by patrol sector. A patrol sector is a geographic area that is assigned to a Law Enforcement Ranger for

patrol, enforcement, and monitoring. Law enforcement issues are documented in the law enforcement reporting system (IMARS). The IMARS reporting system is a confidential law enforcement reporting system that is not publically available. The Chief Law Enforcement Rangers provide reports from IMARS to their respective Field Managers. These reports allow each Field Manager and Chief Ranger to review the frequency of patrol and types of incidents documented in order to collaboratively monitor and direct further patrol and law enforcement activities.

- b. To enforce the WEMO route network, interdisciplinary cooperation among staff is important. As part of this interdisciplinary team approach, Law Enforcement Rangers work closely with resource, recreation, and maintenance staff to capture information, statistics and maintenance needs and specific locations. Once trends or needs are assessed, the Field Office Manager prioritizes resources and directs additional law enforcement patrol in specific subregions as needed.
- c. Law enforcement patrol efforts are both proactive and preventive, along with being responsive to complaints. Patrols are conducted on a periodic basis depending on priorities throughout each TMA. The goals of law enforcement within each TMA will be listed:
- d. Administrative enforcement would principally focus on the Transportation System, including review, monitoring, and enforcement of ROWs and other authorizations as routine monitoring identifies issues. In the absence of specific law enforcement issues and activities, routine patrol priorities are generally the same as restoration priorities.

### ***Maintenance of Routes within the Network***

Transportation System Assets BLM route Maintenance Intensities provide guidance for appropriate “standards of care” to recognized routes within the BLM. Recognized routes by definition include Roads, Primitive Roads, and Trails carried as assets within the BLM FAMS.

Maintenance Intensities provide consistent objectives and standards for the care and maintenance of BLM routes based on identified management objectives. Maintenance Intensities are consistent with land-use planning management objectives (for example, natural, cultural, recreation setting, and visual). Maintenance Intensities provide operational guidance to field personnel on the appropriate intensity, frequency, and type of maintenance activities that should be undertaken to keep the route in acceptable condition and provide guidance for the minimum standards of care for the annual maintenance of a route.

Maintenance Intensities do not describe route geometry, route types, types of use or other physical or managerial characteristics of the route. Those terms are addressed as other descriptive attributes to a route. Maintenance Intensities provide a range of management objectives and standards.

#### Level 0

Maintenance Description:

Existing routes that will no longer be maintained and no longer be declared a route. Routes identified as Level 0 are identified for removal from the Transportation System entirely.

Maintenance Objectives:

- No planned annual maintenance,
- meet identified environmental needs,
- no preventative maintenance or planned annual maintenance activities

Maintenance Funds: No annual maintenance funds

### Level 1

Maintenance Description:

Routes where minimum (low intensity) maintenance is required to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.

Maintenance Objectives:

- Low (Minimal) maintenance intensity,
- Emphasis is given to maintaining drainage and runoff patterns as needed to protect adjacent lands. Grading, brushing, or slide removal is not performed unless route bed drainage is being adversely affected, causing erosion.
- Meet identified resource management objectives
- Perform maintenance as necessary to protect adjacent lands and resource values
- No preventative maintenance
- Planned maintenance activities limited to environmental and resource protection
- Route surface and other physical features are not maintained for regular traffic.

Maintenance Funds:

Maintenance funds provided to address environmental and resource protection requirements. No maintenance funds provided to perform preventative maintenance.

### Level 2

Reserved for Possible Future Use

### Level 3

Maintenance Description:

Routes requiring moderate maintenance due to low volume use (for example, seasonally or year-round for commercial, recreational, or administrative access). Maintenance Intensities may not provide year-round access but are intended to generally provide resources appropriate to keep the route in use for the majority of the year.

Maintenance Objectives:

- Medium (Moderate) maintenance intensity,
- Drainage structures will be maintained as needed. Surface maintenance will be conducted to provide a reasonable level of riding comfort at prudent speeds for the route conditions and intended use. Brushing is conducted as needed to improve sight distance when appropriate for management uses. Landslides adversely affecting drainage receive high priority for removal; otherwise, they will be removed on a scheduled basis.
- Meet identified environmental needs
- Generally maintained for year-round traffic
- Perform annual maintenance necessary to protect adjacent lands and resource values
- Perform preventative maintenance as required to generally keep the route in acceptable condition
- Planned maintenance activities should include environmental and resource protection efforts, annual route surface
- Route surface and other physical features are maintained for regular traffic Maintenance Funds: Maintenance funds provided to preserve the route in the current condition, perform planned preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.

#### Level 4

Reserved for Possible Future Use

#### Level 5

Maintenance Description:

Route for high (maximum) maintenance due to year-round needs, high volume of traffic, or significant use. Also may include route identified through management objectives as requiring high intensities of maintenance or to be maintained open on a year-round basis.

Maintenance Objectives:

- High (Maximum) maintenance intensity
- The entire route will be maintained at least annually. Problems will be repaired as discovered. These routes may be closed or have limited access due to weather conditions but are generally intended for year-round use.
- Meet identified environmental needs
- Generally maintained for year-round traffic
- Perform annual maintenance necessary to protect adjacent lands and resource values
- Perform preventative maintenance as required to generally keep the route in acceptable condition

- Planned maintenance activities should include environmental and resource protection efforts, annual route surface
- Route surface and other physical features are maintained for regular traffic

#### Maintenance Funds:

Maintenance funds provided to preserve the route in the current condition, perform planned preventative maintenance activities on a scheduled basis, and address environmental and resource protection requirements (MS 9113 – ROADS 2015).

In addition to maintenance levels from the MS 9113, maintenance of routes includes on-the-ground activities that support the appropriate use of the network.

1. Routine maintenance may include actions such as:
  - a. Maintaining route travel surface using hand tools or heavy equipment for such purposes as, but not limited to, smoothing trail tread, pulling in berms, filling in of potholes and ruts, as well as the importation of road base and fill material such as sand and gravel.
  - b. Installation and maintenance of water control and erosion prevention features such as rolling dips, out slopes, culverts and drainage leadouts.
  - c. Removal of brush and vegetation to increase travel visibility, reduce safety hazards or to improve passage along a route.
  - d. Vegetation management activities, such as seeding, planting, invasive plant removal, installation of erosion control devices (e.g., mats, straw, chips), and mechanical treatments, such as crushing, piling, thinning, pruning, cutting, chipping, mulching, mowing, and prescribed fire when the activity is necessary for the management of vegetation on public lands.
  - e. Installation and maintenance of trail markers, traffic counters, information kiosks, visitor registers, special designation or information signs.
  - f. Placement of recreational, special designation, or information signs, visitor registers, kiosks, and portable sanitation devices.
  - g. Removal of trash, structures and materials such as scattered refuse, abandoned automobiles, fences, buildings and other man-made structures with no historical value.
  - h. Installation of grates across, and fences around, mining features to protect wildlife and/or for human health and safety.
  - i. Installation of retaining structures to assist in maintaining route tread and/or as an erosion control feature.
  - j. Installation of signs or hard barriers such as rocks, boulders, wooden railings, bollards, guard rails, or fences (less than 1 mile in length), to delineate route edges, camping area boundaries, or parking area limitations.



- k. Installation of signs, gates, cattle guards, enclosures, or hard barriers such as rocks, boulders, wooden railings, bollards, guard rails, or fences (less than 1 mile in length), to protect natural and cultural resources.
  - l. Installation of vehicle width limiting or step over structures to limit the types of vehicles or modes of travel that may access a specially designated trail, such as a motorcycle or hiking trail.
  - m. Dust abatement activities on routes, such as applications of watering, other dust suppressants, or surface hardening agents.
  - n. Routine route sign replacement or additional route sign placement on designated routes.
  - o. Routine repair of kiosk damage or replacement or upgrade of maps and brochures.
  - p. Ongoing damage repair.
  - q. Planned actions in response to wildfires, floods, weather events, earthquakes, or landslides that threaten public health or safety, property, and/or natural and cultural resources, and that are necessary to repair or improve lands unlikely to recover to a management-approved condition as a result of the event. Such activities are limited to: repair and installation of essential erosion control structures; replacement or repair of existing culverts, roads, trails, fences, and minor facilities; construction of protection fences; planting, seeding, and mulching; and removal of hazard trees, rocks, soil, and other mobile debris from, on, or along roads, trails, campgrounds, and watercourses.
2. Relatively few routes on public lands are maintained with vehicles such as graders or similar heavy equipment. Routes that are targeted for this level of maintenance would be reflected in asset classification of the route (i.e., roads would be maintained to allow for the continual use by all appropriate vehicles and primitive roads would be maintained as needed) and the setting in which the route occurs (i.e., there is limited use of heavy equipment in primitive settings).
  3. Where vehicular maintenance is deemed appropriate, routine maintenance may occur on roads and primitive roads without further site-specific review, so long as maintenance is consistent with the existing character of the route and is taking place within the prism of the route or a previously designated width that has been evaluated and legal compliance has been completed, or, appropriate mitigation, if any, has been identified and applied. Any maintenance that would result in a change in character of the road (e.g., surfacing, widening) would require additional NEPA analysis and site-specific reviews.
  4. On routes not previously subject to NHPA review, the BLM will conduct a Class III inventory of the area of potential effect (the area of proposed direct and indirect effects plus a 50 foot buffer surrounding the disturbance) prior to vehicular maintenance activities. However, no additional identification efforts are required if the area of potential effect is entirely within areas that have been previously inventoried, though the BLM archaeologist must determine that the previous identification efforts represent a reasonable and good faith effort and conform to the prevailing professional survey standards for the geographic region, provided that the regional standards meet or exceed the Secretary's Standards and Guidelines.

5. Vehicular maintenance of routes may also be done to minimize soil erosion and other resource degradation. This maintenance will be done on a case-by-case basis, depending upon annual maintenance funding and consistent with the adopted Programmatic Agreement for the WMRNP.
6. Maintenance activities may be carried out using the most efficient and economical tools for the situation including hand, mechanical, or power tools along with OHVs and heavy equipment, consistent with the above parameters.
7. The trimming, brushing and/or masticating of roadside vegetation to maintain clearance will occur on both roads and primitive roads to the minimum level needed to keep free passage of the roadway open, eliminate safety hazards, and reduce the risk of fire.
8. Most non-motorized trails are not physically maintained. Trail maintenance activities generally will occur when needed, and trails may be maintained in partnership with one or more interested stakeholder groups.
9. Maintenance of the route network will center around three priorities corresponding to the time frames and types of actions needed. These are:
  - a. Phase I Actions - maintenance issues that pose an immediate safety threat to the user. Maintenance actions require immediate attention and are often associated with some sudden change in the character of the route. These actions will be scheduled for implementation as soon as feasible, ideally not later than five working days from the time of discovery and could include activities such as:
    - temporary/emergency route closure,
    - road repair following flash flooding events,
    - temporary signage, and/or
    - re-routing of routes to avoid the hazard.
  - b. Phase II Actions - maintenance issues that, if left unattended, will allow additional damage or create a problem over time. Maintenance actions require attention but do not pose an immediate hazard to the user. These actions will be scheduled for implementation as soon as feasible, ideally within 30 working days from the time of discovery. These actions could include:
    - route repair,
    - barrier installation, and/or
    - vegetation removal.
  - c. Phase III Actions - maintenance issues that may be resolved at the time of discovery or will not cause appreciable damage or safety hazard by waiting until a maintenance team visits the area. Routine maintenance actions include:
    - replacement of signs, maps and other route information;
    - repair or replacement of route features that are damaged (e.g., grates, fences);

- activities covered by existing plan and environmental documents;
- upgrades or repairs to maintenance actions addressed as urgent issues previously; and/or
- funded maintenance actions with targets for completion within the current or next fiscal year.

Routine maintenance activities may be performed during the normal monitoring of designated route networks.

### *Adaptive Management*

The BLM may modify the travel network and transportation systems through monitoring and adaptive management protocols or by specific BLM actions and authorizations. It is critical that the BLM continue TTM after completion of the initial TMP as a routine part of land management. Based on funding, staffing, and partnership opportunities, the priorities for TTM implementation actions may vary within each TMA.

1. Adaptive measures will be implemented on an appropriate area-wide basis based on the 43 CFR 8342.1 designation criteria, the evaluation factors and thresholds identified in the monitoring plan, specific on-the-ground factors that indicate a substantive need, unknown information that becomes available at a later date in time, and new opportunities and partnerships that are established. The appropriate area of application for adaptive measures may be the WEMO planning area, TMA, subregion, or more specific area based on the data collected and the adaptive management approach identified. Resource-specific measures that may be applied are described in Table 2.2-2.
2. The inventories for this project have identified approximately 16,000 miles of routes in the WEMO planning area. This is over 7,200 miles of additional on-the-ground linear features (i.e., routes) identified through the 2012 field monitoring and aerial photo review that had not been previously addressed, but appear to have been identifiable at the time of the 2006 WEMO Plan. A complete inventory of the WEMO planning area was conducted for the WMRNP in 2012-2013 to provide a useful baseline for analysis and implementation of the TMP. A designation determination was made for each route in the inventory, based on the designation criteria, alternative goals and objectives, and the analysis of impacts.
3. The 2006 WEMO Plan indicated that some features could not be located on the ground (10-13 percent). As monitoring proceeds, additional information will verify the existence and condition of the routes in the 2012-2013 inventory. If linear features in the WMRNP inventory show evidence of natural rehabilitation and are not readily apparent to the casual passerby on-the-ground, or are washes with no evidence of use, documentation of such conditions will be recorded and then these linear features may be removed from the inventory.
4. Route designation mapping errors may be corrected without further NEPA review, if site-specific compliance reviews verify that no sensitive resources were missed. Errors generally consist of routes that were identified on maps, but missed in the documentation process and vice versa, including:

- a. Short segments that were classified as transportation linear disturbances, but are really located within a larger/longer designated open route and should also be designated as open to preserve continuity of the route.
  - b. Routes that are designated open, but do not connect to the designated, mapped network and therefore should be classified as transportation linear disturbances.
  - c. Routes that are misidentified on the ground, e.g., two parallel, adjacent routes where the wrong route was classified as a transportation linear disturbance for rehabilitation.
  - d. Non-existent routes.
5. If linear features are found on the ground that show signs of use and were missed in the inventory process, and through document review can be determined to have existed at the time of initial project development, they will be added to the Transportation System and evaluated through the route designation and NEPA processes to determine whether they should be designated as available for use or not, consistent with the parameters for the area they are within. Linear features that did not exist at the time of initial project development will be added to the Transportation System as transportation linear disturbances and managed consistent with other transportation linear disturbances in the area, except if effectively addressed under the Rapid Response program.
  6. Additionally, on newly acquired lands, transportation linear features would be inventoried and designation would comply with applicable federal regulations and statutes. Once designated, these routes would be incorporated into the overall Transportation System. New routes on acquired lands would be required to be complimentary to the existing Transportation System and objectives for that TMA.
  7. As additional information becomes available within the WEMO planning area, the BLM will manage the designated routes for the protection of cultural and natural resources, and the special values in each area. As areas of resource conflicts are identified via monitoring and future inventory activities, the BLM will continue to evaluate the designated route network, to ensure it continues to meet the objectives of 43 CFR 8340, the applicable land use plan goals and objectives, and applicable laws and regulations. The network will be reviewed to assess its effectiveness at meeting current travel management objectives and at addressing current and changing land use plan goals and objectives. Adaptive management may include changes in the adopted travel management system or measures to avoid on-site and off-site effects on current and future land uses and important resources. Among others, issues that could arise in the future include noise and air pollution, erodible soils, stream sedimentation, nonpoint source water pollution, as well as impacts to listed and sensitive species habitats, eligible and listed cultural resources and historic properties, wildlife, special management areas, valid existing rights, and property rights for adjacent landowners. Route designation or other actions in the TMPs could be modified based on monitoring results, or to accommodate land use proposals. All required compliance activities and NEPA analyses would precede needed modifications to the route network.
  8. Recreational Unmanned Aircraft “Drones” - The term "unmanned aircraft" means a device that is used or intended to be used for flight in the air without the possibility of

direct intervention from within or on the device, and the associated operational elements and components that are required for the pilot or system operator in command to operate or control the device (such as cameras, sensors, communication links). This term includes all types of devices that meet this definition (e.g., model airplanes, quad-copters, drones) that are used for any purpose, including for recreation or commerce. The Federal Aviation Administration provides regulation and guidance governing the use of Unmanned Aerial Systems, however as an OHV, an unmanned aircraft is governed by the OHV regulations while they are on or immediately over the ground. Other regulations, such as closures and restrictions (43 CFR 8364) may be required to more comprehensively manage this activity.

9. The following monitoring standards and indicators for adaptive management are being established. These indicators form the basis for determining how well standards are being achieved, and if not, what more direct types of actions would then be implemented.
  - a. Repetitive Non-Compliance on an individual route
  - b. Repetitive Non-Compliance on a group of routes in a localized area
  - c. New Illegal Routes recur in a localized area
  - d. Repetitive repair needs
  - e. Class IV Damage
  - f. Width/Depth increase over time
  - g. Secondary Impacts (e.g. trash dumping, sensitive plants, cultural sites)

### ***Provisions for New Route Construction or Adaptation/Relocation of Existing Routes***

Development of new routes will be permitted only in the manner that is consistent with the planning guidance provided by the relevant RMP and TMP. New routes should be evaluated, designated, and analyzed in coordination with the NEPA process. The planning, design, and engineering for new routes should take into consideration the evaluation criteria to the maximum extent practicable in light of the authorization being reviewed and how OHV use will be managed on the route. For example, a route authorized for access to a renewable energy development should be analyzed through the NEPA analysis associated with the energy project and a specific decision made on OHV use on the route or any controls placed to ensure OHV use does not occur. If OHV use is not specifically eliminated from the route, the evaluation of the route will document how the location of the route was chosen to minimize adverse impacts per 43 CFR 8342.1.

1. The need for route designation on newly acquired lands would be reviewed every five years (or sooner, if judged to be prudent by the Field Manager). As lands are newly acquired, transportation linear features would be inventoried and designation would comply with applicable federal regulations and statutes. Once designated, these routes would be incorporated into the overall Transportation System. Designated routes on acquired lands would be required to be complimentary to the existing transportation network.

2. Changes in travel management may fall into one of the following categories: route designation changes; route upgrades, such as to improve accessibility to a class of users or address safety issues; route downgrades, such as narrowing for a more limited use; minor realignments; adaptation/relocation of existing routes; and extension and/or improvement of routes to highway connectors.
3. In general, other associated construction and adaptation/relocation activities would not require further consultation if taking place within the stopping, parking, and camping boundary if the activities reduce off-route impacts or address safety issues, and if they avoid listed species and NHPA sites. Changes to an asset classification or subdesignation on a route would also generally be considered a minor route network change; however, additional designation of “C” routes would require additional NEPA review.
4. New route construction or adaptation/relocation of routes outside the route prism would require further site-specific review consistent with the Programmatic Agreement, which may include implementation of the NHPA Section 106 process and a Class III cultural resource survey, and/or consultation with the US Fish and Wildlife Service (USFWS) under the Endangered Species Act, consistent with the Biological Opinion. The need for NEPA compliance for activities that are limited to within the route prism and the level of NEPA compliance for projects within the stopping, parking, and camping area, would be determined on a case-by-case basis.
5. New routes should be evaluated, designated, and analyzed in coordination with the NEPA process. The planning, design, and engineering for new routes should take into consideration the designation criteria to the maximum extent practicable in light of the authorization being reviewed and how OHV use will be managed on the route. For example, a route authorized for access to a renewable energy development project should be analyzed through the NEPA analysis associated with the energy project and a specific decision made on OHV use on the route or any controls placed to ensure OHV use does not occur. If OHV use is not specifically eliminated from the route, the evaluation of the route will document how the location of the route was chosen to minimize adverse impacts per 43 CFR 8342.1.
6. “Minor realignments” within the stopping, parking, and camping area may include the following:
  - a. Minor realignments of a route necessary to address safety issues.
  - b. Minor realignments of a route necessary to avoid cultural resource sites identified during the process of complying with Section 106 of the NHPA.
  - c. Minor realignments of a route necessary to reduce impacts on sensitive species or their habitats.
  - d. Minor realignments of a route necessary to avoid a riparian area, or reduce impacts to soil, water, or air resources.
  - e. Minor realignments of a route along the public lands boundary with another jurisdiction, to address issues of that jurisdiction.

- f. Minor realignments of a route that would substantially increase the quality of a recreational experience, but would not adversely affect sensitive species or their habitat, or another sensitive resource value.
7. Minor realignments to address a recreational experience could include the opening of an existing, but previously closed, route that serves the same access need as the open route that is to be “realigned.” It does not include the construction of a new access route involving new ground disturbance, except as identified above. Minor realignments must be documented in the official record. The reason for the alignment change shall be recorded and kept on file in the affected BLM Field Office.
8. Access to private inholdings will be evaluated on a case-by-case basis. The preferred approach is to grant such access administratively.

### ***Emergency Closures***

In the event of an emergency, immediate actions, such as closure or restrictions on uses of public lands must be taken to prevent or reduce risk to public health or safety, property or important resources. Emergencies are unforeseen events of such severity that they require immediate action to avoid dire consequences. The *BLM National Environmental Policy Handbook* (H-1790-1, Section 2.3) defines the following actions as typical emergency actions:

- Cleanup of a hazardous material spill;
- Fire suppression activities related to ongoing wildland fires; and
- Emergency stabilization actions following wildland fires or other disasters.

In each TMA, likely sources of emergency actions will be included.

In any case for an emergency action, closures will go into effect immediately, with appropriate public notification.

### ***Temporary Route, Closure or Restriction***

A transportation linear feature authorized or acquired for the development, construction, or staging of a project or event that has a finite lifespan. A temporary route is not intended to be part of the permanent transportation system, but may be part of the travel network. Temporary routes must be reclaimed by the project proponent (or their representative) when its intended purpose(s) has been fulfilled, unless through a separate review and decision making process the BLM incorporates and appropriately designates the route as part of its transportation system. Unless a temporary route is specifically intended to accommodate public use, it should not be made available for that use.

An order to close or limit use of areas and trails on public lands and off-highway vehicle use under the authority of 43 CFR 8341.2 or 8364.1. Such closures or restrictions are temporary in nature and therefore are not OHV designations.

### ***Needed Authorizations***

The TMP and any subsequent route related decisions will also determine whether a route requires any authorizations, such as any clearances or easements needed by the BLM, or rights-

of-way issued by the BLM. TMPs should include lists of the needed authorizations and rationale to help guide future decisions and funding.

### ***Needed Easements***

The proposed BLM route network consist of roads or primitive roads that provide the principal access from the federal, state, and local roadway system to public lands in the WEMO planning area. Some of these routes are the main connectors of the WEMO planning area's route network under current and foreseeable traffic patterns. Many of these main connectors cross both public and non-public lands, are routes under the authority of another entity, or are routes to which BLM has given authorization for specified uses. These routes function as BLM local roads, although road standards may vary depending on the type of use and specific management objectives. BLM does not have authority over routes that are not on public lands managed by the BLM. Pursuant to regulation, most authorizations that BLM has granted across public lands retain in BLM certain rights, including the ability to grant use of the route for other purposes. However, some routes across public lands, primarily routes granted to an entity prior to the Federal Land Policy Management Act or directly from Congress, contain provisions whereby the holder retains some use authority. The routes that are subject to authorization will generally be prioritized by the BLM to pursue legal access (by acquisition or by adjudication of existing access rights), including across non-Federal land. These routes will also be prioritized in order to complete maintenance to ensure long term, legal public access to the public lands in the WEMO planning area. In addition, BLM will pursue reciprocal easements on primary County and Special District roads. Road segments from public highways to public land may be posted with "Public Land Access Route" signs, and BLM will coordinate with the California Department of Transportation (Caltrans) for appropriate signing on highways. Easements may be acquired through donation following the procedures set forth in *BLM Manual 2100-Acquisition*.

Routes identified for easement acquisition in each TMA are noted on the subregion maps for the respective TMA.

### **Other Travel and Transportation Management Considerations**

#### ***R.S. 2477 Claims and BLM Administrative Determinations***

Per BLM Transportation and Management Manual 1626 (2016), a travel management plan is not intended to provide evidence, bearing on, or address the validity of any R.S. 2477 assertions. R.S. 2477 rights are determined through a process that is entirely independent of the BLM's planning process. Consequently, the West Mojave Route Network Project did not take into consideration R.S. 2477 evidence. The BLM bases travel management planning on purpose and need related to resource uses and associated access to public lands and waters given consideration to the relevant resources. At such time as a decision is made on R.S. 2477 assertions, the BLM will adjust its travel routes accordingly.

#### ***Programmatic Agreement Requirements or other Terms and Conditions***

All terms and conditions listed in the WMRNP Biological Opinion and requirements in the Programmatic Agreement for cultural resource protection will be implemented.



### ***Changes to the Travel Management Plans***

The WMRNP ROD would amend the CDCA Plan to adopt the parameters and framework for travel management described in the WMRNP (Proposed Plan Amendments). Any significant future modifications of the network parameters and framework, therefore, could only occur through an amendment to the CDCA Plan, including full NEPA compliance, public involvement, interagency coordination, and the preparation of a ROD for the amendment. The TMP is an implementation-level plan, and changes do not normally require a plan amendment, consistent with the Federal Land Policy Management Act. The Federal Land Policy Management Act allows BLM resource management plans (such as the CDCA Plan) to be “maintained as necessary to reflect minor changes in data” (Section 1610.5-4). Plan maintenance is limited, in that it cannot result in the expansion of the scope of resource uses or restrictions, or change the terms, conditions and decisions of the approved plan. It is limited to further refining or documenting a previously approved decision incorporated in the plan.

Major route network changes would require an associated TMA goals evaluation and NEPA-compliant review (supplemental to the WMRNP SEIS or a separate NEPA document) as well as NHPA Section 106 consultation and/or consultation with USFWS under Section 7 of the Endangered Species Act. Major route network changes include those which substantially alter transportation patterns in a subregion, are inconsistent with the TMP goals, are large acquisitions with multiple access options, those exceeding take limitations associated with Endangered Species Act consultation, and/or involve the addition of substantial routes to the current network that are not part of a larger project review.

Changes or modifications of the implementation of a TMP will be documented through maintenance of the plan, plan updates, or separate actions (e.g., rewriting of a specific plan component), which may or may not require new NEPA analysis. Changes to elements of the plan such as updating protocols for signing, monitoring, data management, restoration, (i.e., non-route designation decisions) would be reviewed by the appropriate BLM Field Office and, if needed, modified within the TMP, but a new TMP would not be issued. Non-route designation decisions within the TMP would be superseded as needs arise without publishing a new TMP for public review.

### ***Provisions and Process for Travel and Transportation Management***

In the routine business of BLM, travel and transportation management decisions will be considered in various capacities. For instance, when considering a new right-of-way application, BLM will consider existing route designations in contrast to desired public or permitted uses for new routes, and address and evaluate these uses in conformance with the OHV regulations in 43 CFR 8340. Authorizing or permitting the development of a new transportation linear feature does not, in and of itself, constitute a complete route designation. If a route is to be available for OHV use, then the BLM must make a separate OHV designation as part of the authorization process. In addition, the BLM should add primary route objectives, direction for managing and maintaining new routes, associated geographic information system data, and engineering best management practices, to these decisions. Future NEPA-related documentation, including Records of Decision or Findings of No Significant Impact related to rights-of-way and development projects should address compliance of the project with 43 CFR 8340 and describe any OHV designations that are a part of the final decision.

### *Standard Operating Procedures*

The following standard operating procedures will be implemented during all phases of TMP implementation.

- Appropriate NEPA analysis will be obtained prior to any ground disturbing activities not addressed in this plan. Prior to implementation of ground disturbing activities, project leads will confirm with cultural resource staff and other resource staff members that surveys and inventories have been completed for the proposed work site.
- If, during implementation activities, workers discover cultural or paleontological resources, operations in the vicinity of the discovered resources shall cease immediately. The Field Office archeologist shall, as appropriate, evaluate the significance of the find and determine the need for mitigation. Work in the area of the discovery would not proceed until authorized by the archeologist. The Field Office archeologist shall assess proposed removal of any materials or structures that may be of questionable age (45 years or older) for proper archeological custodianship or for disposal away from the site.
- If, during implementation activities, workers encounter biological resources of concern, operations in the vicinity shall cease immediately. Work shall proceed only after hazards to the species of concern are removed, the animal is no longer at risk, or the animal has been moved from harm's way.
- If, during implementation activities, workers encounter botanical resources of concern, operations in the vicinity shall cease immediately. The Field Office botanist, natural resource specialist, or resources chief shall, as appropriate, evaluate the significance of the find and determine the need for mitigation. Work in the area of the discovery would not proceed until authorized by the appropriate staff member.
- Construction equipment operators will minimize lowering of the road bed to avoid building up tall berms that may inhibit wildlife movement. Berms higher than 12 inches and/or with a slope greater than 30 degrees will inhibit wildlife movement, and should be pulled back into the road bed.
- Any new road construction or existing road maintenance activities will be reviewed to assure optimal use of crowning, ditching, outsloping, insloping, borrow ditches, drainage dips, low water crossings, culverts, or leadout ditches to control erosion and resource degradation. Ideally crown, outslope, or inslope should have a grade of approximately 3 percent (2.5 inch crown on a 14 foot wide road) to provide for water sheeting.
- All trash and food items generated by project activities shall be promptly contained and regularly removed from the project site to reduce the attractiveness of the area to scavenging wildlife.
- Construction equipment operators shall inspect underneath any parked equipment or vehicle immediately prior to moving it to ensure no wildlife species of concern is beneath the vehicle. If an animal is found underneath the parked item, the operator should move the item following proper handling procedures. Alternatively, the vehicle shall not be moved until the animal has left of its own accord.
- The following is the protocol should human remains be discovered within the WEMO area.

- All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the state of California regardless if the remains are modern or archaeological.
- Upon discovery of human remains, all work within a minimum of 200 feet of the remains must cease immediately, nothing disturbed and the area is to be secured. The County Coroner's Office of the county where the remains were located must be called. The Coroner has two working days to examine the remains after notification. The appropriate land manager/owner or the site shall also be called and informed of the discovery. If the remains are located on federal lands, federal land managers/federal law enforcement/federal archaeologist are to be informed as well because of complementary jurisdiction issues. It is very important that the suspected remains and the area around them remain undisturbed and the proper authorities called to the scene as soon as possible as it could be a crime scene. Disturbing human remains is against federal and state laws and there are criminal/civil penalties including fines and/or time in jail up to several years. In addition, all vehicles and equipment used in the commission of the crime may be forfeited. The Coroner will determine if the bones are historic/archaeological or a modern legal case.

#### *Modern Remains*

- If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner and conduct the required procedures. Work will not resume until law enforcement has released the area.

#### *Archaeological Remains*

- If the remains are determined to be archaeological in origin and there is no legal question, the protocol changes depending on whether the discovery site is located on federally or non-federally owned/managed lands.
- *Remains discovered on federally owned/managed lands:* After the Coroner has determined the remains are archaeological or historic and there is no legal question, the appropriate Field Office Archaeologist must be called. The archaeologist will initiate the proper procedures under ARPA and/or NAGPRA. If the remains can be determined to be Native American, the steps as outlined in NAGPRA, 43 CFR 10.6 *Inadvertent discoveries*, must be followed.
- *Remains discovered on non-Federally owned/managed lands:* After the Coroner has determined the remains on non-federally owned/managed lands are archaeological and there is no legal question, the Coroner will make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation, or to his or her authorized representative. If the Coroner believes the remains to be those of

a Native American he/she shall contact by telephone within 24 hours, the California Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the remains. The most likely descendent has 48 hours to make recommendations to the land owner for treatment or disposition of the human remains. If the descendent does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from further disturbance. If the land owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Resumption of activity. The activity that resulted in the discovery of human remains may resume at any time that a written, binding agreement is executed between the BLM, lineal descendants, and/or the federally recognized affiliated Indian Tribe(s) that adopts a recovery plan for the excavation or removal of the human remains, funerary objects, sacred objects, or objects of cultural patrimony following 43 CFR §10.3 (b)(1) of these regulations. The disposition of all human remains and NAGPRA items shall be carried out following 43 CFR §10.6.

## 1.0 TMA 1

This Travel Management Plan (TMP), consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 1, which is located within the Barstow Field Office area. TMA 1 is generally located east of Barstow, south of Interstate 15 and north of Interstate 40. TMA 1 contains four subregions: Afton Canyon, Broadwell Lake, Barstow, and Mojave Trails National Monument. TMA 1 encompasses approximately 562,204 acres of BLM land.

The primary locations that are accessed within this TMA include: Mojave Trails National Monument, Afton Canyon Area of Critical Environmental Concern (ACEC), Pisgah Crater, Amboy Crater, Razor Off-highway Vehicle (OHV) Open Area, Cady Mountain Wilderness Study Area (WSA), and Amboy Crater.

### 1.1 Transportation System

The TMA 1 designated network limits disturbance within designated National Conservation Lands (NCL) and ACECs and is consistent with other designated area goals and objectives and enhances access outside of designated sensitive areas such as the Afton Canyon ACEC and the Mojave Trails National Monument. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 1 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Afton Canyon = AC
- Broadwell Lake = BL
- Barstow = BA
- Mojave Trails National Monument = MT

### 1.2 List of Designated Areas

In designated areas (Wilderness, WSAs, NCLs, ACECs, National Register of Historic Places sites), limit access consistent with legislative action, BLM conservation management actions, disturbance parameters and programmatic agreements. In TMA 1, this includes:

- Mojave Trails National Monument
- Afton Canyon ACEC
- Amboy Crater ACEC
- Bristol-Mountains ACEC
- Cady Mountains WSA ACEC
- Manix ACEC
- Mojave Fringe-toed Lizard (MFTL) ACEC
- Pisgah ACEC
- Cadiz Valley Extensive Recreation Management Areas (ERMA)
- Rasor (OHV) Open Area
- Mojave and Silurian Valley NCL
- South Mojave – Amboy NCL
- Sheephole Valley Wilderness National Landscape Conservation System (NLCS)
- Afton Canyon SRMA
- Mojave Trails National Monument SRMA
- Rasor SRMA

### **1.3 Planning and Decision Maps**

- See Figures G-1 to G-5 in Section 14, TMA Map Figures

### **1.4 Travel Management Area 1 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 1 have been developed to address unique features that include:

- Provide for access to areas within Mojave Trails National Monument while ensuring protection of the Objects described in the Proclamation 9395.
- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.

- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as biology, paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the protection of biological resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Incorporate travel management strategies that enhance the Old Spanish Trail National Scenic Trail and the Mojave Road experiences through Afton Canyon.
- Incorporate travel management strategies that are consistent with current wild and scenic river management strategies for the Mojave River that have been determined eligible (Harvard Road crossing to Basin Road), including portions of the river that run through the Manix ACEC and Afton Canyon ACEC.
- Emphasize casual multiple-use motorized touring and motor-dependent activities, such as hiking, throughout the TMA.
- Direct camping and staging to designated areas in the Afton Canyon ACEC.
- Provide an appropriate staging area adjacent to the boundary of the Razor OHV Open Area if adequate staging areas cannot be developed within the OHV Open Area boundary.
- Minimize route impacts to the Mojave Fringe-Toed Lizard (MFTL) ACEC and other occupied MFTL habitat.
- Provide access to the Cady Mountains WSA, consistent with applicable laws, regulations, and conservation goals.

- Maintain connectivity between Interstate 15 and Interstate 40 through the Afton Canyon and Broadwell Lake Subregions, connecting the Afton Canyon ACEC, Rasor OHV Open Area, and Interstate 40 at Ludlow.
- Ensure route and network upgrades and features are consistent with the Route 66 historic landscape through the Route 66 corridor, located along the southern boundary of the TMA.
- Maintain casual-use motorized access on designated routes through bighorn sheep areas to provide for sheep viewing and monitoring, while limiting permitted events and lessening impacts to potential lambing areas and wildlife corridors.
- Maintain a diverse range of visual experiences in the travel management area, particularly in the Afton Canyon ACEC and Cady Mountains WSA, consistent with other goals and objectives.
- Maintain motorized and non-motorized access to popular recreational and commercial destinations, including rockhounding areas, while minimizing unauthorized use and potential impacts to sensitive resources, consistent with applicable designated Special Area goals and plans.
- Identify, develop, and provide appropriate parking at designated trailheads to access popular hiking areas.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate Right-of-Way (ROW) or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Maintain limited access to commercial communication facilities that serve freeway traffic and the City of Barstow; these are not through routes, and would not be included in the public route network.
- Provide adequate sandy conditions/4-wheel drive signing in the TMA.
- Consider emerging access and access-dependent needs in the management and refinement of the route network.
- Maintain or enhance OHV use opportunities in areas with fewer conflicts, and focus on network connectivity in other areas.
- Identify appropriate locations and install additional kiosks at popular entryways into the public land network.
- Identify key collector roads and maintenance needs.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate rights-of-way (ROWs) or easements on key through-access roads.



- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Identify and direct access for new ROWs and other authorized activities to existing corridors/routes and emphasize joint use of routes by multiple ROW holders, when reasonable. Site-specific issues would be resolved under the terms of the authorization, in consultation with the permit, easement, or ROW holder.
- Maintain limited access to commercial ranching facilities where appropriate, and install and maintain appropriate barriers or gates; these are not through routes, and would not be included in the public route network.
- Provide appropriate access to active mining claims covered by notice or plan.

**1.5 ACECs – Disturbance Caps and Relevance and Importance Criteria**

ACECs	Disturbance Cap	Relevance and Importance Criteria
Afton Canyon	1%	<p>Relevant Riparian, hydrologic, scenic, geological, climate adaptation, paleontological historical and Native American values. One of three locations where Mojave River has surface flows. High potential site for Old Spanish National Historic Trail. Scenic “Grand Canyon of the Mojave” with spectacular erosional stratigraphy; Special status plants-- unusual riparian plant assemblage that is rare in the desert environment. Number and diversity of wildlife species is high for the region.</p> <p>Numerous birds of special management concern such as vermilion flycatcher summer tanager, yellow warbler, yellow breasted chat, nesting raptors. Manix fault represents significant geology; permanent water has made area focus of human activity for past 12,000 years; significant way station on historic trade and migration route (Mojave Road); includes one of only well-studied rancholabrean age fossil assemblages. Some areas within the unit provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p>
Amboy Crater	1%	<p>This area was designated to protect an Unusual Plant Assemblage; the largest known creosote rings on public lands administered by the federal government are situated within the ACEC. The rings of creosote within the ACEC area have recently been identified as the world’s oldest living plant. The uniqueness, high research value, and susceptibility to damage from intensive recreation uses are the principle reasons for its designation.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bristol Mountains	0.5%, 1%	Relevant biological resources including wildlife and plant assemblages. The area is high value for desert tortoise habitat and connectivity between the Ord-Rodman and Chemehuevi ACECs. Additionally, the area is critically important for bighorn sheep, Mojave fringed-toed lizards, burrowing owl, and several bat species. It also has numerous rare and sensitive plants such as Emory's crucifixion thorn and white margined penstemon, have major populations in the valley, making the area regionally significant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Cady Mountains WSA	0.25%	The Unit provides regional habitat connection for bighorn sheep.
Manix	1%	Relevant paleontological, cultural and wildlife resources. ACEC contains known fossil sites, as well as contains the habitat specific to the Mojave fringe-toed lizard.
Mojave Fringe-toed Lizard	1%	The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard ( <i>Uma scoparia</i> ) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-toed Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated pockets against hillsides.
Pisgah	1%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons, Mojave fringed-toed lizards and several other species. Additionally, numerous rare and sensitive plants have major populations here, including white-margined beardtongue and crucifixion thorn ( <i>Castela emoryi</i> ), making the area regionally significant. Stabilized sand dunes are an important geomorphic feature of the area. The area provides critical links for wildlife populations to the north and south of this linkage area.  The area also provides habitat and supports important populations of several BLM sensitive plants. The area provided habitat and supports regionally important populations of desert tortoise between tortoise populations. This area contains an unusual invertebrate assemblage associated with lava tubes – scientists may not have described some species yet.

1.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Afton Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Evaluate existing route network and provide for appropriate designation of roads and trails</li> <li>• Provide for group camping and equestrian facilities</li> <li>• Develop interpretive materials highlighting area values</li> <li>• Develop campground host program</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> <li>• Camping limited to the three designated campgrounds</li> <li>• Campfires are limited to designated campgrounds. Firewood collection is prohibited</li> <li>• No target shooting</li> </ul>
Amboy Crater	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows.</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails, as funding allows</li> <li>• Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes</li> </ul>
Bristol Mountains	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• All designated open roads and trails will be signed and managed in accordance to the local TMP</li> <li>• As funding allows, restore all undesignated roads or trails</li> <li>• Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails</li> <li>• Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use</li> <li>• Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes</li> <li>• Manage recreational shooting consistent with state and local laws</li> <li>• Allow SRP events, which do not negatively affect ACEC Relevance and Importance Values</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes.</li> </ul>
Cady Mountains WSA	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Provide for landscape connectivity while providing for compatible public uses</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Manix	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Manage for the protection of Mojave fringe-toed lizard</li> <li>• Provide for general management and protection of Paleontological Resources</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors</li> <li>• Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act</li> </ul>
Mojave Fringe-toed Lizard	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Inform the public of the importance of the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Designate no new routes in the ACEC</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> </ul>
Pisgah	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Designate no new routes in the ACEC</li> </ul>

### 1.7 Restoration Priorities

- TLDs where rehabilitation would assist in directing the public away from illegal railroad crossings or other potential safety hazards.
- TLDs through occupied MFTL habitat.
- The terminus of designated motorized routes leading to or ending in the Cady Mountains WSA.
- Transportation linear disturbances that lead to illegal crossings of the Mojave River.

### 1.8 Kiosks

Currently, within TMA 1 there are seven kiosks at major entry points and campgrounds, including:

- Intersection of Crucero Rd. and Powerline Rd.
- Power Line Rd. north of Interstate-40

- Intersection National Trails Hwy. and Pisgah Rd.
- County Rd. 27096 south of National Trails Hwy
- Afton Canyon Campground
- Off of Basin Rd. south of Interstate-15
- Off of Rasor Rd. east of Arrowhead Trail

## **1.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly—Stay on designated roads and trails
- Leave No Trace—Pack it in, Pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety First, Every Ride, Every Time (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Wilderness, Rockhounding, Climbing, Racing, Birding, etc.)
- MFTL Crossings
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Stay Out, Stay Alive (Mines)

## **1.10 Key Partnerships**

- a. U.S. National Park Service
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. Department of Defense
- e. China Lake Naval Weapons Center
- f. National Fish and Wildlife Habitat Fund
- g. State and county governments and agencies
- h. Old Spanish Trail Association
- i. Amargosa Conservancy
- j. Mojave Desert Land Trust

- k. Defenders of Wildlife
- l. Individual citizen volunteers from the communities within the boundaries of TMA 1, local, state, and national interest organizations.
- m. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **1.11 Transportation and Management Issues**

The following two transportation management issues in TMA 1 need to be addressed and will be pursued as funding and other resources become available.

- Two railroad crossings occur that affect north-south travel through the Afton-Broadwell TMA. Agreements should be pursued with the railroads to address public easements, additional markings, and other needed improvements in this TMA, and in other TMAs through which these railroads travel.
- The transportation system in TMA 1 would also be improved with the development of site-specific access management strategies at (1) the railroad crossing where Afton Canyon ACEC meets the Rasor OHV Open Area (working with Union Pacific Railroad), and (2) at the east end of the TMA boundary and Rasor OHV Open Area, (working with Union Pacific Railroad and the National Park Service). Primary north-south access in this area of the TMA is currently provided by a Mojave River crossing route under the railroad bridge. However, illegal crossings of the railroad tracks are not unusual, and no railroad crossing controls are currently in place.

### **1.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation (See Section 2.3.2.10 in DSEIS for more information).

### **1.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

1.14 Implementation Strategy Table

Travel Management Area 1

Subregions: Afton Canyon, Barstow, Broadwell Lake, Mojave Trails National Monument

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 1	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of “stop signs” on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	Material 20000 Labor 143000	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	Med	10000	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Subregion-specific	Sign authorized routes to entrances to authorized use areas	Med	Site-by-site basis	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Subregion-specific	Install kiosks (See TMP Maps): 1. Barstow – 1 2. Mojave Trails National Monument – 1 3. Afton Canyon – 1 4. Broadwell Lake – 1	High	Materials 16000 Labor 48000	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	3500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Twentynine Palms Marine Base, Marine Corps Logistics Base Yermo Annex, Mojave National Preserve, Joshua Tree National Park 2. Designated routes that access or parallel Wilderness 3. Razor OHV Open Area	Med	82000		X	X
Travel-Boundaries	Boundary sign installation	South terminal end of 135675	Sign route as dead end to lands of other ownership	Med	2500	X	X	

**Travel Management Area 1**

**Subregions: Afton Canyon, Barstow, Broadwell Lake, Mojave Trails National Monument**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	15000		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	7500	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	85000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the access route to Level 3 within the Afton Canyon Campground and Amboy Crater hiking trails	Med	12000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing: <ul style="list-style-type: none"> <li>Afton Canyon</li> </ul>	Med	7500	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	<ol style="list-style-type: none"> <li>Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan</li> <li>Use rapid-response approach first upon identification of new unauthorized route creation</li> <li>Inventory recordation and signage of unauthorized routes</li> </ol>	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								



Travel Management Area 1

Subregions: Afton Canyon, Barstow, Broadwell Lake, Mojave Trails National Monument

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Crossings	Railroad crossing	Broadwell Road-Razor OHV Area (Union Pacific Railroad); Mojave Road/Railroad Trestle #3	Seek to obtain an easement from Union Pacific Railroad for crossing	Med	5000		X	
Travel-Crossings	Railroad crossing	BL8685	Seek to obtain an easement from Burlington Northern Santa Fe Railroad (BNSF)	Low	TBD		X	
Travel-Route Improvement	Betty Ford Mojave River Crossing	AC9610/Mojave River channel	Conduct engineering assessment; schedule route improvement in the annual work plan	High	85000	X		
Travel-Mitigation	Barrier fence or gate	WEMO ID 116176 in vicinity of AC9610	Install barrier fence or gate; provide for turnaround	Med	3500		X	
Travel-AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority 1. Barstow 2. Mojave Trails National Monument 3. Afton Canyon 4. Broadwell Lake	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	3200	X		
Travel-Heritage Resources	Protect heritage resources	Designated route system	Implement the Programmatic Agreement and Historic Properties Management Plan	High	2500	X	X	X

## **2.0 TMA 2**

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 2, which is located within the Ridgecrest Field Office area. TMA 2 is generally located north of the City of Ridgecrest and surrounds China Lake Naval Weapons Center to the north, east and west. TMA 2 contains four subregions: Darwin, Sierra, North Searles, and South Searles. TMA 2 encompasses approximately 551,716 acres of BLM land.

The primary locations that are accessed within this TMA includes the Trona Pinnacles National Natural Landmark, Fossil Falls ACEC, the eastern Sierra front country canyons of the Owens Peak Wilderness, Olancho Dunes Open Area, Great Falls Basin, along with the Escape Trail connecting the WEMO planning area with the Northern and Eastern Mojave Planning Area (NEMO).

### **2.1 Transportation System**

The TMA 2 designated network limits disturbance within designated NCLs and ACECs, is consistent with other designated area goals and objectives, and enhances access outside of designated sensitive areas such as the Trona Pinnacles and the Fossil Falls ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 2 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Darwin = DA
- Sierra = SI
- South Searles = SS
- North Searles = NS

### **2.2 List of Designated Areas**

- Ayers Rock ACEC
- Great Falls Basin
- Fossil Falls ACEC

- Mohave Ground Squirrel ACEC
- Olancho Greasewood ACEC
- Panamint and Argus ACEC
- Rose Spring ACEC
- Sand Canyon ACEC
- Short Canyon ACEC
- Sierra Canyons ACEC
- Trona Pinnacles ACEC
- Warm Sulfur Spring ACEC
- Basin and Range NCL
- Argus Range Wilderness Area NLCS
- Owens Peak Wilderness Area NLCS
- Sacatar Trail Wilderness Area NLCS
- East Sierra SRMA
- North Searles SRMA
- Pacific Crest Trail SRMA
- Panamint Valley SRMA
- Olancho SRMA
- Red Mountain SRMA

### **2.3 Planning and Decision Maps**

- See Figures G-6 to G-10 in Section 14, TMA Map Figures

### **2.4 Travel Management Area 2 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 2 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Great Falls Basin, Fossil Falls, Owens Peak, and Sacatar Trail Wilderness areas.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide access to the Olancho Dunes OHV Open Area and allow for the development of a larger group campsites or secondary vehicle parking sites to serve those visiting and using the Olancho Dunes for both recreational and commercial uses.
- Protect the outstanding qualities of the Trona Pinnacles National Natural Landmark and ACEC while still providing access to the area for casual and permitted uses, including group camping and commercial filming.
- Manage and maintain the designated Competitive (“C”) route network north of Randsburg Wash Road and the Spangler Hills OHV Open Area.
- Do not enhance the routes in the network within the Great Falls Basin wilderness study area.
- Provide for the potential to extend the Nadeau National Recreation Trail upon appropriate inventory and review along with associated recreational opportunities that would enhance visitors experience in relation to the Trail.
- Enhance and manage the former Union Pacific railroad bed for its recreational value as a non-motorized trail. These efforts may include the pursuit of land acquisitions or rights of ways as needed.

- Ensure that multiple emergency evacuation routes exist for use by residents of the community of Darwin.
- Maintain intact critical riparian habitat for the Pacific Flyway by ensuring access does not degrade riparian areas in the Sierra Canyons.
- TMA 2 hosts most of the known, significant bat roosts for the Ridgecrest Field Office. Maintain significant bat roosts (10 or more hibernacula or maternity colonies of Townsend’s Big-eared bats, *Corynorhinus townsendii*, 25 or more for other bat species) by ensuring protective measures are implemented, and gating openings.
- Maintain intact Unusual Plant Assemblages such as the Greasewood hummock community, which acts as a sand dune stabilizer, east of Olancha Dunes, by ensuring access, does not fragment the core community. Post interpretive signs.
- Maintain the main access route into Sand Canyon for school bus transport of children attending the yearly Sand Canyon Environmental Education Program.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

**2.5 ACECs – Disturbance Caps and Relevance and Importance Criteria**

ACECs	Disturbance Cap	Relevance and Importance Criteria
Ayers Rock	0.1%	Ayer’s Rock is one of a few known pictograph sites in the Ridgecrest Field Office. In addition, eagles and other raptors perch on boulders in the area. It is a very scenic area with valuable wildlife habitat. This ACEC is also within the Mohave Ground Squirrel Conservation Area and is excellent habitat for this BLM special status species. The ACEC is currently readily accessible by open travel routes and is a popular destination for recreationists and rock art enthusiasts. The area was classified as a VRM Class II. The objective of this class is to retain the existing character of the landscape.
Fossil Falls	1%	This area was designated for relevant wildlife values, significant prehistoric and historic cultural values, unique geological formations east of the Sierra Nevada Mountains and west of the Coso Range Volcanic Field. The current ACEC boundary includes portions of a larger Fossil Falls National Register Archaeological District. Cultural resource investigations, including excavations at the Stahl Site, have identified cultural components in excess of 10,000 years before present. The main lava flow and surrounding lava outcrops have extensive rock art, prehistoric habitation sites, and large scatters of lithic materials from the nearby Sugarloaf Obsidian Source, located on China Lake Naval Air Weapons Station. This area is included in the Mohave Ground Squirrel Conservation Area and has some desert tortoise habitat.
Olancha Greasewood	1%	To conserve this unusual plant assemblage and its associated wildlife community, as well as the cultural values of greasewood. Greasewood is a deciduous shrub growing to 0.5– 3 m tall with spiny branches and succulent leaves. Its leaves are bright green, in contrast to the grey-green color of most of the other shrubs within its range. Greasewood is a halophyte, tolerant of alkaline and saline soil conditions. Native Americans used the hard, yellow wood as firewood and ate the seeds and succulent leaves. The plant provides burrowing or resting sites for small mammals or birds.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Panamints and Argus	1%	Panamint Valley is the only remaining, large, undeveloped valleys in the Ridgecrest Field Office area. The area contains unique desert wetland communities, including mesquite bosques and freshwater & saltwater marshes. Endemic fairy shrimp occur in the lake. Panamint Lake is the remains of a terminal Pleistocene lake originally 700 feet deep. The lake contains ephemeral wetlands with perennial pools at freshwater springs located along the lake margins. It encompasses 2 major springs, Post Office Springs & Warm Sulphur Springs, which are classified as jurisdictional wetlands. In California, Utah pickleweed occurs only in this area and in adjacent DVNP. The bosques & wetlands are prime stop-over and wintering habitats for migratory birds, as well as important areas for nesting birds. The riparian areas produce insect prey for native birds, bats, reptiles, & amphibians and provide shelter to desert bighorn sheep. When filled with water, this shallow lake has outstandingly scenic reflections of the surrounding mountains. The terrestrial and aquatic natural communities provide an additional ecosystem service of carbon sequestration. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Rose Spring	1%	Designated in recognition of important and irreplaceable cultural resources. This area encompasses archaeological site CA-INY-372. It includes five recorded areas of prehistoric cultural resources, is part of a natural travel corridor with an occupational history of at least 3000 years and is within an area of sensitivity to contemporary Native Americans. It also has hydrological values as it is bisected by the Los Angeles Aqueduct system. This area also contains desert tortoise habitat. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Sand Canyon	1%	This canyon contains exceptional diversity of flora and fauna, and its scenic value attracts many visitors. One of the most diverse areas in the West Mojave for small mammals, reptiles and birds. This riparian area is an important stopover for migratory birds. A broad array of species provides some of the most prolific and consistent wildflower blooms in the California Desert. The area also contains excellent habitat for the federally and state threatened desert tortoise. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. Prehistoric and historic cultural values exist within this area. These include prehistoric habitation sites associated with the perennial water source in the canyon, and a large labor camp associated with the construction of the Los Angeles Aqueduct.
Short Canyon	1%	Rich botanical resources, unusual vegetation and diverse flora. Wildlife of special management concern includes Mohave ground squirrel, Golden eagle and Prairie falcon. Unusual riparian plant assemblages occur that are rare in the desert environment.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Sierra Canyons	1%	The Eastern front Sierra Canyons were a critical part of the Native American seasonal round. Not only did these places have necessary water in the summer, they provided access points to the hunting grounds of the Sierra Nevada crest, sacred areas associated with mountains. They also served as conduits for trade with groups over the mountains in the Central Valley and beyond to the Coast. The North and South Units of the Sierra Canyons ACEC contain many large, prehistoric National Register of Historic Places eligible properties in relatively undisturbed contexts. These sites have high densities of obsidian and other types of lithic material unparalleled in the Ridgecrest Field Office. The sites located in these canyons have the potential to answer some of the most pressing questions in California archaeology, particularly about trade, human adaptation to changing environments, and culture contact and interaction.
Trona Pinnacles	1%	This area was designated in recognition of outstanding scenic quality and unique geologic formations. It contains one of the most unusual geologic formations in the California desert consisting of over 500 spires that are the most outstanding example of tufa in North America. These rock formations were designated a National Natural Landmark.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson’s bighorn sheep ( <i>Ovis canadensis nelsoni</i> ), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

## 2.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Ayers Rock	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows.</li> <li>• Un-authorized routes will be rehabilitated/restored as funding allows.</li> <li>• Provide for group camping and equestrian facilities</li> <li>• Develop interpretive materials highlighting area values</li> <li>• Develop campground host program</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Motorized, non-motorized, non-mechanized, etc. including casual as well as permitted use</li> <li>• All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing as long as these activities do not degrade the relevant and important values that the ACEC has been established for</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Fossil Falls	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Install protective vehicle barriers and closures signs</li> <li>• Develop foot trail</li> <li>• Regularly monitor trail use</li> <li>• Restore and rehabilitate trails as appropriate and as funding allows</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Develop trails/ designate day use and camping areas</li> <li>• Develop interpretive materials for ACEC/ cultural resources</li> <li>• Develop interpretive materials for recreational opportunities, including allowable rock climbing activities and location</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Camping and picnicking in designated areas</li> <li>• Firearms prohibited</li> <li>• Rock climbing where impacts to cultural resources occur are minimized</li> </ul>
Olancho Greasewood	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Identify access routes, which minimize impact to resources</li> <li>• Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows</li> <li>• Increase information to public.</li> <li>• Increase compliance with resource protections</li> <li>• Increase information to public and increase compliance; maintain signs, vehicle barriers and kiosks</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Open use by vehicles would continue under the Olancho Recreational Vehicle Open Areas</li> <li>• All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, rock hounding, astronomy/star gazing, nature study and viewing</li> </ul>



ACECs	Travel Management Actions and Recreation Restrictions
Panamint and Argus	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Routinely sign and monitor designated routes</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel areas</li> <li>• Keep routes out of streams and significant riparian areas where good alternatives exist. Where routes need to cross streams and riparian areas, they will be managed appropriately to minimize impacts.</li> <li>• Interpret open designated vehicle routes following historic trails, such as the Escape Trail and the Nadeau Trail, through the area. Develop and manage these trails to provide for a high quality, primitive recreational experience, emphasizing scenery and historic significance.</li> <li>• Increase compliance with fire restrictions, camping limits, and vehicle use on the designated route system</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Continue and enforce vehicle closure on Panamint Dry Lake</li> <li>• Restrict vehicle use across the lakebed to designated routes</li> <li>• If public safety or resource protection warrants, impose seasonal and/or permanent restrictions on target shooting in sensitive riparian areas and where large numbers of people congregate to park or camp</li> <li>• Follow-through with the existing Great Fall Basin ACEC recommendation to prohibit target shooting within the original ACEC boundaries in the large wash on the approach to and at the base of the falls. This prohibition is necessary to reduce litter (particularly broken glass) and to protect public safety.</li> <li>• Within the original Great Falls Basin ACEC, continue hill climb reclamation, graffiti removal, camping and fire restrictions (no closer than 200 meters from a desert wildlife watering hole), and burro exclosure fences. Extend similar protections as needed to maintain visual resources, protect springs and riparian areas, and to support towhees within the expanded area in Northern Searles Valley and throughout the Argus Range.</li> </ul>
Rose Spring	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Designated routes will be signed and managed in accordance with the local TMP, as funding allows. Unauthorized routes will be rehabilitated/restored as funding allows.</li> <li>• Install signs for interpretation/entry/closure</li> <li>• Improve compliance to prevent unauthorized collecting and vandalism of cultural resources.</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP.</li> </ul>
Sand Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Inform the public of the importance of the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Designate no new routes in the ACEC</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Short Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Designate no new routes in the ACEC</li> </ul>
Sierra Canyons	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Sign designated routes routinely</li> <li>• Rehabilitate unauthorized vehicle play areas and hill climbs as funding allows, particularly where off-route vehicle use is creating problems for wildlife and visual resources</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit vehicles to open designated routes as per the local TMP and prevent user-created routes from developing</li> </ul>
Trona Pinnacles	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Install and maintain Highway destination signs</li> <li>• Designate routes for travel</li> <li>• Restore, rehabilitate, or otherwise block access on non-designated trails</li> <li>• Establish a day use area with picnic area and toilet.</li> <li>• Limit OHV use to designated routes</li> <li>• Create interpretive guide and trails</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Prohibit camping at the designated picnic area</li> <li>• Closed to shooting</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Mohave Ground Squirrel	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows.</li> <li>• Un-authorized routes will be rehabilitated/restored as funding allows.</li> <li>• Manage travel to reduce impacts to sensitive cultural resources</li> <li>• Identify access routes that minimize impact to resources</li> <li>• Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows</li> <li>• Provide recreation opportunities that are compatible with cultural resource preservation by providing dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Manage camping to minimize impacts to cultural resources</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Refer to the Red Mountain Special Recreation Management Area (SRMA) write-up for detailed objectives, allocations, and management direction</li> </ul>

## 2.7 Restoration Priorities

- TLDs and other surface disturbances that are affecting the Trona Pinnacles National Natural Landmark and ACEC.
- Within Core Population areas of the Mohave Ground Squirrel.
- Routes that are affecting cultural sites listed on the National Register of Historic Places.
- Routes that are resulting in trespass into designated Wilderness areas and Wilderness Study Areas.
- Items that are affecting the Visual Resource Classification for an area.
- Will be further established after West Mojave Route Network is complete.

## 2.8 Kiosks

Currently within TMA 2 there are thirteen kiosks at major entry points and campgrounds, including:

- Off of Pinnacle Rd. and southeast of Trona Rd.
- Fossil Falls Parking Lot
- Off Fossil Falls Access Rd. and southwest of Fossil Falls Trailhead
- Fossil Falls Campground
- Intersection of 2nd LA Aqueduct and Sand Canyon Rd.
- Off of Short Canyon Rd. and west of Hwy 395
- Intersection of Los Angeles Aqueduct and Indian Wells Canyon Rd.
- South of Indian Wells Canyon Rd. and west of Manuel Canyon

- Off of Zinc Mill Rd. and southwest of Darwin Rd.
- Off of Centennial Rd. and south of Hwy 190
- Off of Hwy 190 and northeast of Hwy 395
- Off of Pinnacle Rd and northeast of Spangler Hills OHV Area
- Off of Trona Wildrose Rd. and north of Valley Wells Rd.

## **2.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Enjoy Your Special Resources
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Enjoy the Public Lands Responsibly (Staying on designated routes, Take only pictures, Leave it for others to discover as well)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Enjoying the outstanding Trona Pinnacles National Natural Landmark
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

## **2.10 Key Partnerships**

- a. U.S. National Park Service
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. Department of Defense
- e. China Lake Naval Weapons Station
- f. National Fish and Wildlife Habitat Fund
- g. State and county governments and agencies

- h. Old Spanish Trail Association
- i. Individual citizen volunteers from the communities within the boundaries of TMA 2, local, state, and national interest organizations.
- j. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **2.11 Transportation and Management Issues**

The following four transportation management issues in TMA 2 need to be addressed and will be pursued as funding and other resources become available.

- Pursue agreement with the Union Pacific Railway to relinquish the complete ROW for their former railbed to the BLM. Where the ROW crosses private property, pursue easements or purchases of appropriate lands to provide for a continuous route corridor that could stretch from Ridgecrest to Olancho.
- Complete inventory and evaluation of the Nadeau Trail that is located in the North Searles subregion. This effort could allow for the possible extension of the Nadeau National Recreation Trail.
- Enhance the existing route to the Trona Pinnacles to an all-weather road so that the site remains accessible year round especially following a rainstorm.
- Harden with material such as asphalt the access road into the Fossil Falls day use picnic area, parking lot, and trailhead.

### **2.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **2.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

2.14 Implementation Strategy Table

Travel Management Area 2  
Subregions: Darwin, Sierra, South Searles, North Searles

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 2	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0-3	4-6	7 – 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Annual Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Site-specific	Sign authorized routes to entrances to authorized use areas	Med	Site-by-site basis	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Naval Air Weapons Station China Lake, Inyo National Forest, and Death Valley National Park 2. Designated routes that access or parallel Wilderness	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		

**Travel Management Area 2**  
**Subregions: Darwin, Sierra, South Searles, North Searles**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3:  1. Fossil Falls Entrance and Campground Loop Roads needed 2. Trona Pinnacles access and main loop roads	Med	11000	X	X	X
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	1000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barriers and/or fencing: Owens Peak Wilderness	Med	6250	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel- AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel- Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X

**Travel Management Area 2**  
**Subregions: Darwin, Sierra, South Searles, North Searles**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel- Rails to Trails	Rights of Way	Abandoned Union Pacific railway	Pursue Rights of Way were railway crosses private property	Med	40000	X	X	X
Travel- Rails to Trails	Maintain and Improve infrastructures	Abandoned Union Pacific railway	Maintain and Improve railbed, bridges and culverts	Med	20000	X	X	X
Travel- Route Improvement	Pave the Fossil Falls Entrance Road	Site-specific	Conduct engineering assessment; schedule route improvement in the annual work plan	Med	500000		X	
Travel- Route Improvement	Upgrade to an all weather road for the access route to the Trona Pinnacles	Site-specific	Conduct engineering assessment; schedule route improvement in the annual work plan	Med	1 Million		X	



### **3.0 TMA 3**

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 3, which is located within the Barstow Field Office area. TMA 3 is generally located east of Interstate 15 and south of SR 247, and continuing east and south on either side of US62 to the east and south boundaries of the West Mojave Planning Area, along Amboy Road (east) and near Sand to Snow National Monument (south). TMA 3 contains five subregions: Joshua Tree, Juniper Flats, Sand to Snow National Monument, Rattlesnake Canyon, and Wonder Valley. TMA 3 encompasses approximately 788,179 acres of BLM land.

The primary locations that are accessed within this TMA include: Sand to Snow National Monument, Pinto Mountains ACEC, Pisgah Crater, Amboy Crater, Razor Off-highway Vehicle (OHV) Open Area, and Cady Mountain Wilderness Study Area (WSA).

#### **3.1 Transportation System**

The TMA 3 designated network limits disturbance within designated National Conservation Lands (NCL) and ACECs, and is consistent with other designated area goals and objectives while enhancing access outside of designated sensitive areas such as the Sand to Snow National Monument and the Pinto Mountains Wilderness. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 3 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Joshua Tree = JT
- Juniper Flats = JF
- Sand to Snow National Monument = SA
- Rattlesnake Canyon = RC
- Wonder Valley = WV

#### **3.2 List of Designated Areas**

- Sand to Snow National Monument

- Marine Corps Air Ground Combat Center Twentynine Palms
- Big Morongo Canyon ACEC
- Carbonate Endemic Plants RNA ACEC
- Granite Mountain Wildlife Linkage ACEC
- Mojave Fringe-toed Lizard ACEC
- Old Woman Springs Wildlife Linkage ACEC
- Pinto Mountains ACEC
- Pipes Canyon ACEC
- Santos Manuel ACEC
- Whitewater Canyon ACEC
- Pinto Lucerne Valley and Eastern Slopes NCL
- Bighorn Mountain Wilderness NLCS
- Cleghorn Wilderness NLCS
- Pinto Mountains Wilderness NLCS
- San Gorgonio Wilderness NLCS
- Pacific Crest Trail SRMA
- Sand to Snow National Monument SRMA

### **3.3 Planning and Decision Maps**

- See Figures G-11 to G-15 in Section 14, TMA Map Figures

### **3.4 Travel Management Area 3 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 3 have been developed to address unique features that include:

- Provide for access to areas within Sand to Snow National Monument while ensuring protection of the Objects described in the Proclamation 9396.
- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the Pacific Flyway and other wildlife resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Maintain connectivity for local residents in rural residential areas and generally emphasize casual multiple-use motorized touring and motor-dependent activities, such as hiking, throughout the TMA.
- Restrict routes to street-legal vehicles in areas that are predominantly rural residential in character.
- Enhance the existing motorcycle network to provide better connectivity and minimize conflicts.
- Designate a non-mechanized bicycle network consisting of some of the routes being used as non-mechanized bicycle trails to reduce conflicts.
- Maintain or enhance OHV use opportunities in areas with fewer conflicts, and focus on network connectivity in other areas.
- Maintain motorized and non-motorized access to popular recreational and commercial destinations, while minimizing unauthorized use and potential impacts to sensitive resources, consistent with applicable designated area goals and plans.
- Evaluate Juniper Road as a component of a Backcountry Byway loop with Bowen Road.

- Provide access to Deep Creek and the Pacific Crest Trail from public lands via the recognized hiking trail.
- Identify, develop and provide appropriate parking at designated trailheads to access popular hiking areas.
- Minimize route impacts to the botanically sensitive Carbonate Endemics ACEC and to culturally sensitive Juniper Flats ACEC resources.
- Maintain casual-use motorized access on designated routes through wildlife corridors, while limiting permitted events to lessen seasonal impacts to migrating bighorn sheep and other wildlife.
- Install and maintain existing fencing and restrictor gates to deter illegal use off of the designated network and inappropriate types of use on the network.
- Maintain public land access through the Rattlesnake Canyon Wilderness corridor and seek an easement to secure through access across private land.
- Maintain public land access to Music Valley.
- Assess transmontane routes in the TMA to assure safe conditions and adequate drainage and erosion controls.
- Coordinate access at entry points to public lands with adjacent jurisdictions.
- Identify appropriate locations and install additional kiosks at popular entryways into the public land network.
- Identify key collector roads and maintenance needs.
- Provide mountain biking opportunities in the Prayer Mountain area.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate ROWs or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Identify and direct access for new ROWs and other authorized activities to existing corridors/routes and emphasize joint use of routes by multiple ROW holders, when reasonable. Site-specific issues would be resolved under the terms of the authorization, in consultation with the permit, easement, or ROW holder.
- Maintain limited access to commercial ranching facilities where appropriate, and install and maintain appropriate barriers or gates; these are not through routes, and would not be included in the public route network.
- Provide appropriate access to active mining claims covered by notice or plan.

### 3.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Big Morongo Canyon	1%	<p>The Preserve contains six distinct plant communities supporting diverse animal and plant life. The area is considered an important Bird Area with more than 247 bird species recorded in the Preserve and with at least 72 resident breeding species. The marsh and wetlands are considered a critical water source for many species such as Desert bighorn sheep and mule deer. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, and topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p> <p>The Morongo Preserve was the site of a large (&gt;10 acre) historic “Maringa” (Morongo) Native American Serrano permanent settlement. Present on the site are bedrock mortars, several types of ceramic wares, lithic tool stone debitage and numerous late period projectile points.</p>
Carbonate Endemic Plants RNA	0.5%, 1%	<p>This ACEC encompasses vital habitat for four federally listed and one unlisted narrowly endemic carbonate plant species. This ACEC also encompasses habitat for the San Diego Horned Lizard, Gray Vireo, and Bighorn Sheep. This area also functions as a primary wildlife connectivity zone.</p>
Granite Mountain Wildlife Linkage ACEC	0.25%	<p>Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, and Joshua tree woodland is present, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley could merge and create a block for wildlife movement.</p>
Mojave Fringe-toed Lizard ACEC	1%	<p>These units have active and functioning ecological processes of sand transport by flooding followed by sand sorting into smaller particle sizes and deposition onto occupied habitat by wind, and must be maintained where these processes are still present. Sand dune ecosystems, including their source sand and sand corridors, are necessary for the long-term survivorship of aeolian sand specialists, such as fringe-toed lizards and several plant species. These areas protect this limited habitat type. Protected land includes areas for source sand, wind and sand corridors, as well as the sand dune habitat and its associated shade plants.</p> <p>The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard (<i>Uma scoparia</i>) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-toed Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated pockets against hillsides.</p>

ACECs	Disturbance Cap	Relevance and Importance Criteria
Old Woman Springs Wildlife Linkage ACEC	0.1%, 0.5%, 1%	Relevant biological resources include wildlife and plant assemblages. The area is critical for bighorn sheep, Mojave fringed toed lizards, desert tortoise, burrowing owl and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area.
Pinto Mountains ACEC	0.5%, 1%	This area provides high density desert tortoise habitat and encompassed designated desert tortoise critical habitat (DTCH). This area provides critical tortoise habitat linkage. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, and topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Pipes Canyon ACEC	0.1%	Relevant and important resource values include prehistoric cultural resources associated with various indigenous periods. Area has numerous prehistoric resources that would meet criteria for inclusion to the National Register of Historic Places as contributing elements of an Eligible District. This area has the greatest concentration of known NRHP eligible sites within the Barstow Field Office.
Santos Manuel ACEC	0.1%	Recently an important archaeological site has been discovered in the area. The site is similar to the Topok Maze site near Needles CA and is an example of an extremely rare site type. This site meets criteria for eligibility to the National Register of Historic Places. James Ramos, Tribal Chairman from San Manuel requested of the Barstow Field Manager that this area be listed as a cultural ACEC to protect the site and cultural landscape. This area is in close proximity to the Pinto Basin that is within Joshua Tree National Park and is of great importance archaeologically to the prehistory of the area. Historically this area has many historic mining districts such as the Dale and New Dale mining districts.
Whitewater Canyon ACEC	1%	Relative riparian, wildlife, scenic and cultural values. The northern 2/3 of the ACEC is included in a wilderness area, and Whitewater Canyon is located in an ecotone where desert, mountain and coastal influences merge. These features, as well as a perennial stream running through the canyon, contribute to the area's diverse plant and animal life. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. An historic Indian village is also located in the northern part of the ACEC, as well as other important sites to the Indian population in the area. Its scenic beauty also makes it a popular recreational area for the public.

### 3.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Big Morongo Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Maintain ACEC values and manage as previously designated in the ACEC Plan</li> <li>• Install interpretive sign and kiosk inside northern boundary and at south end of canyon as funding allows</li> <li>• Coordinate land use programs and objectives with Nature Conservancy and San Bernardino County Regional Parks for adjacent lands</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes, designate mountain bike and equestrian use as per the local TMP</li> <li>• Camping in Big Morongo only with authorization</li> <li>• Discharge of firearms prohibited in Big Morongo</li> <li>• No pets/mountain bikes in Big Morongo</li> <li>• Little Morongo has open camping year round</li> <li>• Pets allowed in Little Morongo, but only on leash</li> <li>• Legal take of game with firearms allowed in Little Morongo</li> <li>• Equestrian users must stay on designated trails</li> </ul>
Carbonate Endemic Plants RNA	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive plant habitat from impacts associated with vehicle traffic</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• All existing routes of travel on public lands within the ACEC would be designated as open, limited, or closed</li> <li>• The boundary road defining the perimeter of the ACEC is currently an open route. Most other existing routes within the ACEC are limited or closed. These internal routes cross-designated critical habitat for listed plants, but are open for limited use to allow access to claimholders, researchers, and other permitted events and activities.</li> <li>• Provide dispersed opportunities focusing on enjoyment of the ACEC attributes</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Permitted events, such as dual sport rides, can occur but would require monitoring and stipulations to avoid areas of botanical sensitivity adjacent to roads</li> <li>• No camping in critical habitat</li> </ul>
Granite Mountain Wildlife Linkage	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• All designated routes will be signed</li> <li>• As funding allows, all routes identified as closed will be rehabilitated/restored</li> <li>• As funding allows, restore all undesignated incursions</li> <li>• Area would be managed within the Pacific Crest Trail and Stoddard / Johnson SRMAs</li> <li>• Reduce habitat impacts associated with vehicle use</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Mojave Fringe-toed Lizard	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect Mojave Fringe-toed Lizard from impacts associated with vehicle traffic</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC</li> <li>• Conduct public education efforts concerning OHV use in the desert</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Designate no new routes in the ACEC through the local TMP</li> </ul>
Old Woman Springs Wildlife Linkage	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Manage for the protection of Mojave fringe-toed lizard</li> <li>• Provide for general management and protection of paleontological resources</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors</li> <li>• Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act</li> </ul>
Pinto Mountains	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Install interpretive signs at access points to the ACEC</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Conduct public education efforts concerning OHV use in the desert</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• All vehicle traffic limited to designated roads and trails</li> </ul>
Pipes Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Designate no new routes in the ACEC except to address human health and safety needs</li> </ul>



ACECs	Travel Management Actions and Recreation Restrictions
Santos Manuel	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Designate no new routes in the ACEC</li> </ul>
Whitewater Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Provide recreation opportunities that are consistent with resource protection while minimizing effects on sensitive wildlife and plant</li> <li>• Create small recreation area in consultation with local landowners</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> </ul>

### 3.7 Restoration Priorities

- Transportation linear disturbances where rehabilitation would assist in directing the public away from potential safety hazards.
- The terminus of designated motorized routes leading to or ending in designated wilderness areas.
- Transportation linear disturbances that lead to illegal crossings of riparian areas.
- Three abandoned mine land features expected to be remediated in 2018.
- BAFO will develop partnerships to assist in the signing of open routes, the marking of closed routes, and restoration of closed routes in the Pinto Mountain subregion. Other subregions will be signed and marked as funds and resources become available slated for 2019 and beyond.

### 3.8 Kiosks

Currently, within TMA 3 there are twenty-three kiosks at major entry points and campgrounds, including:

- Off of Rattlesnake Canyon Rd. and south of Old Woman Springs Rd.
- Off of Viscera Spring Rd. and north of Burns Canyon Rd.

- Intersection of Hondo St. and Kickapoo Trail
- Intersection of Reche Rd. and Old Woman Springs Rd.
- Intersection of Amboy Rd. and Utah Trail
- Intersection of Twentynine Palms Highway and Gold Crown Rd.
- Off of Grapevine Canyon Rd. and south of Santa Rosa Rd.
- Off of Coxey Rd. and north of Oak Springs Rd.
- Intersection of Juniper Flats Rd. and Blake Rd.
- East of Coxey Rd. and west of Arrastre Falls
- Off of Coxey Rd. and northeast of Oak Springs Campground
- Off of Juniper Flats Rd. and west of Bowen Ranch Rd.
- East of Deep Creek Rd. and Arrowhead Equestrian Estates
- Arrastre Falls Kiosk east of Coxey Rd.
- South of Santa Rosa Rd. and north of Rabbit Run Wash
- West of Intersection of Lovelace Canyon Rd. and Canyon View Rd.
- East of Teton Rd. and west of Rabbit Run Wash
- Off of Grapevine Canyon Rd. and on southern boundary of Juniper Flats subregion
- West of Grapevine Canyon Rd. and on southern boundary of Juniper Flats subregion
- West of Coxey Rd. and south of Rabbit Run Wash
- Southeast of Bowen Ranch Camping Lot
- Arrastre Falls Trail Head
- Off of Powerline Rd. and south of Asien Rd.

### **3.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes
- Leave No Trace—Pack it in, Pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)

- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Respect Wildlife
- Comply with Fire Restrictions
- Please Don't Erase the Traces of America's Past
- Stay Out, Stay Alive (Mines)

### **3.10 Key Partnerships**

- a. U.S. Department of Defense
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. National Forest Service
- e. U.S. National Park Service
- f. Marine Corps Air Ground Combat Center Twentynine Palms
- g. National Fish and Wildlife Habitat Fund
- h. Friends of Juniper Flats
- i. Mojave Desert Land Trust
- j. Transition Habitat
- k. State and county governments and agencies
- l. Individual citizen volunteers from the communities within the boundaries of TMA 3, local, state, and national interest organizations.
- m. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **3.11 Transportation and Management Issues**

The following transportation management issue in TMA 3 needs to be addressed and will be pursued as funding and other resources become available.

- Development of access management strategy adjacent to the San Bernardino National Forest area without roads in the Juniper Flats subregion.

### **3.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs

after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **3.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

3.14 Implementation Strategy Table

**Travel Management Area 3**  
**Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 3	Route-specific info on scheduling and completion of monitoring, rehabilitation, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of “stop signs” on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	Material 35000 Labor 286000	X		
Travel-Signing	Designated Network Signing	West entrance of 7430	Establish trailhead marker at western entrance of 7430	Low	2500	X	X	
Travel-Signing	Designated Network Signing	Entrances of 6720 hiking trail	Establish trailhead markers at entrances of 6720 hiking trail	Low	3500	X	X	
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	Med	7500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Subregion-specific	Sign authorized routes to entrances to authorized use areas	Med	3500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Conjoin of JT1994 and 6799	1. Install gate where JT1994 conjoins with 6799	Med	3500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Conjoin of 653 and 4756	Install gate where 653 conjoins 4756	Med	2500	X	X	X
Travel-Staging Areas	Establish and maintain staging areas	7430, 6720 and JF4322	1. Establish trailhead at 7430 2. Establish trailhead at 6720 3. Establish trailhead at JF4322	Low	3500	X		
Travel-Staging Areas	Establish staging area	Copper Mountain and Coyote Dry Lake	Establish staging area and monitor to restrict expansion	Low	6500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		

**Travel Management Area 3**  
**Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. Sand to Snow National Monument - 1 2. Rattlesnake Canyon - 1 3. Joshua Tree - 1 4. Wonder Valley - 1	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	1500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install signs: 1. At BLM boundary for designated routes that access or parallel Twentynine Palms Marine Base, San Bernardino National Forest and Joshua Tree National Park 2. Designated routes that access or parallel Wilderness Areas		3500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	1500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	15000		X	X
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	Designated route system	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	8500	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	75000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	TBD	X	X	X
Travel-Route Maintenance	Designated route maintenance	Routes 85110, 85091/JT1905, 85089	Maintain designated route integrity to prevent off-roading that impacts JOTR boundary	Med	2500	X	X	X

**Travel Management Area 3**  
**Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing: 1. Juniper Flats 2. Bighorn Wilderness along the Rattlesnake Canyon Road 3. Black Lava Buttes	Med	7500	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Route-Specific	Route-Specific Rehab 1. Junction of Route 85119 and unauthorized Route 85126 2. Unauthorized routes off of Route JT1905 3. Unauthorized routes off of Route 102031 4. Unauthorized routes off of Route 248 5. Unauthorized routes off of Routes 84868 and 84861/JT1959 6. Junction of Route 654 and Route 4756 7. Junction of Route 84829 and Route 4876 8. Rehab unauthorized route 85126 on line-of-sight basis at Junction with Route 85119 to prevent access to JOTR boundary 9. Rehab unauthorized route 311 on line-of-sight basis at Junction with Route FT1905 to prevent access to JOTR boundary 10. Rehab unauthorized routes (6695; 114) on line-of-sight basis that break off designated Route 102031 to prevent access to JOTR boundary 11. Rehab unauthorized routes (314363; 314361; 314362) on line-of-sight basis that break off designated Route 248 prevent access to JOTR boundary 12. Rehab unauthorized routes on line-of-sight basis that break off designated Routes 84868 and 84861/JT1959 to prevent access to JOTR boundary 13. Rehab the unauthorized Route 4756 on line-of-sight basis from Route 654 14. Rehab the unauthorized Route 4876 on line-of-sight basis from Route 84829	Med	TBD	X	X	
Travel-Route Maintenance	Maintenance and monitoring of signage and restoration	Subregion-specific	Maintain existing signage and rehab any new incursions	Med	3500		X	X

**Travel Management Area 3**  
**Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Other Management Activities								
Travel-Grazing Allotments	Reduce user conflicts	North and south side of Rattlesnake Canyon Allotment along Rattlesnake Canyon Road RC3331; Juniper Flats Rd., Bowen Ranch Rd., and Coxe Truck Trail are entrances to the Round Mountain Allotment	Strategically install and maintain “Domestic Livestock, Please Do Not Disturb” signs	Med	1000 initial installment	X	X	X
Travel-Mitigation	Reduce user conflict	Junction of JT1994 / 2105 and 6799 for Mission Mine	Install gate at junction of routes leading to Mission Mine; provide turn-around	Med	6500		X	
Travel-Mitigation	Reduce user conflict	East endpoint of Route 85447	Install barrier at end of Route 85447 to prevent access to unauthorized Route 85450 that leads to JOTR boundary; provide turn-around	Med	1500		X	
Travel-Mitigation	Reduce user conflict	Junction of 102067 and JOTR boundary	Install barrier at Junction of Route 102067 and JOTR boundary; provide turn-around	Med	1500		X	
Travel-Mitigation	Reduce user conflict	Junction of Route 607 and JOTR boundary	Install barrier at Junction of Route 607 and JOTR boundary; provide turn-around	Med	1500		X	
Travel-Mitigation	Mitigate resource impacts	Terminal end of 107127 and 107128	Install barrier at terminal end of 107127 and 107128 to reduce water impacts	Med	1500		X	
Travel-Mitigation	Mitigate resource impacts	Big Horn Mountain Cherry Stem Spring (RC2315)	Install and maintain barrier fencing and signs; provide for turn-around	Med	4000 initial installment		X	
Travel-Mitigation	Mitigate resource impacts	Upper Rattle Spring	Construct and maintain enclosure fence	Med	4000 initial installment		X	
Travel-AML Inventory	Reduce conflict with recreational use	Subregion specific by priority 1. Joshua Tree 2. Sand to Snow National Monument 3. Rattlesnake Canyon 4. Juniper Flats 5. Wonder Valley	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel-Heritage Resources	Protect heritage resources	Area-specific	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X



## 4.0 TMA 4

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 4, which is located along the western and southern borders of the Ridgecrest Field Office area. TMA 4 is generally located south of Highway 178, west of State Route 14, south of Highway 58 and southwest of Edwards Air Force Base down to the northern boundary of the Angeles National Forest. TMA 4 contains three subregions: Jawbone, Middle Knob, and Lancaster. TMA 4 encompasses approximately 1,234,703 acres of BLM land.

The primary locations that are accessed within this TMA include: Jawbone Canyon and Dove Springs Open areas, Jawbone/Butterbrecht, Middle Knob and Big Rock Creek Wash ACECs, Bendire's thrasher, and Mohave Ground Squirrel Conservation Areas and Antelope Valley.

### 4.1 Transportation System

The TMA 4 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Fremont/Kramer and Jawbone/Butterbrecht ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 4 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Jawbone = JB
- Middle Knob = MK
- Lancaster = LA

### 4.2 List of Designated Areas

- Big Rock Creek Wash ACEC
- Jawbone/Butterbrecht ACEC
- Middle Knob ACEC
- Mohave Ground Squirrel ACEC

- West Desert and Eastern Slopes NCL
- Bright Star Wilderness NLCS
- Kiavah Wilderness NLCS
- Jawbone Canyon (OHV) Open Area
- Dove Springs (OHV) Open Area
- Jawbone SRMA
- Middle Knob SRMA
- Pacific Crest Trail SRMA

#### **4.3 Planning and Decision Maps**

- See Figures G-16 to G-20 in Section 14, TMA Map Figures

#### **4.4 Travel Management Area 4 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 4 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.

- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, particularly within the Jawbone and Middle Knob subregions, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the Pacific Flyway and other wildlife resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Maintain the seasonal closure (February 1 through July 1) on the use of routes within the Robbers Roost Birds of Prey Nesting Area.
- Provide access to the Robbers Roost area for recreational opportunities such as rock climbing, picnicking, and camping outside of the seasonal closure period.
- Provide for access to and enhancement of trailheads that connect with the Pacific Crest Trail. Make trailhead access available for passenger vehicles and horse trailers. Provide appropriate parking areas at trailheads.
- Provide for access to, and enjoyment of, the Dove Springs and Jawbone Canyon OHV Open Areas.
- Provide for, manage, and maintain motorcycle (single-track) recreation opportunities within the Jawbone and Middle Knob subregions.
- Work with California State Parks, Off-Highway Motor Vehicle Recreation Division to provide a designated route network that allows access for administrative and future public use of the intermixed state-owned sections of lands within the Jawbone subregion.
- Provide access to Sequoia National Forest lands for both motorized and non-motorized recreational uses, including hunting, hiking, and OHV use.
- Protect the Big Rock Creek Wash for its purpose of acting as an alluvial sand transport path that also provides a critical wildlife linkage corridor from the valley floor to the mountains. It is also within a proposed Significant Ecological Area (Big Rock Creek SEA) designated by Los Angeles County.

#### 4.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Big Rock Creek	0.1%	This BLM parcel is part of a proposed Significant Ecological Area (Big Rock Creek SEA) designated by Los Angeles County. Short-joint beavertail cactus is a USFWS Species of Concern that occurs here. Establishment of the Big Rock Creek Corridor is recommended in the 2006 WEMO Plan (pg. 2-17). In addition, remote sensing shows that the Big Rock Wash ecosystem is unique in the region. The red color exhibited in Landsat aerial photos indicates unique soil and vegetation characteristics. The vegetation consists of a diversity of plant species that are unusually dense and robust. This type of habitat supports a variety of wildlife species including the special status San Diego horned lizard.
Jawbone-Butterbreed	1%	Relevant wildlife habitat and Native American values. Contains some of the more productive wildlife habitat in the California Desert including an important migratory bird stopover and part of a major raptor and vulture migratory corridor. Contains yellow-eared pocket mouse, Bendire’s Thrasher and Mohave ground squirrel habitat. West Mojave endemic plant Kelso Creek Monkeyflower has nearly its entire range within the ACEC Joshua tree woodland provides nesting habitat for native birds and a food source for Mohave ground squirrel. Native American heritage and religious sites present. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/ minimized climate changes) for wildlife species. Part of the Pacific Crest Trail crosses the ACEC. Sites historically used by Kawaiisu for traditional religious and secular purposes.
Middle Knob	1%	Regionally significant populations of Kern buckwheat ( <i>Eriogonum kennedyi</i> var. <i>pinicola</i> ). This area was designated to protect areas of Kern buckwheat habitat and to monitor suitable habitat for flax-like monardella ( <i>Monardella linoides</i> var. <i>oblonga</i> ). It is also designated as a Key Raptor Area. Joshua tree woodland is also present.
Middle Knob	1%	The Horse Canyon ACEC lies within an area that was a major east-west corridor for precontact Native American movement between the California desert and Great Basin regions to the coast. The area was ethnographically occupied by the Kawaiisu Tribe and informants have identified several spiritually important locations within the ACEC. It is highly likely that Tribal landscape level cultural and spiritual values are still relevant. Of the paleontological resource values known within and adjacent to the area the unique presence of the Phillips Ranch vertebrate locality provides high research potential to yield significant information on vertebrate fossils and the history of geologic/fault activity in the region. In addition to cultural and paleontological resources, seven BLM sensitive plants have been documented to occur in the area: Spanish Needle Onion ( <i>Allium shevockii</i> ), Palmer’s mariposa lily ( <i>Calochortus palmeri</i> var. <i>palmeri</i> ), Cache Peak buckwheat ( <i>Eriogonum kennedyi</i> var. <i>pinicola</i> ), Pale-yellow layia ( <i>Layia heterotricha</i> ), Calico monkeyflower ( <i>Mimulus pictus</i> ), Spjut’s bristle-moss ( <i>Orthotrichum spjutii</i> ), and Piute Mountains jewelflower ( <i>Streptanthus cordatus</i> var. <i>piutensis</i> ). There is currently one mining claim within the ACEC associated with the Horse Canyon agate field.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such as Nelson’s bighorn sheep ( <i>Ovis canadensis nelsoni</i> ), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

#### 4.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Big Rock Creek Wash	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Modify the WEMO Route Network if needed</li> <li>• Should the surrounding area become developed, BLM will need to work first on securing agency and/or public access to the site.</li> <li>• Consider whether the area can be managed best by developing it as a recreational use site, with some interpretative trails and focused recreational pursuits, or by maintaining it as a primitive ecological reserve.</li> <li>• Monitor and patrol the area and/or to developing a Friends group or an MOU with some other entity to do this important work.</li> <li>• Protective measures may be required in the future if use increases and/or use starts to adversely impact resources such as: fencing the perimeter of the ACEC to protect it from vehicle incursions originating outside of the ACEC, delineating parking and camping areas and developing interpretative trails.</li> <li>• All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, astronomy/star gazing, nature study and viewing.</li> <li>• Note: There is one paved road across private land that accesses the area. BLM does not designate routes across private land. At this time, there is little vehicle use in the area and little to no visitor impacts. The ACEC is surrounded by private lands, but it is thought that the likelihood of these lands being developed is low. The lands are within an active floodplain and L.A. County has zoned the area for non-development</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• No gravel mining would be allowed in this ACEC. Aggregate mining allowed with minimization measures</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Jawbone Butterbredt	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows.</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails, as funding allows</li> <li>• Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes</li> </ul>
Middle Knob	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Motorized, non-motorized, non-mechanized, etc. including casual as well as permitted use.</li> <li>• Protect sensitive habitat while providing visitor access</li> <li>• Identify access routes which minimize impact to resources. Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows.</li> <li>• Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. Un-authorized routes will be rehabilitated/restored as funding allows.</li> <li>• Provide dispersed opportunities for enjoyment of the ACEC attributes All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing.</li> <li>• Increase public awareness of the values of the ACEC.</li> <li>• Maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis.</li> <li>• Increase compliance with resource protection goals.</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed, consistent with this Special Unit Management Plan and the CMAs in the LUPA. If an activity is not specifically covered by the CMAs, it will be allowed if it is consistent with the Nationally Significant Values, but prohibited if the uses conflict with those values.</li> </ul>
Mohave Ground Squirrel	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Inform the public of the importance of the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> </ul>

#### 4.7 Restoration Priorities

- Routes that are resulting in trespass into designated Wilderness Areas.
- Routes that are leading to Motorized and Mechanized vehicle use of the Pacific Crest Trail.

- TLDs and other surface disturbances that are within Core Population areas of the Mohave Ground Squirrel.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

#### **4.8 Kiosks**

Currently, within TMA 4 there are twenty-seven kiosks at major entry points and campgrounds, including:

- Across from Freeman Junction/California Historical Landmark No. 766
- Intersection of California State Route 178 and Los Angeles Aqueduct Rd.
- Off of California State Route 178 and north of Freeman Canyon
- Off of Hwy 14 and south Robber's Roost Ranch
- Intersection of Hwy 14 and Horse Canyon Rd.
- Off of Horse Canyon Rd. and northwest of Sage Canyon Rd
- Off of Hwy 14 and northwest of Redrock Inyokern Rd.
- Off of Hwy 14 and north of Dove Springs Entrance
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area - 1
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area - 2
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area - 3
- Jawbone Canyon Store off of Hwy 14
- Off of Jawbone Canyon Rd. at Jawbone Visitor Center - 1
- Off of Jawbone Canyon Rd. at Jawbone Visitor Center - 2
- Off of SC 175 and north of Jawbone Canyon Rd.
- Off of Jawbone Canyon Rd. and east of Gold Canyon Rd.
- Intersection of Gold Canyon Rd. and Jawbone Canyon Rd.
- Intersection of SC 251 and Gold Canyon Rd.
- Intersection of Cheyenne Rd. and Jawbone Canyon Rd.
- Intersection of Bird Spring Canyon Rd. and Kelso Valley Rd.
- Off of Kelso Valley Rd. and southeast of Old Adobe Rd.
- Off of Kelso Valley Rd. and east of Frog Spring
- Intersection of Kelso Valley Rd. and Dove Spring Canyon Rd.
- Intersection of Kelso Valley Rd. and Butterbredt Canyon Rd.

- Off of Jawbone Canyon Rd. and south of Hoffman Canyon
- Off of Los Angeles Aqueduct Rd. and west of Red Rock Canyon State Park
- Off of Hwy 14 and south of Pine Tree Canyon Rd.

#### **4.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Take a Hike along the Pacific Crest National Scenic Trail
- Discover the Past, Protect the Futures
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

#### **4.10 Key Partnerships**

- a. U.S. Department of Defense
- b. U.S. Fish and Wildlife Service
- c. U.S. Geological Survey
- d. U.S. National Forest Service
- e. U.S. National Park Service
- f. Edwards Air force Base
- g. National Fish and Wildlife Habitat Fund
- h. State and county governments and agencies
- i. Pacific Crest Trail Association
- j. Individual citizen volunteers from the communities within the boundaries of TMA 4, local, state, and national interest organizations.
- k. Adjacent landowners, railroads, conservation groups, Friends groups, etc.



#### **4.11 Transportation and Management Issues**

The following four transportation management issues in TMA 4 need to be addressed and will be pursued as funding and other resources become available:

- Work with California Department of Transportation to enhance and expand the entrance into the Dove Springs Open Area from CA Highway 14.
- Develop partnerships with property owners where trailhead improvements would best serve those individuals desiring to use the Pacific Crest Trail.
- Delineate camping boundaries for large group campsites within the Jawbone/Butterbredt ACEC where spill over usage is causing resource issues and non-compliance issues with the designated route system.
- Work with the Off Highway Motor Vehicle Recreation Division of CA Parks and Recreation in the development of a designated travel management system in the checker-boarded area of the Jawbone Butterbredt ACEC.

#### **4.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

#### **4.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

4.14 Implementation Strategy Table

Travel Management Area 4  
Subregions: Jawbone, Middle Knob, Lancaster

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 4	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Edwards Air Force Base, Sequoia National Forest, Angeles National Forest and Red Rock State Park 2. Designated routes that access or parallel Wilderness	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X

**Travel Management Area 4**  
**Subregions: Jawbone, Middle Knob, Lancaster**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: Dove Springs Access Road	Med	11000	x	x	x
Travel Barrier-Maintenance	Barrier Maintenance	Area-specific	Maintain barrier and/or fencing: Kiavah Wilderness Jawbone Canyon and Dove Springs Open Area's Boundary Fences	Med	6250	X	X	X
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	6000	x	x	x
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel- AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel- Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X
Travel- Route Improvement	Widen Entrance to Dove Springs Open Area for a two lane traffic pattern	Site-Specific	Conduct engineering assessment; schedule route improvement in the annual work plan	Med	200000		X	

## 5.0 TMA 5

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 5, which is located within the Barstow Field Office. TMA 5 is generally located north of the City of Barstow and Highway 15, east of Highway 395, and south of the National Training Center Fort Irwin. TMA 5 contains seven subregions: Cronese Lake, Calico Mountains, Coolgardie, Mitchel Mountains, Harper Lake, Black Mountain and Fremont Peak. TMA 5 encompasses approximately 811,488 acres of BLM land.

The primary locations that are accessed within this TMA includes: Soda Mountain Wilderness Study Area; Old Spanish Trail; Calico Early Man Site; Owl Canyon Campground; Rainbow Basin scenic driving loop; Black Mountain Wilderness; Harper Dry Lake day use area; Husky Memorial; and Odessa and Mule Canyons.

### 5.1 Transportation System

The TMA 5 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Superior-Cronese and Calico Early Man Site ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 5 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Cronese Lake = CL
- Calico Mountains = CM
- Coolgardie = CG
- Mitchel Mountains = MM
- Harper Lake = HL
- Black Mountain = BM
- Fremont Peak = FP

## 5.2 List of Designated Areas

- Barstow Woolly Sunflower ACEC
- Black Mountain ACEC
- Calico Early Man Site ACEC
- Coolgardie Mesa ACEC
- Cronese Basin ACEC
- Fremont-Kramer ACEC
- Harper Dry Lake ACEC
- Parish's Phacelia ACEC
- Rainbow Basin/Owl Canyon ACEC
- Soda Mountain Expansion ACEC
- Superior-Cronese ACEC
- West Paradise ACEC
- Mojave and Silurian Valley NCL
- Western Desert and Eastern Slopes NCL
- Black Mountain Wilderness NLCS
- Razor OHV Area
- Razor SRMA
- Red Mountain SRMA
- Superior / Rainbow SRMA
- Soda Mountains WSA

## 5.3 Planning and Decision Maps

- See Figures G-21 to G-25 in Section 14, TMA Map Figures

## 5.4 Travel Management Area 5 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 5 have been developed to address unique features that include:

## *Goals*

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Black Mountain Wilderness, Harper Lake, and Superior-Cronese ACEC.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- All subregions encompass designated desert tortoise critical habitat, and management for this species is a high priority for this TMA.

## *Objectives*

- Coolgardie subregion contains designated critical habitat for Lane Mountain Milk-vetch, therefore, protection from ground disturbance is a major consideration for this subregion.
- Harper Lake Well will be protected for its contributions to the local ecosystem.
- Hiking trails will be designated to allow for wildlife viewing.

- Several utility corridors (P, G, Q, D and BB) cross TMA 5. Within these corridors, access routes exist to service the varied ROWs. These routes often serve as BLM designated open routes for other users. Continue to utilize existing ROW access routes by other users to minimize new routes.

### 5.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Barstow Woolly Sunflower	0.5%	This ACEC was particularly set aside for the protection of the extremely rare and highly localized plant Barstow woolly sunflower ( <i>Eriophyllum mohavense</i> ). This species is under threat from motorized vehicle use and grazing, especially since it is located within the Gravel Hills Grazing Allotment, which receives ephemeral use by domestic sheep. In addition to the woolly sunflower, the ACEC contains the rare and CNPS listed Mojave spineflower, as well as the Mohave ground squirrel, desert tortoise, and chisel toothed kangaroo rat.
Black Mountain	0.5%	Relevant prehistoric and Native American values include extraordinary cultural resources including extensive assemblages of petroglyphs, lithic workshops, and locations suitable for surface occupation sites and game hunting, and a major transportation corridor used by prehistoric people. This ACEC also contains critical habitat for the desert tortoise and known occupied habitat for the Mojave ground squirrel, LeConte’s thrasher, desert cymopterus and Barstow woolly sunflower.
Calico Early Man Site	NA	Relevant cultural resource values. Internationally recognized for its values to scientific research into the question of Early Man in the Western Hemisphere. Classified as a quarry, lithic workshop and possible campsite, the Site has yielded 11,400 diagnostic stone tools and flake artifacts. Listed on the National Register of Historic Places. Specifically, this ACEC serves as a research and educational site, which includes ground disturbance associated with the purpose of the ACEC.
Coolgardie Mesa	0.5%	Established to protect the extremely narrowly endemic Lane Mountain Milkvetch and Barstow Woolly-sunflower. The area also provides important wildlife connectivity.
Cronese Basin	0.5, 1%	Relevant and important resource values include prehistoric and historic cultural resources associated with various indigenous and early European occupation periods and natural resources, including wilderness characteristics, wetland values, unusual plant communities, and sensitive species. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	<p>This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed Desert Tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.”</p> <p>The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte’s thrashers. This area provides critical tortoise habitat linkage.</p>
Harper Dry Lake	1%	<p>Before early settlement and adjacent agricultural activities, this playa possessed a shallow water table feeding a productive meadowland habitat. At that time, surface water flowed in the Mojave River throughout the year in much of the West Mojave and spring flows were frequent. With the advent of ranching and later agriculture, much of the Harper Lake meadowland was degraded, and with additional populations and dams, Mojave River flow has been substantially reduced and flows down river of the Victor Valley area are infrequent. With the advent of larger agricultural operations in the area, runoff replenished the Harper Lake playa environs, and along with occasional natural replenishments provide pockets along a 2-mile long stretch of Harper Dry Lake playa that have become a unique lacustrine marsh oasis in the West Mojave. The importance of this area is as the most extensive area of concentrated nesting and migratory bird habitat in this portion of the West Mojave desert.</p>
Parish’s Phacelia	0.5%	<p>Set aside solely to protect the largest known population of Parish’s phacelia. This unit also overlaps a portion of the Old Spanish Trail.</p>
Rainbow Basin/Owl Canyon	0.5%	<p>Relevant wildlife, scenic, geological and paleontological resource values. Contains a spectacular display of colorful sedimentary rocks with geological structures clearly exposed. The area is also important as a source of Miocene vertebrate fossils, including fossilized camel tracks. Contains habitat for the desert tortoise, as well as two nest sites for the prairie falcon.</p>
Soda Mountain Expansion	1%	<p>This corridor provides important plant and wildlife connectivity between surrounding Wilderness and Wilderness Study Areas, which encompass large blocks of intact habitat. There is one known site within the Soda Mountain Expansion that meets criteria for inclusion to the National Register of Historic Places. The site is a geoglyph, which is of sacred value to Tribes.</p>
Superior-Cronese	0.5%	<p>This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides critical tortoise habitat linkage. Relevant wildlife resource values. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat.</p>
West Paradise	0.5%	<p>Established to protect the extremely narrowly endemic Lane Mountain Milkvetch. The area also provides important wildlife connectivity.</p>



## 5.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Barstow Woolly Sunflower	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Provide dispersed opportunities focused on enjoyment of the ACEC attributes</li> <li>• Provide for group camping and equestrian facilities</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes</li> <li>• Restrict camping from sensitive habitat areas</li> </ul>
Black Mountain	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive cultural resources from human disturbance</li> <li>• Monitor and enforce closure of selected routes of travel</li> <li>• Install signs and use barriers to direct vehicle traffic away from sensitive cultural resources</li> <li>• Provide for dispersed opportunities while protecting relevant resources</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Do not establish new routes near sensitive cultural resources</li> </ul>
Calico Early Man Site	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Provide safe water supplies for hosts and visitors</li> <li>• Develop well, water storage, and water delivery system to supply drinking water to major facilities at the Calico Site</li> <li>• Protect cultural resources from human activities</li> <li>• Provide dispersed recreation opportunities for enjoyment of the ACEC that are consistent with resource protection</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Prohibit firearms use, rockhounding, unauthorized camping and unauthorized OHV use within the ACEC</li> </ul>
Coolgardie Mesa	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from vehicle impacts</li> <li>• Vehicles use restricted to existing designated routes</li> <li>• Fencing of designated routes would be installed as necessary, with signs advising the public that the area is closed to vehicle travel because of sensitive species conservation</li> <li>• Provide dispersed opportunities that focus on enjoyment of the ACEC attributes</li> <li>• Focus rehabilitation of unauthorized and closed routes within Lane Mountain milk-vetch critical habitat</li> <li>• Focus rehabilitation of unauthorized and closed routes within desert tortoise critical habitat</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Cronese Basin	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect resources from impacts associated with vehicle use</li> <li>• Limit motor vehicle travel to designated routes</li> <li>• Control vehicle access and increase BLM field presence</li> <li>• Post signs to implement route designations, and monitoring route use</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the DRECP and compatible with the purposes for which the ACEC was designated</li> </ul>
Fremont-Kramer	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Provide dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Through the local TMP, identify open routes and close other existing unauthorized routes</li> <li>• Sign designated routes routinely in accordance with the local TMP</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and desert tortoise habitat</li> <li>• Increase compliance with routes of travel and the TMP</li> <li>• Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis</li> <li>• Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring.</li> <li>• Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits.</li> <li>• Focus rehabilitation of unauthorized and closed routes within Lane Mountain milk-vetch critical habitat</li> <li>• Focus rehabilitation of unauthorized and closed routes within desert tortoise critical habitat</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes.</li> <li>• All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing</li> <li>• Within this unit, shooting is allowed only during hunting season while pursuing game or when shooting at paper targets that are transported to the shooting site and taken home after target practice</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Harper Dry Lake	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Prevent loss of critical marsh habitat from intensive recreation use</li> <li>• Increase compliance with routes of travel and/or the travel management plan</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Lands within 100 yds. of marsh vegetation are closed to motorized vehicles, landsailers, vehicle traffic in all other areas is restricted to designated routes of travel</li> <li>• Lands within 100 yds. of marsh are closed to camping</li> </ul>
Parish's Phacelia	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect Parish's phacelia from impacts associated with vehicle traffic</li> <li>• Protect habitat by restricting vehicle traffic on the dry lakebeds</li> <li>• Place signs around the boundary of the ACEC</li> <li>• Prevent the establishment of new routes</li> <li>• Through the local TMP process, evaluate the route network and designate or close existing routes to reduce impacts to the ACEC values</li> <li>• Reduce impacts of recreation on plant populations</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Camping is not an allowable use</li> </ul>
Rainbow Basin/Owl Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Preservation and protection of outstanding and significant values, while allowing for public use, appreciation and study</li> <li>• Manage for the protection of sensitive wildlife habitat BLM Special Status Species and other species of concern</li> <li>• Identify and implement actions to conserve and improve habitat conditions</li> <li>• Protect resource values of the ACEC</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated</li> </ul>
Soda Mountain Expansion	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• To provide connectivity between surrounding large blocks of intact wildlife habitat</li> <li>• This ACEC contains existing routes and trails that provide access to the Soda Mountains WSA. This access should be considered as part of the local TMP process.</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Superior-Cronese	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• All vehicle traffic is limited to designated roads and trails</li> </ul>
West Paradise	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Fencing of the approved routes would be installed as necessary, with signs advising the public that the area is closed to vehicle travel because of endangered species conservation Inform the public of the importance of the ACEC</li> <li>• Provide dispersed opportunities focusing on enjoyment of the ACEC, with a focus on camping</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated</li> </ul>

### 5.7 Restoration Priorities

- High priority placed on restoration of TLDs to enhance desert tortoise critical habitat values and to reduce impacts to desert tortoise linkage values.
- High priority placed on route restoration efforts in the Coolgardie subregion to enhance desert tortoise critical habitat and linkage values as well as enhance critical habitat values for Lane Mountain Milk-vetch.
- Fremont Peak and Black Mountain subregions - THC has signed all open routes and has begun marking closed routes and restoration via OHMVR grant slated for 2015-2018.
- Begin a 3 year restoration grant in the following subregions: Coolgardie and Harper Lake. A restoration grant will fund the marking of closed routes and the corresponding 2018 Barstow Ground Operations grant will fund the signing of open routes in the same subregions slated for 2017 – 2020.
- Propose another restoration grant to OHMVR from the following subregions; Mitchel Mountains, Calico Mountains, and Cronese Lake. As with the previous restoration grant, the Ground Operations grant will support the signage of all the open routes in these subregions slated for 2018 – 2021.

### 5.8 Kiosks

Currently, within TMA 5 there are twenty-four kiosks at major entry points and campgrounds, including:

- Intersection of Powerline Rd. and Alvord Mountain Rd.

- Intersection of Kramer Rd. and Powerline Rd.
- Harper Lake Wildlife Viewing Area north of Lockhart Ranch Rd.
- Next to Harper Lake off of Lockhart Ranch Rd.
- Off of Black Canyon Rd. west of Black Mountain Wilderness
- Off of Rosewood Blvd. close to Lockhart Ranch Rd.
- South of Hoffman Rd. and north of Fremont Peak Rd.
- Off of Copper City Rd. and north of Birmingham Rd.
- North of Powerline Rd. and south of Kramer Rd.
- Off of E.F. 401 and south of Hinkley Rd.
- Off of New Dixie Mine Rd. and west N. Kickapoo Trail
- Intersection of Copper City Rd. and Irwin Rd.
- Owl Canyon Campground 1
- Owl Canyon Campground 2
- Off of Fort Irwin Rd. and east of Irwin Rd.
- Intersection of Doran Scenic Dr. and Calico Rd.
- Off of Irwin Rd. and south of Fossil Bed Rd.
- Intersection of Meadow Grove Rd. and Fort Irwin Rd.
- Intersection of Mule Canyon Rd. and Calico Rd.
- Off of Hoffman Rd. and east of Cuddeback Campground
- West of Hwy 395 and off of Fremont Peak Rd.
- Off of Colusa Rd. and Mirage Lake Rd.
- Off of Hwy 395 and slightly north of Macon Rd.
- Intersection of 260<sup>th</sup> St. E. and Ave C.

## 5.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated roads and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert

- Know Where To Go (Rockhounding, Climbing, Jeeping, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

### **5.10 Key Partnerships**

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Transition Habitat Conservancy
- National Training Center Fort Irwin
- National Fish and Wildlife Habitat Fund
- San Bernardino County Regional Parks (Calico Ghost Town)
- State and county governments and agencies
- Old Spanish Trail Association
- Daggett Historical Society
- Individual citizen volunteers from the communities within the boundaries of TMA 5, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **5.11 Transportation and Management Issues**

The following transportation management issue in TMA 5 needs to be addressed and will be pursued as funding and other resources become available.

- Illegal incursions from Superior / Rainbow and Red Mountain SRMAs onto adjoining limited use areas.

### **5.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **5.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

5.14 Implementation Strategy Table

**Travel Management Area 5**  
**Subregions: Black Mountain, Calico Mountains, Coolgardie, Cronese Lake, Fremont Peak, Harper Lake**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 5	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of “stop signs” on designated routes that terminate on SB County Public Works Department maintained routes)	High	Material 35000 Labor 143000	X		
Travel-Signing	Designated Network Signing	East entrances to BLM parcel T11N, 5W, Sec 14 at intersection of 122325 and 123719/123720	Sign 123719 and 123720 as closed	Med	TBD	X	X	
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	Med	7500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Subregion specific	Sign authorized routes to entrances to authorized use areas	Med	3500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	South terminal of 92360	Install gate at south terminal end to restrict access to authorized use route 119078	Med	TBD	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. Black Mountain – 1 2. Coolgardie – 1 3. Harper Lake – 2 4. Mitchel Mountains – 1 5. Calico Mountains – 1 6. Cronese Lake – 1	High	3500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	1500	X	X	X



**Travel Management Area 5**  
**Subregions: Black Mountain, Calico Mountains, Coolgardie, Cronese Lake, Fremont Peak, Harper Lake**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Ft Irwin National Training Center and China Lake Naval Weapons Center 2. Designated routes that access or parallel Wilderness	Med	35000		X	X
Travel-Boundaries	Boundary sign installation	North terminal end of 118367 where route meets US Department of Defense boundary	Sign route as dead end to lands of other ownership	Med	TBD	X	X	
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain signs	Med	5500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	17000	X		
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	25000		X	X
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	135000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: 1. Owl Canyon Loop and Owl Canyon Campground trails 2. Harper Lake ACEC routes and hiking trails	Med	3000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Post and cable barrier in the Lane Mountain Milkvetch ACEC	Maintain the post and cable fencing	Med	TBD	X	X	X

**Travel Management Area 5**  
**Subregions: Black Mountain, Calico Mountains, Coolgardie, Cronese Lake, Fremont Peak, Harper Lake**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	<ol style="list-style-type: none"> <li>Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan</li> <li>Use rapid-response approach first upon identification of unauthorized route creation</li> <li>Inventory recordation and signage of unauthorized routes</li> </ol>	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance and monitoring of signage and restoration	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel-Compliance	Mitigate impacts to resources and public safety	McDonald Well	WEMO ID 119278 in vicinity of McDonald Well is prioritized for closure enforcement.	Med	TBD	X	X	X
Travel-Compliance	Mitigate impacts to resources and public safety	Williams Well	Williams Well is prioritized for closure enforcement	Med	TBD	X	X	X
Travel-AML Inventory	Reduce conflict with recreational use	Subregion-specific by priority <ol style="list-style-type: none"> <li>Calico Mountains</li> <li>Fremont Peak</li> <li>Coolgardie</li> <li>Black Mountain</li> <li>Mitchel Mountains</li> <li>Cronese Lake</li> </ol>	<ol style="list-style-type: none"> <li>Inventory AML features adjacent to open routes</li> <li>Identify potential hazards</li> <li>Remediate as appropriate</li> </ol>	Med	TBD	X		
Travel- Heritage Resources	Protect heritage resources	Designated route system	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X

## **6.0 TMA 6**

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 6, which is located within the Barstow Field Office. TMA 6 is generally located within San Bernardino County, west of Highway 15, south of Highway 58, east of Edwards Air force Base, and north of the San Bernardino National Forest. TMA 6 contains four subregions: El Mirage, Iron Mountain, Kramer Hills, and Victorville. TMA 6 encompasses approximately 549,648 acres of BLM land.

The primary locations that are accessed within this TMA includes: El Mirage Cooperative Management Area and a segment of the Pacific Crest Trail. There is also rockhounding in the Kramer Hills Subregion.

### **6.1 Transportation System**

The TMA 6 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Superior-Cronese and Fremont-Kramer ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 6 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Iron Mountain = IM
- Kramer Hills = KH
- El Mirage = EM
- Victorville = VV

### **6.2 List of Designated Areas**

- Fremont-Kramer ACEC
- Superior-Cronese ACEC
- El Mirage (OHV) Area
- El Mirage SRMA

### 6.3 Planning and Decision Maps

- See Figures G-26 to G-30 in Section 14, TMA Map Figures

### 6.4 Travel Management Area 6 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 6 have been developed to address unique features that include:

#### *Goals*

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Superior-Cronese ACEC, Fremont-Kramer ACEC, and El Mirage Dry Lake.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.

- Provide for high quality organized and unorganized OHV recreational opportunities.

**Objectives**

- Protection of desert tortoise critical habitat values in Iron Mountain, Kramer Hills, and El Mirage subregions.
- Several utility corridors (C, D, H, O, and P) cross TMA 6. Within these corridors, access routes exist to service the varied ROWs. These routes often serve as BLM designated open routes for other users. Continue to utilize existing ROW access routes by other users to minimize new routes.

**6.5 ACECs – Disturbance Caps and Relevance and Importance Criteria**

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.” The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Superior-Cronese	0.5%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides critical tortoise habitat linkage. Relevant wildlife resource values. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat.

## 6.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Fremont-Kramer	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Provide dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Through the local TMP, identify open routes and close other existing unauthorized routes</li> <li>• Sign designated routes routinely in accordance with the local TMP</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat</li> <li>• Increase compliance with routes of travel and the TMP</li> <li>• Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis</li> <li>• Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring.</li> <li>• Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits.</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes</li> </ul>
Superior-Cronese	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• All vehicle traffic is limited to designated roads and trails</li> </ul>

## 6.7 Restoration Priorities

- Highest priority restoration areas are unauthorized routes in the Kramer Hills subregion due to DTCH and linkage values.
- El Mirage subregion - Open routes signed and close routes marked - Friends of El Mirage OHMVR Grant slated for 2015-2018.
- Begin a 3 year restoration grant in the following subregions: Kramer Hills and Iron Mountain. A restoration grant will fund the marking of closed routes and the corresponding 2018 Barstow Ground Operations grant will fund the signing of open routes in the same subregions slated for 2017 – 2020.

## **6.8 Kiosks**

Currently, within TMA 6 there are four kiosks at major entry points and campgrounds, including:

- Off Helendale Rd. and south of Hwy 58
- Intersection of Smithson Rd. and Saddle Ln.
- Intersection of Mountain View Rd. and Bella Vista Dr.
- Intersection of Mountain View Rd. and Bonita Vista Dr.

## **6.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

## **6.10 Key Partnerships**

- U.S. Department of Defense
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. National Park Service
- U.S. National Forest Service
- Edwards Air Force Base
- National Fish and Wildlife Habitat Fund
- Southern California Logistics Airport
- State and county governments and agencies

- Friends of El Mirage
- Los Angeles County
- San Bernardino County
- California State Parks Off-Highway Motorized Vehicle Recreation Department
- Southern California Timing Association
- Wind Wizards
- California Off-Road Vehicle Association
- Individual citizen volunteers from the communities within the boundaries of TMA 6, local, state, and national interest organizations.
- Other adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **6.11 Transportation and Management Issues**

The following transportation management issue in TMA 6 need to be addressed and will be pursued as funding and other resources become available.

- Illegal incursions from El Mirage OHV Area onto adjoining limited use areas.

### **6.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **6.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).



6.14 Implementation Strategy Table

Travel Management Area 6  
Subregions: Kramer Hills, Iron Mountain, El Mirage, Victorville

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 6	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of “stop signs” on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	15000	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	3500	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Subregion-specific	Sign authorized routes to entrances to authorized use areas	Med	TBD	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	6500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. Iron Mountain - 2 2. Kramer Hills - 3 3. El Mirage - 1	High	4500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	1500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Edwards Air Force Base and San Bernardino National Forest 2. El Mirage Cooperative Management Area	Med	2500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	1500		X	X

**Travel Management Area 6**  
**Subregions: Kramer Hills, Iron Mountain, El Mirage, Victorville**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	7500	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	14500		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	5500	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	65000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	TBD	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing	Med	TBD	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	<ol style="list-style-type: none"> <li>1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan</li> <li>2. Use rapid-response approach first upon identification of unauthorized route creation</li> <li>3. Inventory recordation and signage of unauthorized routes</li> </ol>	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel-Mitigation	Barrier fence	Northern boundary of El Mirage OHV Area	Install and maintain barrier fence along northern boundary of El Mirage OHV Area as appropriate	High	15000	X	X	

**Travel Management Area 6**  
**Subregions: Kramer Hills, Iron Mountain, El Mirage, Victorville**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-AML Inventory	Reduce conflict with recreational use	Subregion specific by priority 1. El Mirage 2. Kramer Hills 3. Iron Mountains 4. Victorville	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel-Heritage Resources	Protect heritage resources	Area-specific	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X

## **7.0 TMA 7**

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 7, which is located within the Ridgecrest Field Office area. TMA 7 is generally located south of the Summit Range and Garlock Road, west of the China Lake Naval Weapons Center's Echo Range, north of State Route 58, and east of State Route 14. TMA 7 contains two subregions: Rands and Red Mountain. TMA 7 encompasses approximately 640,290 acres of BLM land.

The primary locations that are accessed within this TMA includes: Desert Tortoise Research Natural Area ACEC, Cuddeback Lake, Grass Valley and Golden Valley Wilderness areas.

### **7.1 Transportation System**

The TMA 7 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Desert Tortoise Research Natural Area ACEC and Grass Valley Wilderness. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 7 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Rands = RA
- Red Mountain = RM

### **7.2 List of Designated Areas**

- Bedrock Springs ACEC
- Desert Tortoise Natural Research Area ACEC
- Fremont-Kramer ACEC
- Mohave Ground Squirrel ACEC
- Red Mountain Spring ACEC
- Steam Well ACEC

- Western Rand Mountains ACEC
- Mojave and Silurian Valley NCL
- West Desert and Eastern Slopes NCL
- Golden Valley Wilderness NLCS
- Grass Valley Wilderness NLCS
- El Paso SRMA
- Rand Mountain SRMA
- Red Mountain SRMA

### **7.3 Planning and Decision Maps**

- See Figures G-31 to G-35 in Section 14, TMA Map Figures

### **7.4 Travel Management Area 7 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 7 have been developed to address unique features that include:

#### ***Goals***

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Rand and Red Mountain SRMAs, Bedrock Springs ACEC, and Mojave and Silurian Valley NCL.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).

- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

### *Objectives*

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Desert Tortoise Research Natural Area, Red Mountain Spring along with Grass and Golden Valley Wilderness areas.
- Ensure access does not conflict with critical resources such as washes in DTCH.
- Provide access to Cuddeback Lake for both motorized and non-motorized recreation uses including camping, land sailing, stargazing, photography, and OHV use. While working to ensure that cross-country use does not spill over into the limited use critical tortoise habitat.
- Commercial, Competitive, and Organized Group Special Recreation Permits (SRP) are a discretionary action and will be issued on a case-by-case basis. In specially designated areas (e.g. ACECs, WSAs), SRPs could be issued for activities that do not diminish the values for which the area was designated. SRPs will be prohibited if the proposed activities would adversely affect the nationally significant ecological, cultural, or scientific values for which the area was designated.
- Where larger group campsites, secondary vehicle parking sites, or trailheads are designated work will be performed as appropriate to delineate area boundaries. These efforts may include the installation of signs, area boundary definition, and restoration outside of the designated area.
- Provide and maintain access to the Desert Tortoise Research Natural Area including the interpretive area, parking lot, nature trails, and access and perimeter roads.
- Within the Rand Mountain Fremont Valley Management area, continue to enforce the restriction on camping to the five identified sites. Additionally, maintain the areas boundary fence line that directs vehicle travel onto the designated route system of the management area.

**7.5 ACECs – Disturbance Caps and Relevance and Importance Criteria**

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bedrock Springs	1%	This ACEC was designated due to the presence of prehistoric cultural resources including middens, petroglyphs, pictographs, rock shelters, and milling features. Bedrock Spring is the only known spring on the north side of Lava Mountains and represented a major focus for prehistoric occupation in this area. This area is also included in the Mohave Ground Squirrel Conservation Area.
Desert Tortoise Natural Research Area	0.1%	It is within the Mojave Ground Squirrel ACEC and the Fremont-Kramer ACEC. This area also contains habitat that supports additional special status species including the Barstow woolly sunflower, Burrowing Owl, Mohave Ground Squirrel, and the Desert Kit Fox. This ACEC is managed cooperatively with the Desert Tortoise Preserve Committee, Inc. They have acquired additional lands within and bordering the area as well as securing mitigation lands for Caltrans and other projects.
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas “on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection.” The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson’s bighorn sheep ( <i>Ovis canadensis nelsoni</i> ), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Red Mountain Spring	1%	This area was designated due to significant prehistoric and historic cultural, and wildlife resources. Portions of the ACEC are within the Squaw Spring Well Archaeological District, which is listed in the National Register of Historic Places. It includes 17 recorded prehistoric sites, one recorded historic site, and two sites with both. This area also falls within the Mojave Ground Squirrel and the Fremont-Kramer ACECs.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Steam Well	1%	<p>This area was designated for significant prehistoric cultural resources. The area consists of three petroglyph sites that have been listed on the National Register of Historic Places as the Steam Well Petroglyph Site. Approximately 250 rock art elements have been identified, including those identified as curvilinear and rectilinear Great Basin Pecked style, early Coso Style sheep elements, and various other design elements of the Mojave Desert. Prehistoric artifacts associated with habitation have also been identified around the petroglyphs. This ACEC is also within the Mohave Ground Squirrel Conservation Area and is excellent habitat for this and other BLM Special Status Species.</p>
Western Rand Mountains	0.5%	<p>This area includes significant wildlife habitat. It historically had some of the highest desert tortoise population densities known throughout its range. The ACEC was designated minimize of conflicting surface use activities with desert tortoise populations. It is included in the Fremont-Kramer ACEC, which is critical desert tortoise habitat, and is important habitat for the Mohave ground squirrel. It also contains habitat that supports other special status species including the burrowing owl.</p>

### 7.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Management Actions and Recreation Restrictions
Bedrock Springs	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Manage travel to reduce impacts to sensitive cultural resources</li> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows.</li> <li>• Un-authorized routes will be rehabilitated/restored as funding allows.</li> <li>• Identify access routes, which minimize impact to resources</li> <li>• Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Refer to the Red Mountain Special Recreation Management Area (SRMA) write-up for detailed objectives, allocations, and management</li> </ul>
Desert Tortoise Natural Research Area	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Promote hiking trails</li> <li>• Maintain nature trails and trail guides</li> <li>• Increase distribution of information to public and ensure compliance with laws and policy</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Restrict vehicles to parking area and the perimeter road</li> <li>• Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes</li> <li>• Closed to firearms</li> <li>• Dogs prohibited, except on a leash in parking lot area</li> </ul>



ACECs	Management Actions and Recreation Restrictions
Fremont-Kramer	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• Provide dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Through the local TMP, identify open routes and close other existing unauthorized routes</li> <li>• Sign designated routes routinely in accordance with the local TMP</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat</li> <li>• Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis</li> <li>• Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring.</li> <li>• Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits.</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes</li> </ul>
Mohave Ground Squirrel	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Manage for the protection of Mojave fringe-toed lizard</li> <li>• Provide for general management and protection of Paleontological Resources</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors</li> <li>• Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act</li> </ul>
Red Mountain Spring	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Limit vehicle access to appropriate route designations</li> <li>• Provide dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Increase compliance with designated routes of travel and/or TMP</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Prohibit motorized and non-motorized travel</li> <li>• Camping is prohibited</li> </ul>

ACECs	Management Actions and Recreation Restrictions
Steam Well	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Vehicle traffic is limited to designated roads and trails</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Sign designated routes routinely</li> <li>• Restore undesignated motorcycle routes</li> <li>• Maintain hiking trail</li> <li>• All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, astronomy/star gazing, nature study and viewing</li> <li>• Interpretive signs should be installed and maintained</li> <li>• Increase compliance with protection of resources.</li> <li>• Sign and fence off safety hazards – mine shaft and two abandoned wells</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Prohibit shooting</li> </ul>
Western Rand Mountains	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat while providing visitor access</li> <li>• Limit all vehicle traffic to designated routes and trails</li> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Identify access routes, which minimize impact to resources</li> <li>• Limit vehicles to designated routes by signing, fencing, and barriers as funding allows</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat</li> <li>• Increase public awareness of the values of the ACEC</li> <li>• Increase patrols to ensure compliance</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes</li> </ul>

**7.7 Restoration Priorities**

- TLDs and other surface disturbances that are within DTCH that are causing fragmentation of large areas quality habitat.
- Routes that are resulting in trespass into designated Wilderness Areas.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

**7.8 Kiosks**

Currently, within TMA 7 there are twenty-four kiosks at major entry points and campgrounds, including:

- Intersection of 395 and Fremont Peak Rd.
- Off of Sardinia Rd. and east of Trona Rd.
- Off of Trona Rd. and northeast of Hwy 395
- Off of Hwy 395 and northeast of Osdick Rd.
- Intersection of Fremont Peak Rd. and Hwy 395
- East of Hwy 395 and northeast of Hoffman Rd.
- Off of Hwy 395 and north of Redrock Randsburg Rd. - 1
- Off of Hwy 395 and north of Redrock Randsburg Rd. - 2
- Intersection of Hwy 395 and Iron-Canyon Rd. - 1
- Intersection of Hwy 395 and Iron-Canyon Rd. - 2
- Off of Hwy 395 and west of Inyokern Hwy Rd. 587
- Off of Inyokern Hwy Rd. 587 and southwest of Spangler Hills OHV Open Area
- Off of Hwy 395 and south of Searles Station Rd.
- Intersection of Redrock Randsburg Rd. and BLM Rd. R43
- Off of Redrock Randsburg Rd. and west of Randsburg - 1
- Off of Redrock Randsburg Rd. and west of Randsburg - 2
- Intersection of Redrock Randsburg Rd. and R110
- Off of R110 and south of Redrock Randsburg Rd.
- Off of R110 and west of Burma Rd.
- Intersection of R20 and Randsburg Mojave Rd.
- Intersection of Randsburg Mojave Rd. and R77
- Off of Randsburg Mojave Rd. and northeast of Norte Dame Rd.
- Northern terminal end of Piedmont St.
- Off of Goler Rd. and north of Redrock Randsburg Rd.

## **7.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert

- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Learn about Desert Tortoises
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

#### **7.10 Key Partnerships**

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Edwards Air force Base
- National Fish and Wildlife Habitat Fund
- Old Spanish Trail Association
- State and county governments and agencies
- Desert Tortoise Preserve Council
- Friends of Jawbone
- Transition Habitat Conservancy
- Quail Forever
- Individual citizen volunteers from the communities within the boundaries of TMA 7, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

#### **7.11 Transportation and Management Issues**

The following three transportation management issues in TMA 7 need to be addressed and will be pursued as funding and other resources become available.

- Work with Kern and San Bernardino Counties to provide connectivity from private lands to the public lands surrounding the communities of Red Mountain, Randsburg, and Johannesburg.

- Work with the China Lake Naval Weapons Center to determine how the expansion of the base will affect the connectivity for the corridor route through the Grass Valley Wilderness area. If the route will dead end at a fence line not allowing for through travel, make a trailhead along the route considered for development or downgrade the corridor to a non-mechanized route of travel.
- Evaluate the potential for the development of a north to south route on the east side of Cuddeback Lake if the current designated routes are cut off or eliminated through the expansion of the China Lake Naval Weapons Center.

### **7.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **7.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

7.14 Implementation Strategy Table

Travel Management Area 7  
Subregions: Rands, Red Mountain

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 7	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Naval Air Weapons Station China Lake and Edwards Air Force Base 2. Designated routes that access or parallel Wilderness	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X

**Travel Management Area 7  
Subregions: Rands, Red Mountain**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: Desert Tortoise Research Natural Area access road	Med	11000	x	x	x
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barriers and/or fencing: 1. Golden Valley Wilderness Desert Tortoise Research Natural Area 2. Rand Mountain Management Area Boundary Fence, Designated Routes R5 & R50	Med	6250	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel- AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel- Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X

## **8.0 TMA 8**

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 8, which is located within the Barstow Field Office. TMA 8 is generally located south of Barstow and Highway 40, east of Highway 15, north of Highways 18 and 247, and west of Marine Corps Air Ground Combat Center Twentynine Palms. TMA 8 contains four subregions: Johnson Valley, Newberry/Rodman, Ord Mountain and Stoddard Valley. TMA 8 encompasses approximately 897,579 acres of BLM land.

The primary locations that are accessed within this TMA includes: Sawtooth Campground, Stoddard Valley OHV Area, Johnson Valley OHV Recreation Area, Lucerne Valley Dry Lake, Newberry Mountains Wilderness, Rodman Mountains Wilderness and Rodman Mountains Cultural Area ACEC.

### **8.1 Transportation System**

The TMA 8 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Soggy Dry Lake Creosote Rings and Old Woman Springs Wildlife Linkage ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 8 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- Johnson Valley = JV
- Newberry/Rodman = NR
- Ord Mountain = OM
- Stoddard Valley = SV

### **8.2 List of Designated Areas**

- Bendire's Thrasher ACEC
- Brisbane Valley Mojave Monkey Flower ACEC
- Daggett Ridge Monkey Flower ACEC



- Granite Mountain Wildlife Linkage ACEC
- Mojave Fishhook Cactus ACEC
- Northern Lucerne Wildlife Linkage ACEC
- Old Woman Springs Wildlife Linkage ACEC
- Ord Rodman ACEC
- Rodman Mountains Cultural Area ACEC
- Soggy Dry Lake Creosote Rings ACEC
- Upper Johnson Valley Yucca Rings ACEC
- Johnson Valley OHV Area
- Johnson Valley Shared OHV Area
- Mojave and Silurian Valley NCL
- Pinto Lucerne Valley and Eastern Slopes NCL
- South Mojave - Amboy NCL
- West Desert and Eastern Slopes NCL
- Newberry Mountains Wilderness NLCS
- Rodman Mountains Wilderness NLCS
- Stoddard/Johnson Valley SRMA

### **8.3 Planning and Decision Maps**

- See Figures G-36 to G-40 in Section 14, TMA Map Figures

### **8.4 Travel Management Area 8 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 8 have been developed to address unique features that include:

#### ***Goals***

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Newberry Mountains Wilderness, Rodman Mountains Wilderness, and Old Woman Springs Wildlife Linkage ACEC.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Provide for high quality organized and unorganized OHV recreational opportunities.

### *Objectives*

- Protection and enhancement of DTCH and linkages within the Ord Mountain and Newberry/Rodman subregions.
- Provide a safe, yet challenging environment for organized and unorganized OHV recreational opportunities.

### 8.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bendire's Thrasher	0.5%, 1%	Provides habitat for a disjunctive population of Bendire's Thrasher. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Brisbane Valley Mojave Monkey Flower	1%	The area is important for botanical resources and to protect sensitive and restrictive plant species, in particular the Mojave Monkeyflower.
Daggett Ridge Monkey Flower	0.5%	The area is important for the protection of the Mojave Monkeyflower ( <i>Mimulus mohavensis</i> ), a BLM Sensitive Species with a highly restrictive range.
Granite Mountain Wildlife Linkage	0.25%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, and Joshua tree woodland is present, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley could merge and create a block for wildlife movement.
Mojave Fishhook Cactus	0.5%	Set aside solely to protect the Mojave fishhook cactus – yellow-spined form. The area is important for botanical resources and to protect sensitive and restrictive plant species, in particular the Mojave Fishhook Cactus. This area also has populations of Mojave menodora ( <i>Menodora spinescens</i> var. <i>mohavensis</i> ) and several wildlife species.
Northern Lucerne Wildlife Linkage	0.5%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley will merge and create a block for wildlife movement.
Old Woman Springs Wildlife Linkage	0.1%, 0.5%, 1%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, Mojave fringed toed lizards, desert tortoise, burrowing owl and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area.
Ord Rodman	0.5%, 1%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides DTCH linkage. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat will be protected.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Rodman Mountains Cultural Area	0.5%	Important cultural and wildlife values. Rock art sites within this area have been listed on the National Register of Historic Places as an Archaeological District. The petroglyphs are significant to the religious and spiritual concerns of Native Americans. This area is also included in the Ord-Rodman ACEC because it includes limited Desert tortoise habitat. Most of this area is within the Rodman Mountains Wilderness.
Soggy Dry Lake Creosote Rings	0.10%	This area was designated to protect an Unusual Plant Assemblage, the largest know creosote rings on public lands administered by the federal government are situated within the ACEC. The rings of creosote within the ACEC area have recently been identified as the world’s oldest living plant. The uniqueness, high research value, and susceptibility to damage from intensive recreation uses are the principle reasons for its designation.
Upper Johnson Valley Yucca Rings	1%	Designated to provide protection of an Unusual Plant Assemblage, the yucca rings present within the ACEC are the largest and oldest Mojave Yucca rings known, with an estimated age up to 2,250 years. The uniqueness, high research value, and susceptibility to damage from intensive recreational uses are the principle reasons for designation.

### 8.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Bendire's Thrasher	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Limit Vehicle use to designated roads and trail</li> <li>• Limit disturbance of breeding Bendire’s Thrasher from vehicle traffic</li> <li>• Route designation conducted through the local TMP will integrate protection of Bendire’s Thrasher</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>
Brisbane Valley Mojave Monkey Flower	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect Mojave Monkeyflower from impacts associated with vehicle traffic</li> <li>• All vehicle traffic limited to designated roads and trails</li> <li>• Authorize no new routes in ACEC</li> <li>• Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Daggett Ridge Monkey Flower	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect Mojave monkeyflower from impacts associated with vehicle traffic</li> <li>• Limit all vehicle traffic to designated roads and trails</li> <li>• Authorize no new routes in ACEC</li> <li>• Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes</li> <li>• Eliminate routes within washes, unnecessary parallel routes, and routes bisecting populations of Mojave monkeyflowers</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>
Granite Mountain Wildlife Linkage	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Reduce habitat impacts associated with vehicle use</li> <li>• All designated routes will be signed</li> <li>• As funding allows, all routes identified as closed will be rehabilitated/restored, as funding allows, restore all undesignated OHV routes</li> <li>• Area would be managed within the Pacific Crest Trail and Stoddard / Johnson SRMAs</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>
Mojave Fishhook Cactus	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect Mojave Monkeyflower from impacts associated with vehicle traffic</li> <li>• All vehicle traffic limited to designated roads and trails</li> <li>• Establish no new routes in ACEC</li> <li>• Protect plant population by designation of OHV routes through the area</li> <li>• Use the local TMP to identify open routes, as appropriate, consistent with the purposes of the ACEC. Close other existing unauthorized routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC</li> <li>• Conduct public education efforts concerning OHV use in the desert</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>
Northern Lucerne Wildlife Linkage	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• All vehicle traffic limited to designated roads and trails</li> <li>• Establish no new routes in ACEC</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC</li> <li>• Conduct public education efforts concerning OHV use in the desert</li> <li>• Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
<p>Old Woman Springs Wildlife Linkage</p>	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• All vehicle traffic limited to designated roads and trails</li> <li>• Authorize no new routes in ACEC</li> <li>• Through the local Travel Management Plan process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert</li> <li>• As funding allows, all designated routes will be signed</li> <li>• As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored</li> <li>• Install interpretive signs at access points to the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>
<p>Ord Rodman</p>	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• All vehicle traffic limited to designated roads and trails</li> <li>• Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows</li> <li>• Unauthorized routes will be rehabilitated/restored as funding allows</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC</li> <li>• Conduct public education efforts concerning OHV use in the desert, this is especially important at the interface between the ACEC and the Johnson Valley OHV Area</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Designate no new routes in the ACEC</li> <li>• Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes</li> </ul>
<p>Rodman Mountains Cultural Area</p>	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect sensitive habitat from impacts associated with vehicle traffic</li> <li>• All vehicle traffic limited to designated roads and trails as per the local TMP</li> <li>• Authorize no new routes in ACEC</li> <li>• Through the local Travel Management Plan process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes</li> <li>• Inform the public of the importance of the ACEC</li> <li>• Install interpretive signs at access points to the ACEC</li> <li>• Conduct public education efforts concerning OHV use in the desert</li> <li>• Prevent impacts associated with vehicle traffic</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Restricted vehicle camping to within 100ft of centerline of designated routes. Competitive speed events prohibited</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Soggy Dry Lake Creosote Rings	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect creosote rings from impacts associated with vehicle traffic</li> <li>• Inform the public of the importance of the ACEC</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Closed to all vehicle use</li> </ul>
Upper Johnson Valley Yucca Rings	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Protect yucca rings from impacts associated with vehicle traffic</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Closed to all vehicle use</li> </ul>

### 8.7 Restoration Priorities

- High priority placed on restoration of TLDs to enhance desert tortoise critical habitat values and to reduce impacts to desert tortoise linkages.
- High priority placed on route restoration efforts to enhance desert tortoise critical habitat and linkage values as well as enhance critical habitat values for cultural and biological resources.
- Provide for open route signing in the Ord Mountain subregion slated for 2018.
- 15 abandoned mine land features planned for remediation in 2018.
- Will work with Fort Irwin and leverage any funds to sign the open routes in the Newberry Rodman subregion and mark the closed routes as well slated for 2018.

### 8.8 Kiosks

Currently, within TMA 8 there are nineteen kiosks at major entry points and campgrounds, including:

- West of Interstate-15 and south of Boulder Road
- Northernmost east entrance to Stoddard Valley OHV Area off Hwy 247
- Northernmost west entrance to Stoddard Valley OHV Area off Interstate-15
- West-central entrance to Stoddard Valley OHV Area off Interstate-15
- East-central entrance to Stoddard Valley OHV Area off Hwy 247
- South-central entrance to Stoddard Valley OHV Area off Interstate-15
- Southeast of Sawtooth Canyon Campground
- Off Hwy 247 and northeast of Sawtooth Canyon Campground
- Intersection of Troy Rd. and Camp Rock Rd.
- Intersection of Harrod Rd. and Powerline Rd.

- Intersection of Harrod Rd. and Camp Rock Rd. and west entrance to Johnson Valley OHV Area
- South of Sawtooth Canyon Campground and north of Bighorn Buttress Trail
- North of Sawtooth Canyon Campground
- East of Aztec Spring on Ord Mountain Rd.
- West of Interstate-15 and west of Bryman Rd.
- Off of Canyon Route and south of Rodman Mountains Wilderness Area
- Southernmost entrance to Johnson Valley off Barnes Rd.
- Southcentral entrance to Johnson Valley OHV Area near Soggy Dry Lake
- Off of Camp Rock Rd. and western entrance to Johnson Valley OHV Area

### **8.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

### **8.10 Key Partnerships**

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense



- Twenty-Nine Palms Air Ground Combat Center
- National Fish and Wildlife Habitat Fund
- State and county governments and agencies
- Friends of Johnson Valley
- Friends of Giant Rock
- Johnson Valley Improvement Association
- Newberry Springs Economic Development Association
- Individual citizen volunteers from the communities within the boundaries of TMA 8, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **8.11 Transportation and Management Issues**

The following transportation management issues in TMA 8 needs to be addressed and will be pursued as funding and other resources become available.

- Major incursion issues associated with proximity to the Johnson Valley OHV Area.

### **8.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **8.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

8.14 Implementation Strategy Table

Travel Management Area 8  
Subregions: Johnson Valley, Newberry/Rodman, Ord Mountains, Stoddard Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 8	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium or High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of “stop signs” on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	Material 20000 Labor 143000	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	15000	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Subregion specific	Sign authorized routes to entrances to authorized use areas	Med	TBD	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific TBD	Install kiosks (See TMP Maps): 1. Stoddard Valley - 2 2. Ord Mountain - 1 3. Newberry/Rodman - 1	High	5000	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific TBD	Maintain kiosks	High	1500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific TBD	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Twentynine Palms Marine Base and Marine Corps Logistics Base 2. Designated routes that access or parallel Wilderness 3. Stoddard and Johnson Valley OHV Open Areas	Med	3500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific TBD	Maintain boundary signs	Med	1500		X	X

**Travel Management Area 8**  
**Subregions: Johnson Valley, Newberry/Rodman, Ord Mountains, Stoddard Valley**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	8500	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	12000		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	5500	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	70000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: 1. SV2642 (Sawtooth Campground) 2. JV4303 (Johnson Valley OHV Recreation Area) 3. Boone Road (Johnson Valley OHV Recreation Area)	Med	85000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing	Med	12000	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel-Mitigation	Mitigate impacts to seep	SV2630	Conduct engineering assessment; schedule route improvement in the annual work plan	High	6500	X		

**Travel Management Area 8**  
**Subregions: Johnson Valley, Newberry/Rodman, Ord Mountains, Stoddard Valley**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Grazing Allotment	Reduce user conflict	North and South side of Ord Mountain Allotment along Camprock Road	Install and maintain "Domestic Livestock, Please Do Not Disturb" signs	Med	1200	X	X	X
Travel-Network Coordination	Coordination with City of Barstow and private land owners	Establish connector route between Outlet Center and Stoddard Valley OHV Area	Work with the City of Barstow and willing private landowners to establish a connector route	Low	TBD	X	X	
Travel-AML Inventory	Reduce conflict with recreational use	Subregion-specific by priority 1. Ord Mountains 2. Johnson Valley 3. Stoddard Valley 4. Newberry/Rodman	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel-Heritage Resources	Protect heritage resources	Area-specific	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X
Travel-Crossings	Railroad crossing	BL8685	Seek to obtain an easement from Burlington Northern Santa Fe Railroad (BNSF)	Low	TBD		X	
Travel-Recreation	Staging area	East of SV6504 and north SV6506	Establish staging area, monitor, and mitigate expansion	Low	3500	X	X	X

## 9.0 TMA 9

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 9, which is located within the Ridgecrest Field Office area. TMA 9 is defined by the China Lake Naval Weapons Center on the north and east, State Route 14 on the west, and the Garlock Road and the Summit Range on the south. Include in the boundaries of TMA 9 are the two communities of Ridgecrest and Inyokern along with the El Paso and Ridgecrest subregions. TMA 9 encompasses approximately 283,241 acres of BLM land.

The primary locations that are accessed within this TMA includes the Rademacher Hills trail system, Spangler Hills Open Area, Ridgecrest Regional Wild Horse and Burro Facility, El Paso Peaks Wilderness, Burro Schmidt Tunnel, and the Benson Gulch area. TMA 9 will be utilized only if Alternative 4 is selected.

### 9.1 Transportation System

The TMA 9 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Bedrock Spring and Old Woman Springs Wildlife Linkage ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 9 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

#### Subregion Signing Codes:

- El Paso = EP
- Ridgecrest = RI

### 9.2 List of Designated Areas

- Bedrock Spring ACEC
- Christmas Canyon ACEC
- Eagles Flyway ACEC
- El Paso to Golden Valley Wildlife Corridor ACEC
- Last Chance Canyon ACEC

- Mohave Ground Squirrel ACEC
- Spangler Hills (OHV) Open Area
- Basin and Range NCL
- Mojave and Silurian Valley NCL
- West Desert and Eastern Slopes NCL
- El Paso Mountains Wilderness NLCS
- El Paso/Rand SRMA
- Red Mountain SRMA
- Ridgecrest Wild Horse and Burro Facility

### **9.3 Planning and Decision Maps**

- See Figures G-40 to G-45 in Section 14, TMA Map Figures

### **9.4 Travel Management Area 9 - Goals and Objectives**

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 9 have been developed to address unique features that include:

#### ***Goals***

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to El Paso Mountains Wilderness NLCS, West Desert and Eastern Slopes NCL, Spangler Hills (OHV) Open Area.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.

- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

### *Objectives*

- Continue to implement relevant travel management elements of the Bedrock Springs, Last Chance Canyon, Eagles Flyway, El Paso to Golden Valley Wildlife Corridor Linkage, and Mohave Ground Squirrel ACEC Plans, as modified herein.
- Commercial, Competitive, and Organized Group Special Recreation Permits (SRP) are a discretionary action and will be issued on a case-by-case basis. In specially designated areas (e.g. ACECs, WSAs), SRPs could be issued for activities that do not diminish the values for which the area was designated. SRPs will be prohibited if the proposed activities would adversely affect the nationally significant ecological, cultural, or scientific values for which the area was designated.
- Where larger group campsites, secondary vehicle parking sites, or trailheads are designated work will be performed as appropriate to delineate area boundaries. These efforts may include the installation of signs, area boundary definition, and restoration outside of the designated area.
- Manage and maintain a designated mountain bicycle trail network for such recreational opportunities.
- Manage and maintain the established Rademacher Hills non-mechanized trail system and interpretive signs within the Ridgecrest subregion.
- Maintain and improve the access routes and signing from Highway 395, Searles Station Cut-off and the Trona Road into the Spangler Hills OHV Open Area along with parking/staging sites associated with the area.
- Manage and maintain the designated Competitive (“C”) route network north and south of the Spangler Hills OHV Open Area.

- Enhance and manage the former Union Pacific railroad bed for its recreational value as a non-motorized trail. These efforts may include the pursuit of land acquisitions or ROW as needed.

**9.5 ACECs – Disturbance Caps and Relevance and Importance Criteria**

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bedrock Spring	1%	This ACEC was designated due to the presence of prehistoric cultural resources. Bedrock Spring is the only known spring on the north side of Lava Mountains and represented a major focus for prehistoric occupation in this area. This area is also included in the Mohave Ground Squirrel Conservation Area.
Eagles Flyway	1%	The habitat has healthy stands of Desert Needle grass and Indian Rice grass, as well as a diversity of desert shrub species. Very little disturbance has occurred here other than ephemeral sheep grazing. Views from Inyokern-Red Rock Road towards the Sierras are stunning, with little evidence of human occupancy.
El Paso to Golden Valley Wildlife Corridor	1%	<p>This area is of local importance to the residents of the town of Ridgecrest as is evident from the request by them to separate it in the El Paso Collaborative Access Plan (CAPA). The area is avidly used for rock hounding and other various recreation activities. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. There are at least four special status bat species, including the sensitive Townsend's big-eared bat, that call this area home. Badgers and kit foxes are also found here.</p> <p>There are plants that are endemic to a portion of this area such as the Red Rock poppy and the Red Rock tarplant. Both of these species are afforded protection as BLM sensitive species.</p> <p>Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.</p>
Last Chance Canyon	1%	This area was designated in recognition of its important cultural resources. It is situated within the El Paso Mountains, surrounding the base of Black Mountain. Site types found within the district and the ACEC include: open-air campsites, extensive house ring complexes, rock shelters, lithic reduction locales, cryptocrystalline quarries, milling complexes, and petroglyphs. Archaeological materials represent aboriginal occupation of the area from the Late Pleistocene to the historic period. Anglo historic sites include mining sites and cabins dating from the late 1800s to the present. It is also included in the Mohave Ground Squirrel Conservation Area and contains desert tortoise habitat. The Red Rock Poppy and Red Rock tarplant may occur in this area.



ACECs	Disturbance Cap	Relevance and Importance Criteria
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such as Nelson’s bighorn sheep ( <i>Ovis canadensis nelsoni</i> ), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

**9.6 ACECs – Travel Management Actions and Recreation Restrictions**

ACECs	Travel Management Actions and Recreation Restrictions
Bedrock Spring	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Manage travel to reduce impacts to sensitive cultural resources</li> <li>• Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows.</li> <li>• Un-authorized routes will be rehabilitated/restored as funding allows.</li> <li>• Identify access routes which minimize impact to resources</li> <li>• Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows</li> <li>• Provide recreation opportunities that are compatible with cultural resource preservation by providing dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Manage camping to minimize impacts to cultural resources</li> <li>• Refer to the Red Mountain SRMA write-up for detailed objectives, allocations, and management direction</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Eagles Flyway	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Limit vehicles to open designated routes and prevent user-created routes from developing</li> <li>• Sign designated routes routinely</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat</li> <li>• Increase compliance with routes of travel and the TMP</li> <li>• Area would be managed within the El Paso / Rand SRMA. Provide dispersed opportunities for enjoyment of the ACEC attributes.</li> <li>• Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis</li> <li>• Work to make sure stopping, parking and camping distance from designated routes are adhered to</li> <li>• As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from expanding</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Consider golden eagle nests when designating routes within the ACEC</li> </ul>
El Paso to Golden Valley Wildlife	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Limit vehicles to open designated routes and prevent user-created routes from developing</li> <li>• Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat</li> <li>• Increase compliance with designated routes of travel and the local TMP</li> <li>• Area will be managed within the Paso / Rand and Red Mountain SRMA</li> <li>• Provide dispersed opportunities for enjoyment of the ACEC attributes</li> <li>• Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis</li> <li>• Work to make sure stopping, parking and camping distance from designated routes are adhered to</li> <li>• As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from expanding</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>

ACECs	Travel Management Actions and Recreation Restrictions
Last Chance Canyon	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Limit motorized vehicle impacts</li> <li>• Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. Un-authorized routes will be rehabilitated/restored as funding allows.</li> <li>• Provide dispersed recreation opportunities for enjoyment of the ACEC that are consistent with resource protection</li> <li>• Maintain signs, vehicle barriers and kiosks</li> <li>• Improve compliance with resource protections</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Limit off-highway vehicle use to designated routes as per the local TMP</li> </ul>
Mohave Ground Squirrel	<p><b>Management Actions</b></p> <ul style="list-style-type: none"> <li>• Provide for the use of the designated travel system to provide access to the public lands while protecting the significant values of the area</li> <li>• Designated routes will be signed and managed in accordance to the local TMP, as funding allows</li> <li>• Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat</li> <li>• Un-authorized routes will be rehabilitated/restored as funding allows</li> <li>• Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows</li> <li>• Increase public awareness of the values of the ACEC and provide increased patrolling</li> </ul> <p><b>Restrictions</b></p> <ul style="list-style-type: none"> <li>• Competitive motorized vehicle Special Recreation Permits (SRPs) will be limited to OHV open areas and adjoining routes designated for competitive use ("C" routes). If the route falls within the Mohave Ground Squirrel ACEC, these SRP events will only be allowed September 1st through February 28th to match the allowable season for Dual Sport Events. A post-race sweep of the route will occur immediately after the event is complete to look for and report any injured and/or killed Mohave ground squirrels.</li> </ul>

**9.7 Restoration Priorities**

- Routes that are resulting in trespass into designated NLCS Wilderness Areas.
- TLDs and other surface disturbances that are within Core Population areas of the Mohave Ground Squirrel.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

**9.8 Kiosks**

Currently, within TMA 9 there are thirty-four kiosks at major entry points and campgrounds, including:

- Intersection of Last Chance Canyon Rd. and Hwy 14

- Intersection of Redrock Inyokern Rd. and Last Chance Canyon Rd.
- Off of Redrock and Inyokern Rd. and northeast of Freeman Gulch
- East of College Heights Blvd. and south of Rademacher Hills Viewshed
- Off of Sunland St. and east of E Belle Vista Ave
- Off of Sunland St. and south of Jarvis Ave
- Intersection of Sunland St. and E. Jarvis Ave.
- Off of Sunland St. and north of Jarvis Ave.
- Off of Jarvis Ave. and west of Sunland St.
- Intersection of College Heights Blvd. and W. Treat Ave.
- Intersection of Colin Rd. and California State Route 178
- Intersection of E. Jarvis Ave. and Lumill St.
- Corner of S. Gateway Blvd. and E. Belle Vista Ave. - 1
- Corner of S. Gateway Blvd. and E. Belle Vista Ave. - 2
- Intersection of E. Jarvis Ave. and S. Gateway Blvd.
- Off of E. Jarvis Ave. and west of S. Forest Knoll St.
- Intersection of Stevens Mine Rd. and Trona Rd. in Spangler Hills OHV Open Area
- Intersection of Pinnacle Rd. and Trona Rd. in Spangler Hills OHV Open Area
- Off of Savoy Rd. and east of Trona Rd.
- Off of Savoy Rd. and South Spangler Hills OHV Open Area
- Intersection of Searles Station Rd. and Pinnacle Rd.
- Off of Pinnacle Rd. and north of Searles Station Rd.
- Entrance of Spangler Hills OHV Open Area and off of Hwy 395 and south of S. Tor Rd.
- Off of Hwy 395 and northeast of Garlock Rd.
- Intersection of Iron-Canyon Rd. and Garlock Rd.
- Intersection of Garlock Rd. and Charlie Rd. - 1
- Intersection of Garlock Rd. and Charlie Rd. - 2
- Intersection of Garlock Rd. and Benson Canyon Rd.
- Intersection of Redrock Randsburg Rd. and Mesquite Canyon Rd.
- Intersection of Redrock Randsburg Rd. and Last Chance Canyon Rd.
- Intersection of Hwy 14 and Last Chance Canyon Rd.
- Off of Brown Rd. and west of Hwy 395

- Intersection of S Tor Rd. and Boundary Rd.
- Off of Aqueduct Rd and north of Hwy 58

## **9.9 Key Messages**

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

## **9.10 Key Partnerships**

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- China Lake Naval Weapons Station
- Fort Irwin National Training Center
- National Fish and Wildlife Habitat Fund
- City of Ridgecrest
- Old Spanish Trail Association
- Quail Forever
- Friends of Jawbone
- State and county governments and agencies

- Individual citizen volunteers from the communities within the boundaries of TMA 9, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

### **9.11 Transportation and Management Issues**

The following three transportation management issues in TMA 9 need to be addressed and will be pursued as funding and other resources become available.

- Pursue agreement with the Union Pacific Railway to relinquish the complete ROW for their former railbed to the BLM. Where the ROW crosses private property, pursue easements or purchase of appropriate lands to provide for a continuous route corridor that could reach from Ridgecrest to Olancho.
- Work with Kern County and the City of Ridgecrest to provide connectivity from private lands to the public lands surrounding the communities of Ridgecrest and Inyokern.
- Improve the access routes and signing from Highway 395, Searles Station Cut-off and the Trona Road into the Spangler Hills OHV Open Area along with parking/staging sites associated with the area.

### **9.12 Monitoring**

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

### **9.13 Implementation Priorities**

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

9.14 Implementation Strategy Table

Travel Management Plan 9  
Subregions: El Paso, Ridgecrest

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 9	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
<b>Signing and Education/Outreach</b>								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Naval Air Weapons Station China Lake and Red Rock State Park 2. Designated routes that access or parallel Wilderness 3. Spangler Hills and Dove Springs OHV Open Areas	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
<b>Monitoring</b>								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X

**Travel Management Plan 9**  
**Subregions: El Paso, Ridgecrest**

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
<b>Enforcement</b>								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
<b>Maintenance</b>								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: Rademacher Hills Trailhead Access roads	Med	11000	x	x	x
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier and/or fencing: Rademacher Hills Trailheads El Paso Peaks Wilderness	Med	6250	X	X	X
<b>Rehabilitation</b>								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
<b>Other Management Activities</b>								
Travel-AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel-Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X
Travel-Trailhead Enhancement	Maintain and Enhance the Rademacher Hills Trail system	Designated Non-mechanized and Non-motorized trail system	1. Install and maintain barriers to prevent motorized vehicle access 2. Install Interpretive and designation type signing	Med	10000	X	X	X



## **10.0 List of Partnerships**

### **Elected Officials**

Senator Dianne Feinstein  
Senator Kamala Harris  
Congressman Paul Cook - 8th Dist  
Congressman McCarthy - 23rd Dist  
State Senator Shannon Grove - Dist 16  
State Assemblymember Devon Mathis, District 26  
State Assemblymember Jay Obernolte, District 33  
State Assemblymember Vince Fong, District 34  
State Assemblymember Tom Lackey, District 36  
State Assemblymember Chad Mayes, District 42  
State Assemblymember Eduardo Garcia, District 56  
Inyo County Board of Supervisors  
San Bernardino Board of Supervisors, 1st and 3rd Districts  
Kern County Board of Supervisors  
Riverside County Board of Supervisors

### **Advisory Councils**

Desert Advisory Council  
Desert Managers Group  
Quad State County Government Coalition  
San Bernardino Associated Governments

### **Stakeholders / Interest Groups**

California Wilderness Coalition  
Friends of El Mirage  
Friends of Juniper Flats  
Friends of Jawbone  
Lucerne Valley Economic Development Assoc  
City of Ridgecrest  
Transition Habitat Conservancy

American Sand Association  
Sierra Club  
Ridgecrest Roundtable  
Center for Biological Diversity  
Alliance for Responsible Recreation  
CORVA  
AMA, District 37  
Off-Road Business Association  
Western San Bernardino Landowners Association  
United 4-Wheel Drive Associations  
Public Employees for Environmental Responsibility  
Desert Tortoise Preserve Committee  
Blue Ribbon Coalition  
California Native Plant Society  
COW  
California City

**State Agencies**

California State Parks  
California Department of Fish and Wildlife  
State Lands Commission  
State Historic Preservation Office  
Caltrans, District 6  
Caltrans, District 9  
Mojave Air Resource Board

**Other Federal Agencies**

Inyo National Forest  
Angeles National Forest  
San Bernardino National Forest  
Joshua Tree National Park  
Mojave National Preserve  
Death Valley National Park

NAWS, China Lake  
Edwards Air Force Base  
Twenty-Nine Palms Air Ground Combat Center  
Marine Corps Logistics Base  
Fort Irwin National Training Center  
US Fish & Wildlife Service

**Tribal Interests**

Chemehuevi Reservation  
Timbisha Shoshone Tribe  
Bishop Paiute  
Lone Pine Paiute-Shoshone  
Morongo Band of Mission Indians  
Twenty-Nine Palms Band of Mission Indians  
Big Pine Paiute Tribe of the Owens Valley  
Fort Independence Band of the Paiute Indians  
San Manuel Band of Mission Indians  
Soboba Band of Mission Indians  
Fort Mojave Indian Tribe  
Colorado River Indian Tribes  
Tubatulabals of Kern Valley

## 11.0 Acronyms

<b>Acronym</b>	<b>Meaning</b>
ACEC	Area of Critical Environmental Concern
BLM	Bureau of Land Management
CDCA	California Desert Conservation Area
CFR	Code of Federal Regulations
DRECP	Desert Renewable Energy Conservation Plan
DTCH	Desert Tortoise Critical Habitat
GTLF	Ground Transportation Linear Feature
MFTL	Mojave fringe-toed lizard
MGS	Mohave ground squirrel
NCL	National Conservation Lands
NLCS	National Landscape Conservation System
OHV	off-highway vehicle
RNA	Research Natural Area
ROW	right-of-way grant
DSEIS	Draft Supplemental Environmental Impact Statement
SRMA	Special Recreation Management Area
SRP	Special Recreation Permit
TLD	Transportation Linear Disturbance
TMA	Travel Management Area

TMP	TMP
USFWS	US Fish and Wildlife Service
UTV	utility type vehicle
WMRNP	West Mojave Route Network Project
WSA	Wilderness Study Area

## 12.0 Definitions

Word	Definition
Asset classification	Identify the appropriate design and maintenance standards, which are no higher than necessary to accommodate the intended function(s) of routes. Asset classification may also be utilized to identify a desired future outcome to upgrade or downgrade a route, to reflect the route designation, to incorporate additional field information and changing maintenance needs, or to focus or reflect travel use patterns.
Ground disturbance cap	Generally, a limitation on ground-disturbing activities in California Desert National Conservation Lands and ACECs. Expressed as a percentage of total BLM-managed California Desert National Conservation Lands and/or ACEC acreage, and cumulatively considers past, present, and future (proposed activity) ground disturbance. Baseline/existing (past plus present) ground disturbance would be determined using the most current imagery and knowledge at the time of an individual activity proposal. Specifically, the ground disturbance caps will be implemented as either a limitation or an objective triggering disturbance mitigation. The ground disturbance cap is a limitation on ground-disturbing activities within the California Desert National Conservation Lands and/or ACEC, and precludes approval of future ground-disturbing activities if the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is above the designated ground disturbance cap. The ground disturbance cap functions as an objective, triggering a specific disturbance mitigation requirement if the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated cap. The disturbance mitigation requirement remains in effect until the unit drops below its specified cap, at which time the disturbance cap becomes a limitation.
Ground disturbance mitigation	A discrete form of compensatory mitigation, unique to the ground disturbance cap implementation, and separate and distinct from other required mitigation in the DRECP LUPA. The disturbance mitigation requirement is triggered when the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated cap. The disturbance mitigation requirement remains in effect until the California Desert National Conservation Lands and/or ACEC drops below its designated cap.
Ground Transportation Linear Feature (GTLF)	A geospatial database of transportation (from motorized to foot) linear features as they exist on the ground. Features include all linear features; not just what is in the BLM transportation system.
Maintenance (of routes)	On-the ground activities that support the use of the network, and to protect natural or cultural resources found near the route.
Motor-dependent activities	Activities that require a motor vehicle to either accomplish the activity or reach the activity location.
Route designation	The route designation determines the allowable mode of transportation (motorized, non-motorized, non-mechanized) of the route.
Route segment	A portion of a route used for planning and analytical purposes. A route segment could be anywhere from a small segment of a route (<0.1 miles of a route) to an entire route.

**WEST MOJAVE (WEMO) ROUTE NETWORK PROJECT  
SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT**

<b>Word</b>	<b>Definition</b>
Subdesignation	The subdesignation(s), if assigned, further defines the types of vehicles and/or users that may use each route. Subdesignations include ATV/UTV, administrative, authorized/permitted, biking, competitive, designated only, equestrian, hiking, motorcycle, seasonal, and street legal only.
Transportation System	The roads, primitive roads, and trails designated as facility assets and maintained by the BLM.
WEMO ID	The unique planning number given by BLM to each specific route or route segment. WEMO IDs have been used internally to distinguish route segment features for planning and analytical purposes.

### 13.0 TMA Map Figures

#### **Figures TMA 1**

- G-1 – TMA 1 Alt 1
- G-2 – TMA 1 Alt 2
- G-3 – TMA 1 Alt 3
- G-4 – TMA 1 Alt 4
- G-5 – TMA 1 Alt 5

#### **Figures TMA 2**

- G-6 – TMA 2 Alt 1
- G-7 – TMA 2 Alt 2
- G-8 – TMA 2 Alt 3
- G-9 – TMA 2 Alt 4
- G-10 – TMA 2 Alt 5

#### **Figures TMA 3**

- G-11 – TMA 3 Alt 1
- G-12 – TMA 3 Alt 2
- G-13 – TMA 3 Alt 3
- G-14 – TMA 3 Alt 4
- G-15 – TMA 3 Alt 5

#### **Figures TMA 4**

- G-16 – TMA 4 Alt 1
- G-17 – TMA 4 Alt 2
- G-18 – TMA 4 Alt 3
- G-19 – TMA 4 Alt 4
- G-20 – TMA 4 Alt 5

#### **Figures TMA 5**

- G-21 – TMA 5 Alt 1
- G-22 – TMA 5 Alt 2
- G-23 – TMA 5 Alt 3
- G-24 – TMA 5 Alt 4



G-25 – TMA 5 Alt 5

**Figures TMA 6**

G-26 – TMA 6 Alt 1

G-27 – TMA 6 Alt 2

G-28 – TMA 6 Alt 3

G-29 – TMA 6 Alt 4

G-30 – TMA 6 Alt 5

**Figures TMA 7**

G-31 – TMA 7 Alt 1

G-32 – TMA 7 Alt 2

G-33 – TMA 7 Alt 3

G-34 – TMA 7 Alt 4

G-35 – TMA 7 Alt 5

**Figures TMA 8**

G-36 – TMA 8 Alt 1

G-37 – TMA 8 Alt 2

G-38 – TMA 8 Alt 3

G-39 – TMA 8 Alt 4

G-40 – TMA 8 Alt 5

**Figures TMA 9**

G-41 – TMA 9 Alt 1

G-42 – TMA 9 Alt 2

G-43 – TMA 9 Alt 3

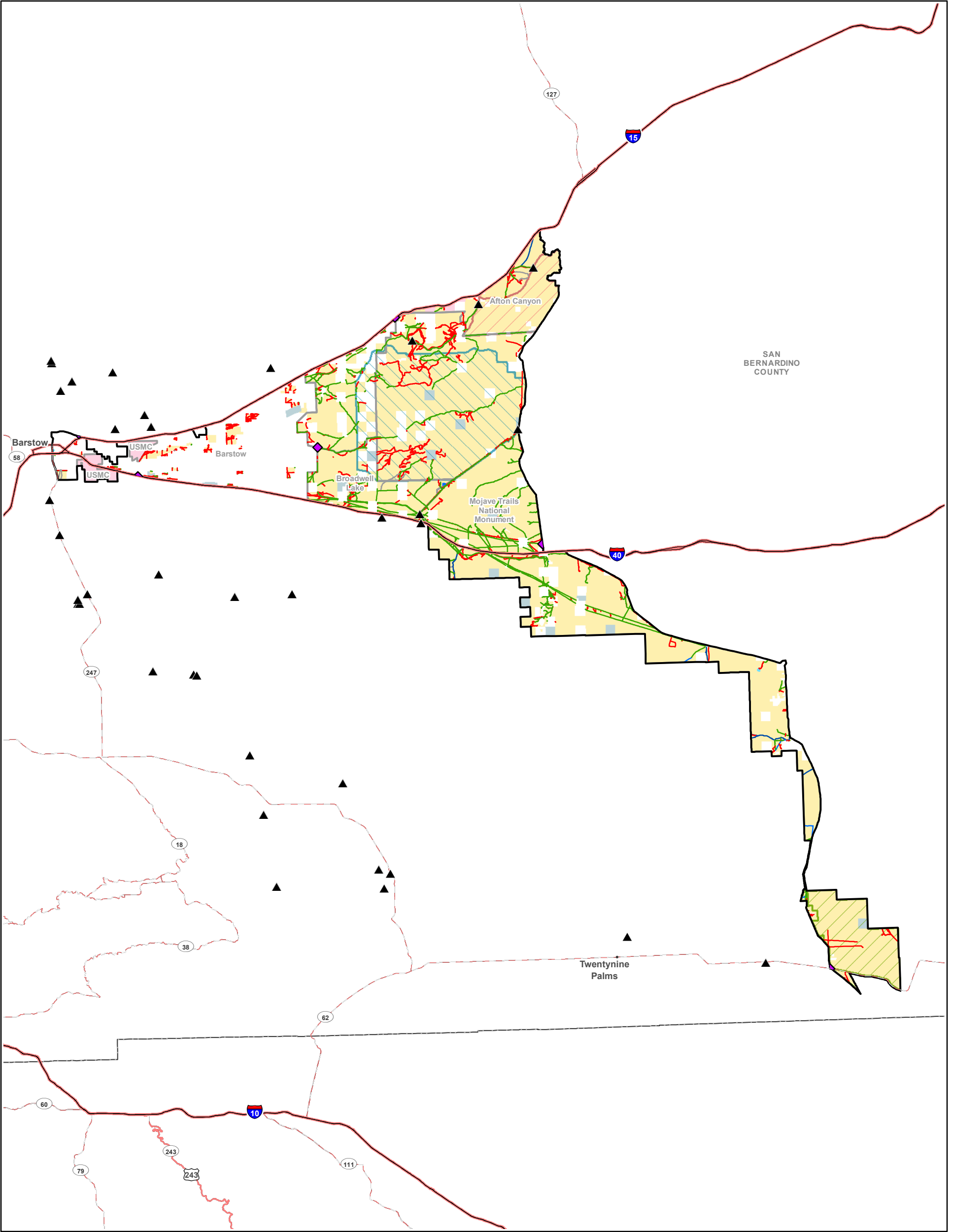
G-44 – TMA 9 Alt 4

G-45 – TMA 9 Alt 5

# Western Mojave Supplemental EIS

## Figure G-1 - TMA 1 Alternative 1 - 2019 West Mojave Route Network

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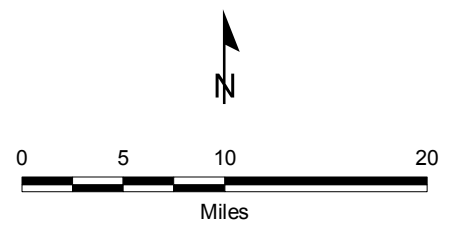
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

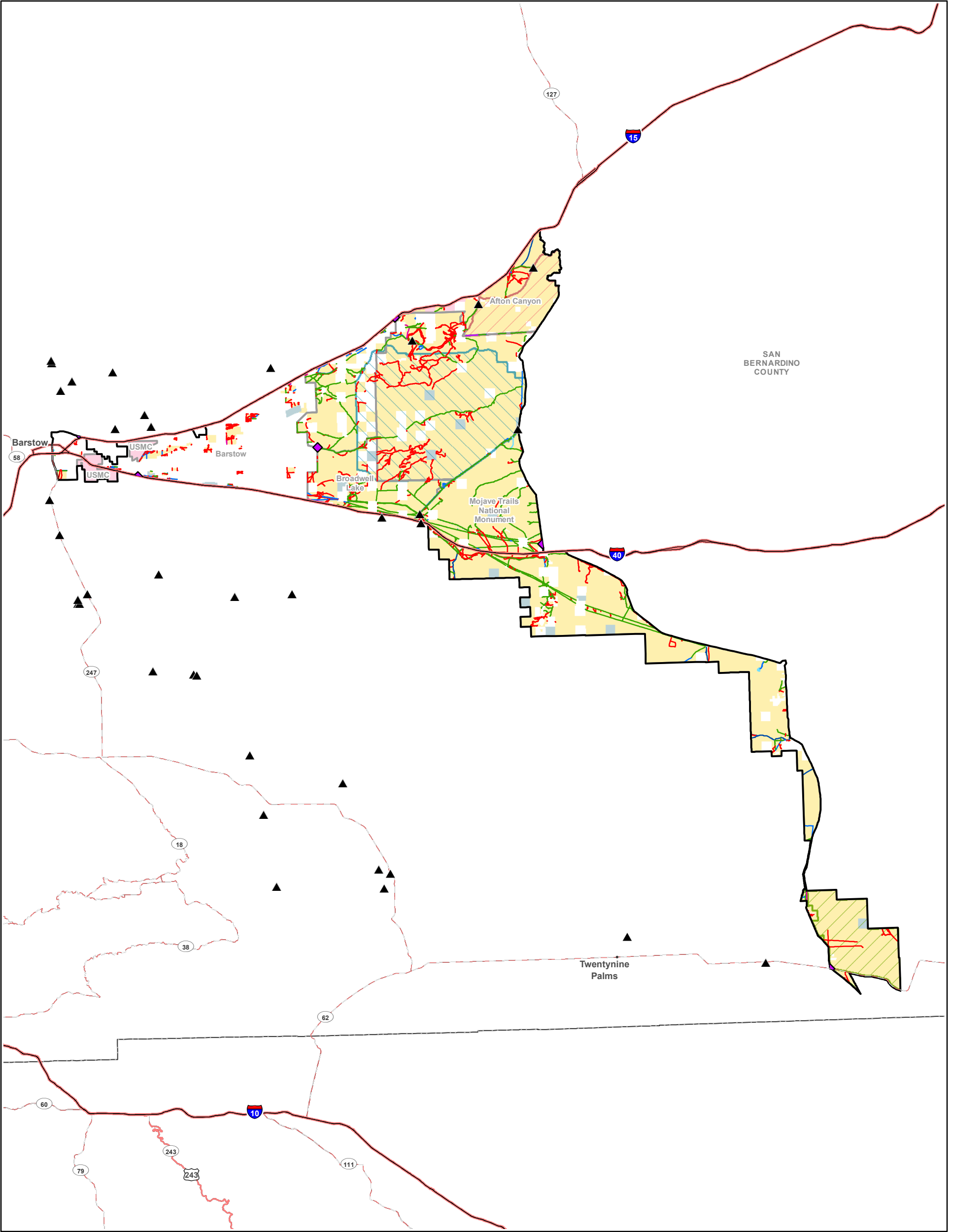


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-2 - TMA 1 Alternative 2 - 2019 West Mojave Route Network

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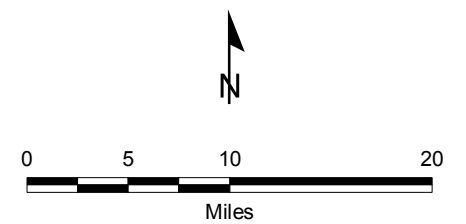
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ BLM Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

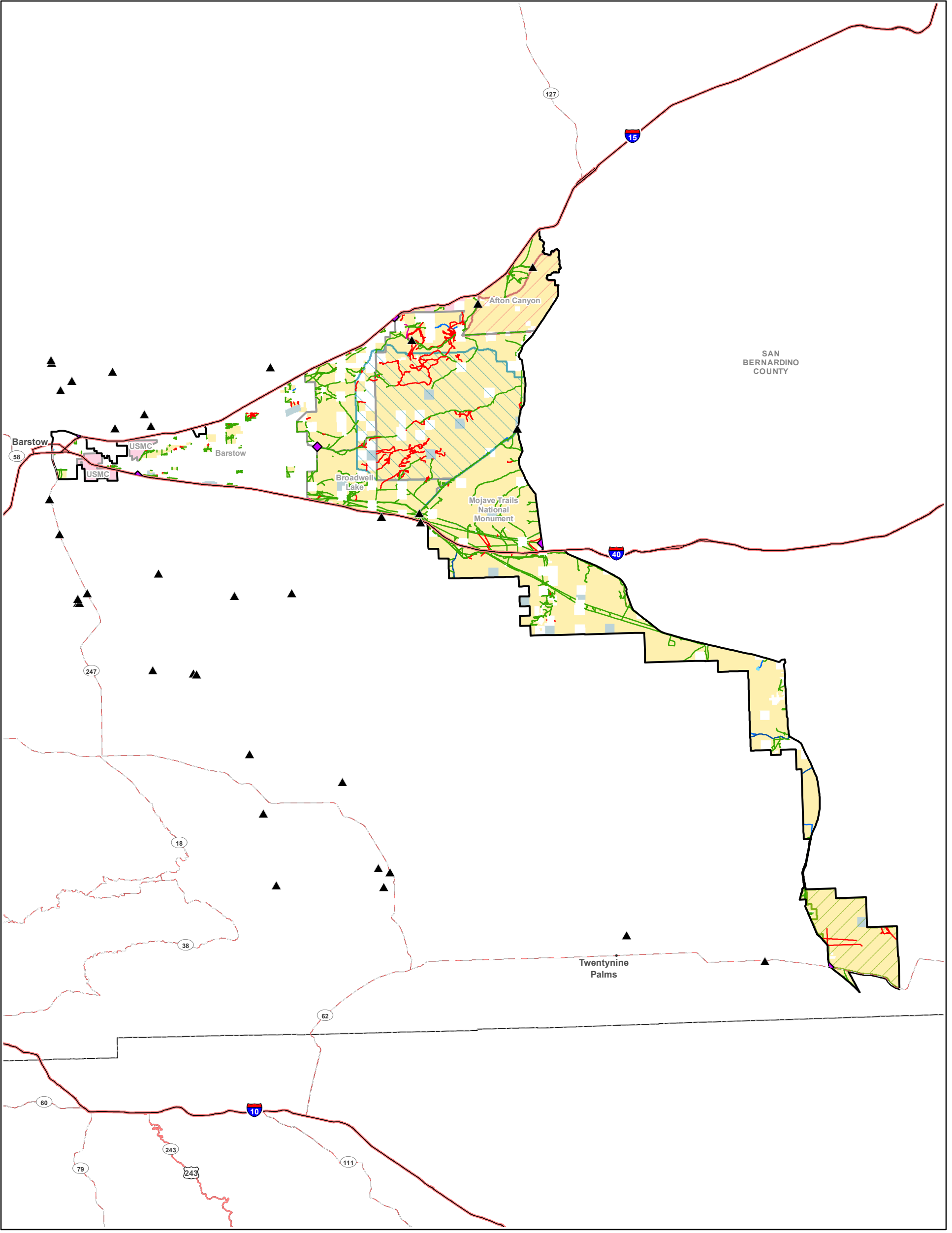


Inventory Completed: 10/3/2018  
Decision Date: TBD  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-3 - TMA 1 Alternative 3 - 2019 West Mojave Route Network

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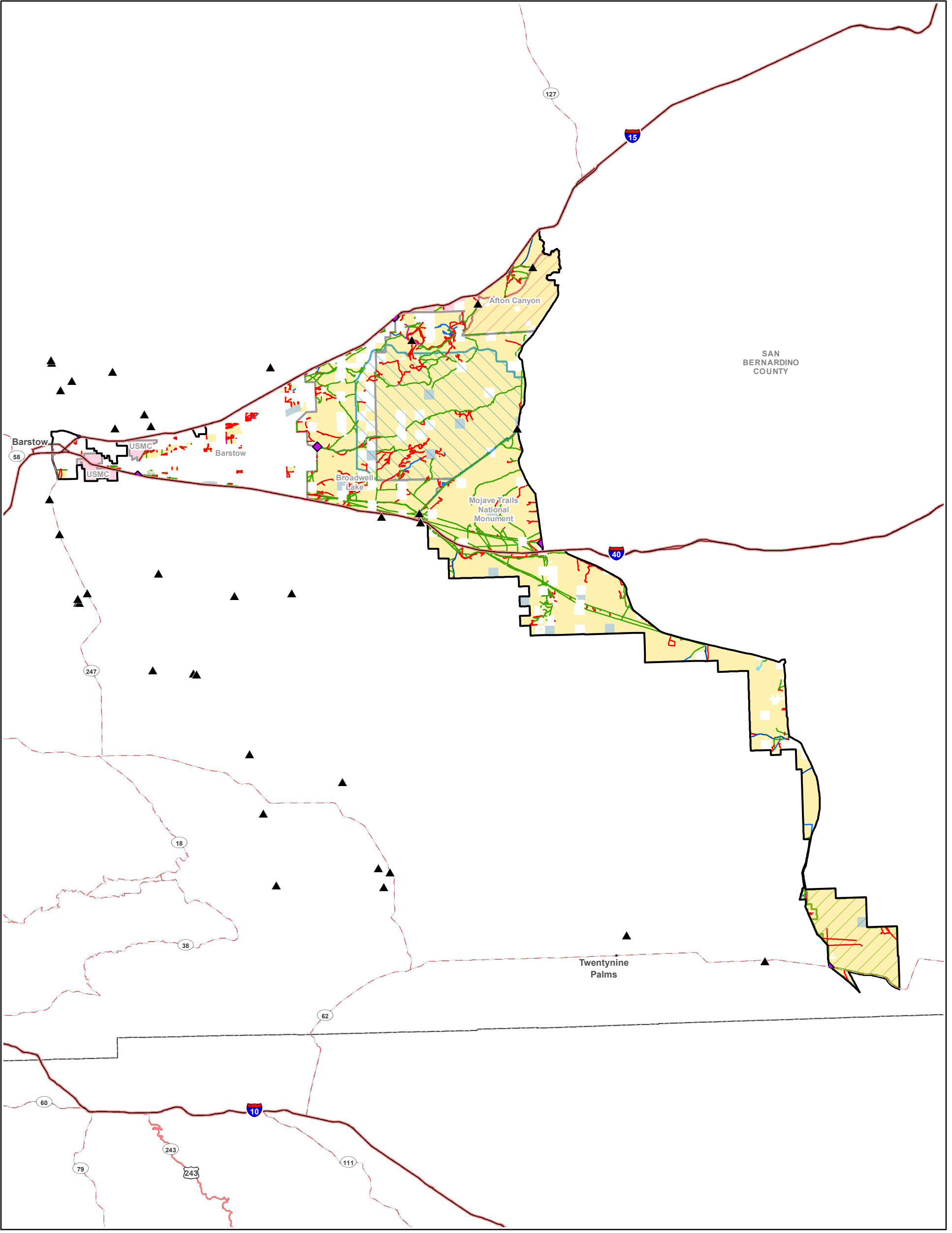
- |  |                       |                           |                        |
|--|-----------------------|---------------------------|------------------------|
| <b>Route Designations</b>  |                       | <b>Land Ownership</b>     |                        |
| <span style="color: blue;">—</span> Motorized, Administrative        | TMA Boundary          | Department of Defense     | <br>0 5 10 20<br>Miles |
| <span style="color: blue;">—</span> Motorized, Authorized/Permitted  | WEMO Subregion        | Bureau of Land Management |                        |
| <span style="color: green;">—</span> Motorized, No Subdesignation    | Wilderness Study Area | National Park Service     |                        |
| <span style="color: magenta;">—</span> Motorized, Street Legal       | Wilderness Area       | State                     |                        |
| <span style="color: cyan;">—</span> Non-Mechanized, Hiking           | OHV Open Area         |                           |                        |
| <span style="color: red;">—</span> Transportation Linear Disturbance | BLM Kiosk             |                           |                        |
|  | Proposed Kiosk        |                           |                        |

Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

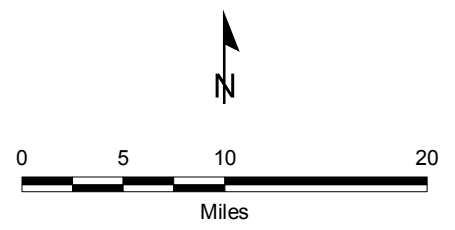
# Western Mojave Supplemental EIS

## Figure G-4 - TMA 1 Alternative 4 - 2019 West Mojave Route Network

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- |                                     |                           |
|-------------------------------------|---------------------------|
| <b>Route Designations</b>           | <b>Land Ownership</b>     |
| — Motorized, Administrative         | Department of Defense     |
| — Motorized, Authorized/Permitted   | Bureau of Land Management |
| — Motorized, No Subdesignation      | National Park Service     |
| — Motorized, Seasonal               | State                     |
| — Motorized, Street Legal           |                           |
| — Non-Mechanized, Hiking            |                           |
| — Transportation Linear Disturbance |                           |
| — TMA Boundary                      |                           |
| — WEMO Subregion                    |                           |
| — Wilderness Study Area             |                           |
| — Wilderness Area                   |                           |
| — OHV Open Area                     |                           |
| ▲ BLM Kiosk                         |                           |
| ◆ Proposed Kiosk                    |                           |

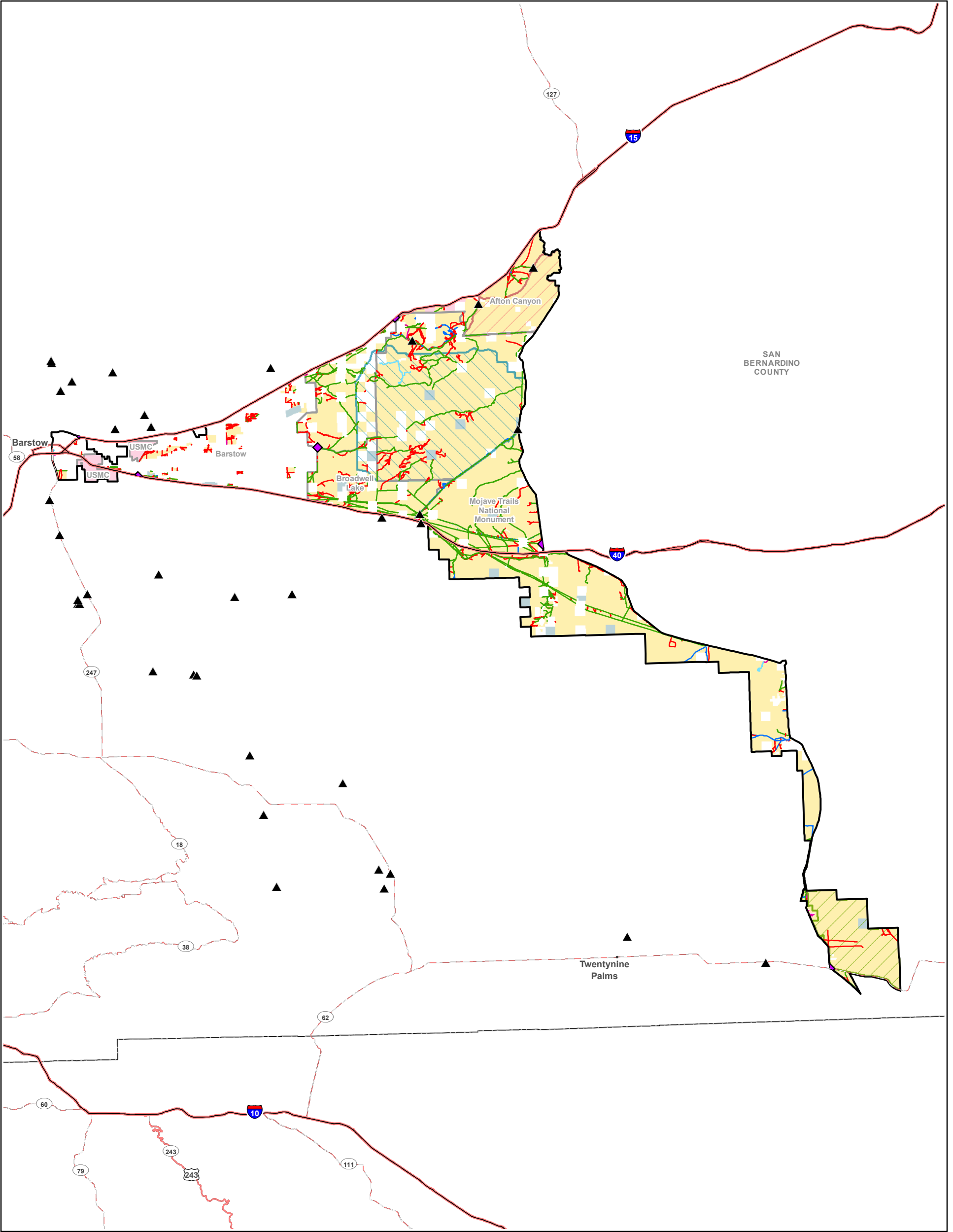


Inventory Completed: 10/3/2018  
Decision Date: TBD  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-5 - TMA 1 Alternative 5 - 2019 West Mojave Route Network

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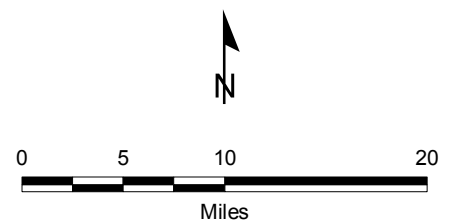
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ BLM Kiosk
- ◆ Proposed Kiosk

### Land Ownership

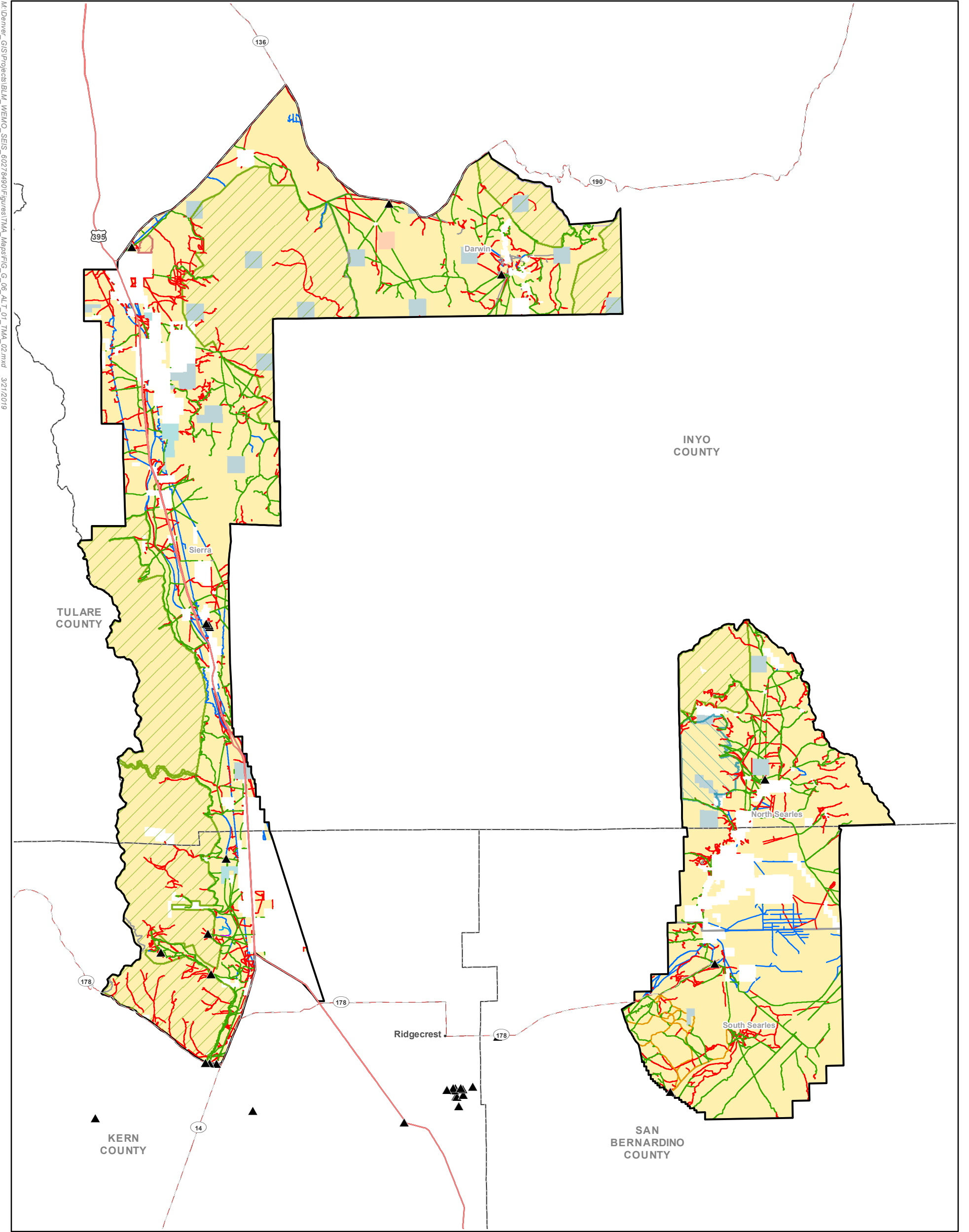
- Department of Defense
- Bureau of Land Management
- National Park Service
- State



Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-6 - TMA 2 Alternative 1 - 2019 West Mojave Route Network



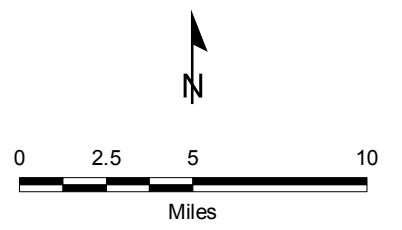
M:\Denver\_GIS\Projects\BLM\WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-06\_AL1\_01\_TMA\_02.mxd 3/21/2019



- Route Designations**
- Motorized, Authorized/Permitted
  - Motorized, Competitive C
  - Motorized, No Subdesignation
  - Non-Mechanized, No Subdesignation
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance
  - Non-BLM

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ BLM Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Indian Affairs
  - Bureau of Land Management
  - Forest Service
  - County/Local Government
  - National Park Service
  - State

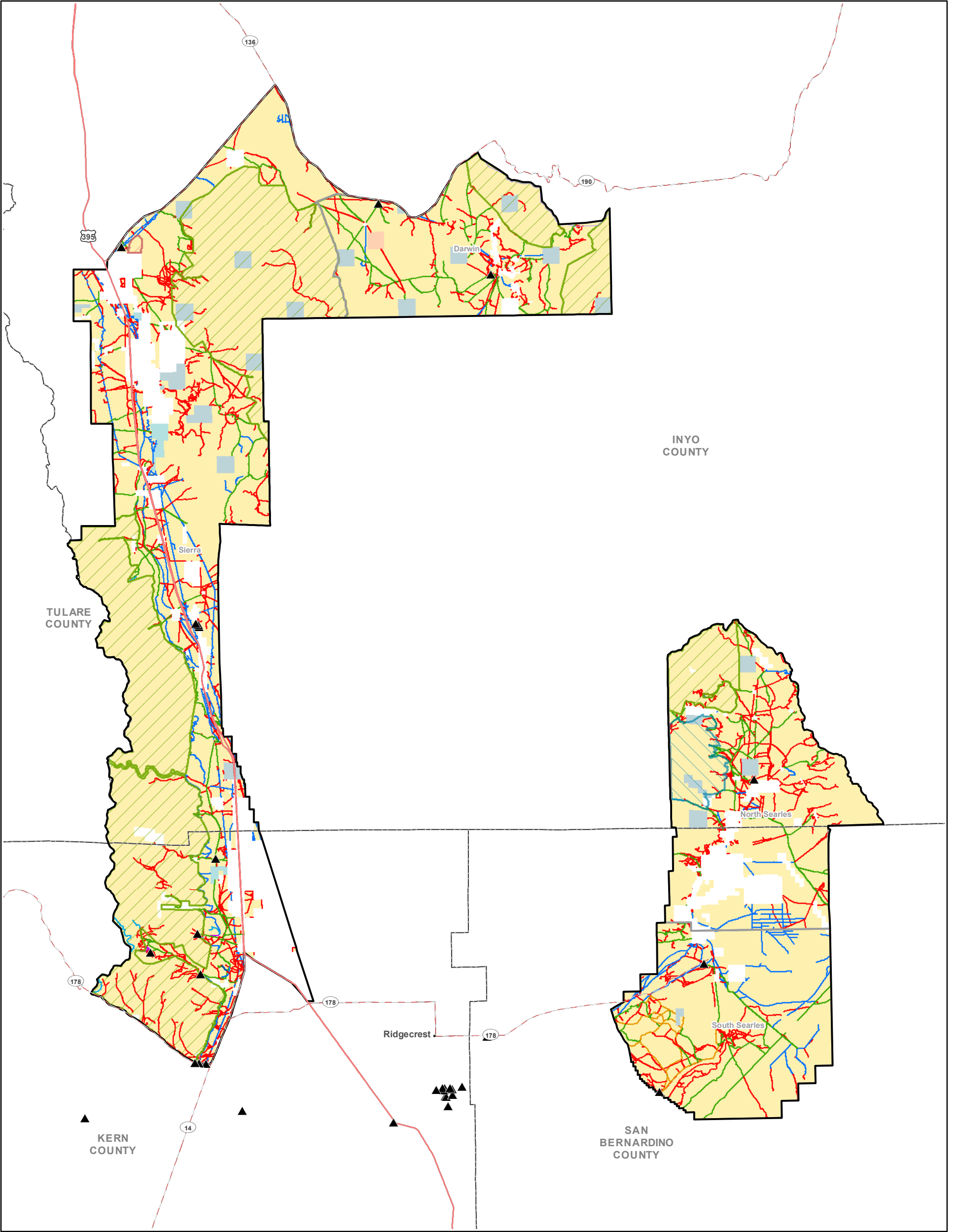


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-7 - TMA 2 Alternative 2 - 2019 West Mojave Route Network

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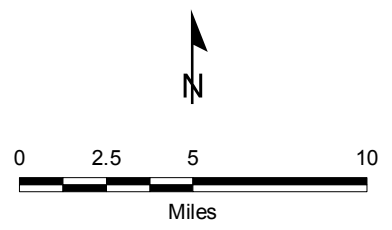
**Route Designations**

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ BLM Kiosk

**Land Ownership**

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State



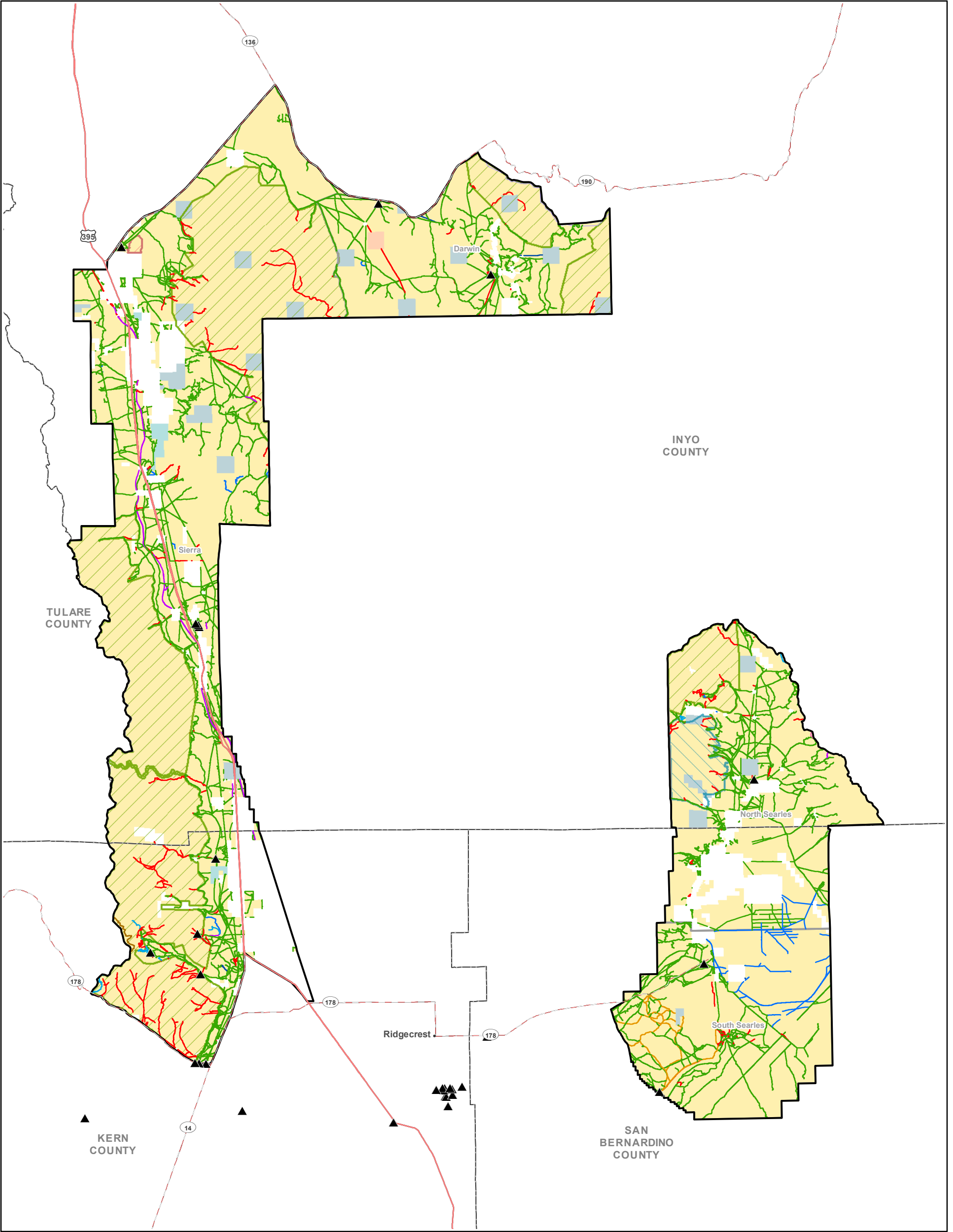
Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM



# Western Mojave Supplemental EIS

## Figure G-8 - TMA 2 Alternative 3 - 2019 West Mojave Route Network

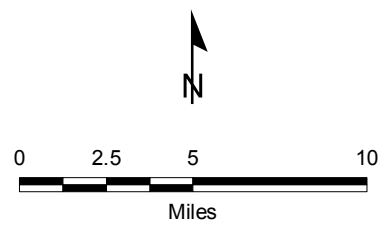
M:\Denver\_GIS\Projects\BLM\WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-08\_ALT\_03\_TMA\_02.mxd 3/21/2019



- Route Designations**
- Motorized, Administrative
  - Motorized, Authorized/Permitted
  - Motorized, Competitive C
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Non-Mechanized, Equestrian
  - Non-Mechanized, No Subdesignation
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Indian Affairs
  - Bureau of Land Management
  - Forest Service
  - County/Local Government
  - National Park Service
  - State

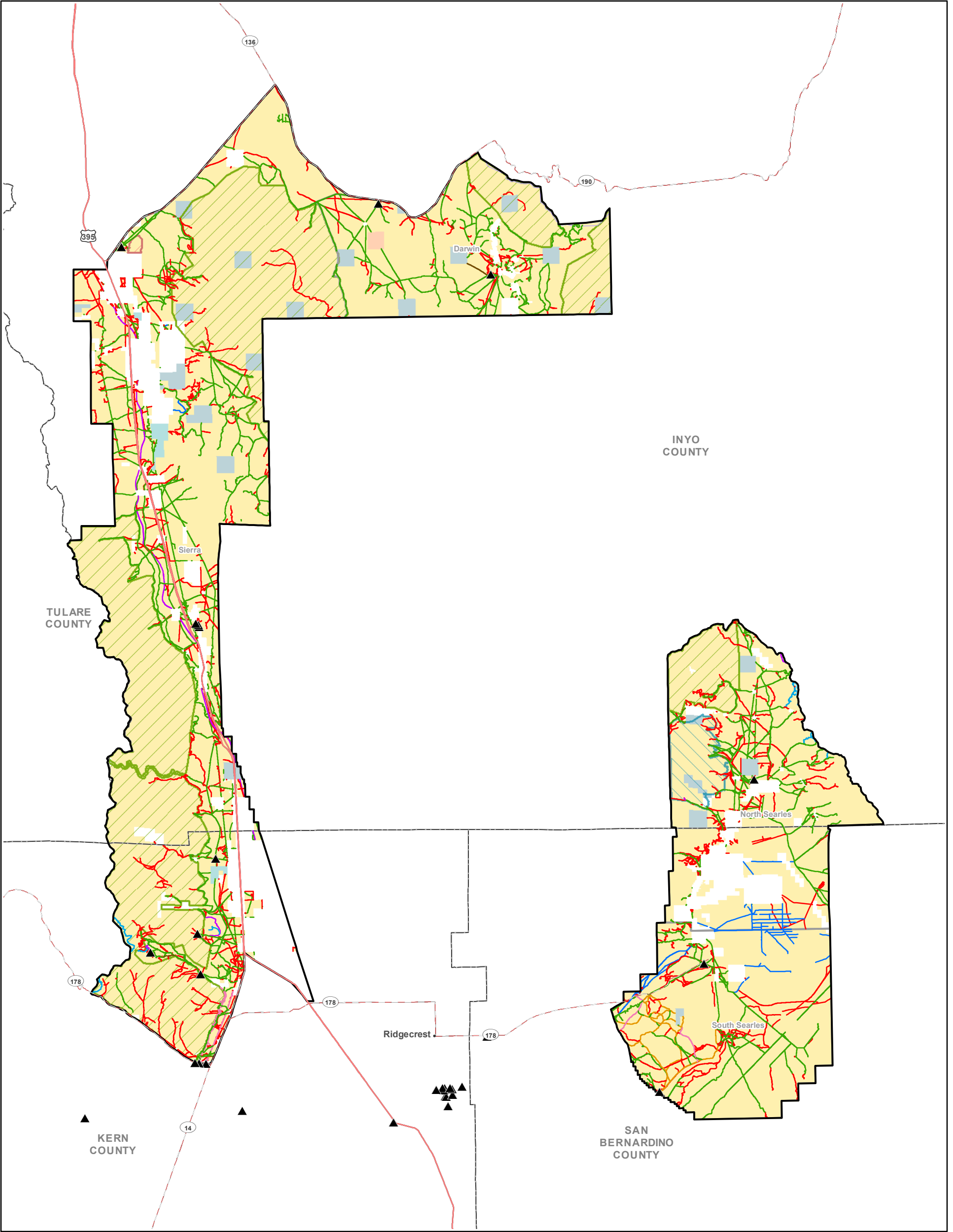


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-9 - TMA 2 Alternative 4 - 2019 West Mojave Route Network

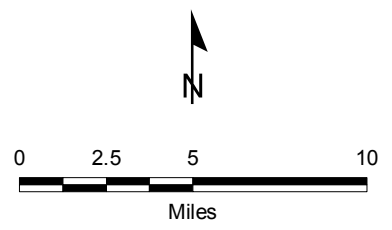
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- Route Designations**
- Motorized, Authorized/Permitted
  - Motorized, Competitive C
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Non-Mechanized, Hiking
  - Non-Mechanized, No Subdesignation
  - Non-Motorized, Bicycle
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ BLM Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Indian Affairs
  - Bureau of Land Management
  - Forest Service
  - County/Local Government
  - National Park Service
  - State

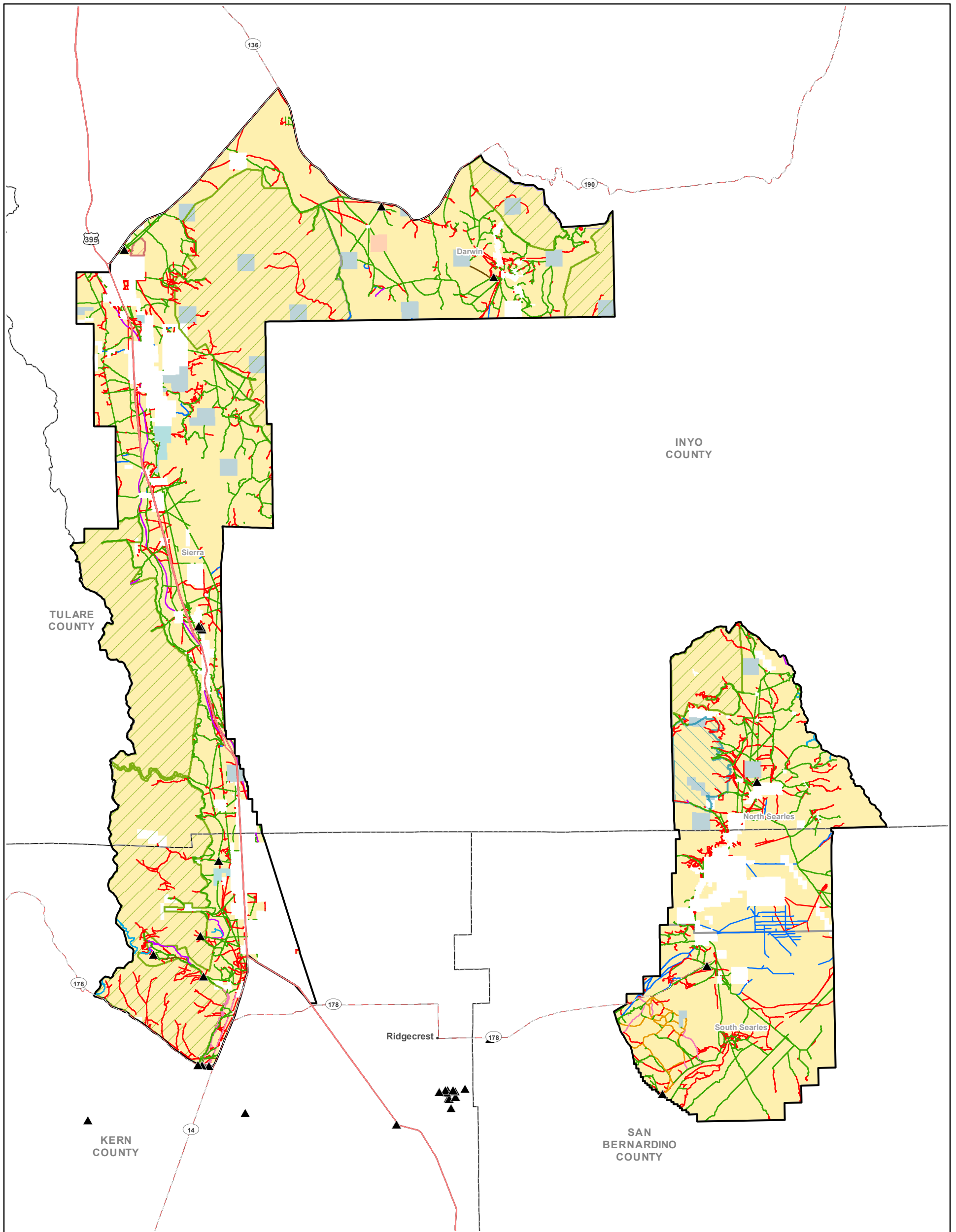


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-10 - TMA 2 Alternative 5 - 2019 West Mojave Route Network

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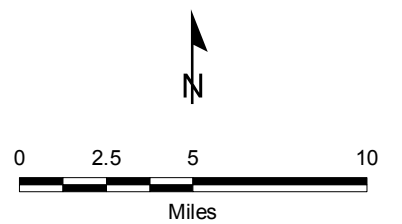
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- ▲ BLM Kiosk

### Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State

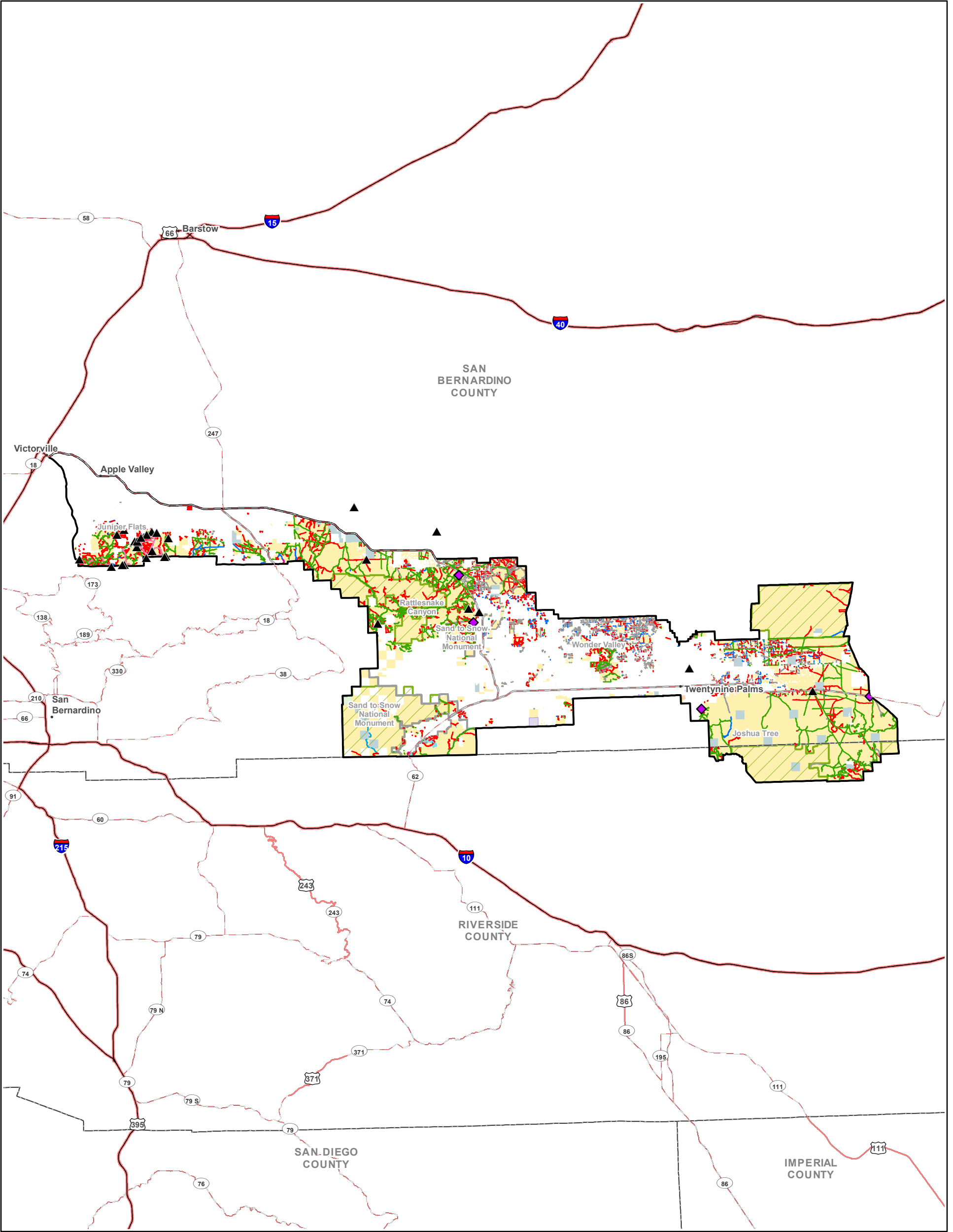


Inventory Completed: 10/3/2018  
Decision Date: TBD  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-11 - TMA 3 Alternative 1 - 2019 West Mojave Route Network

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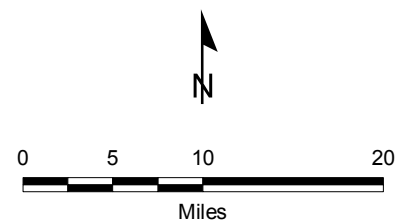
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

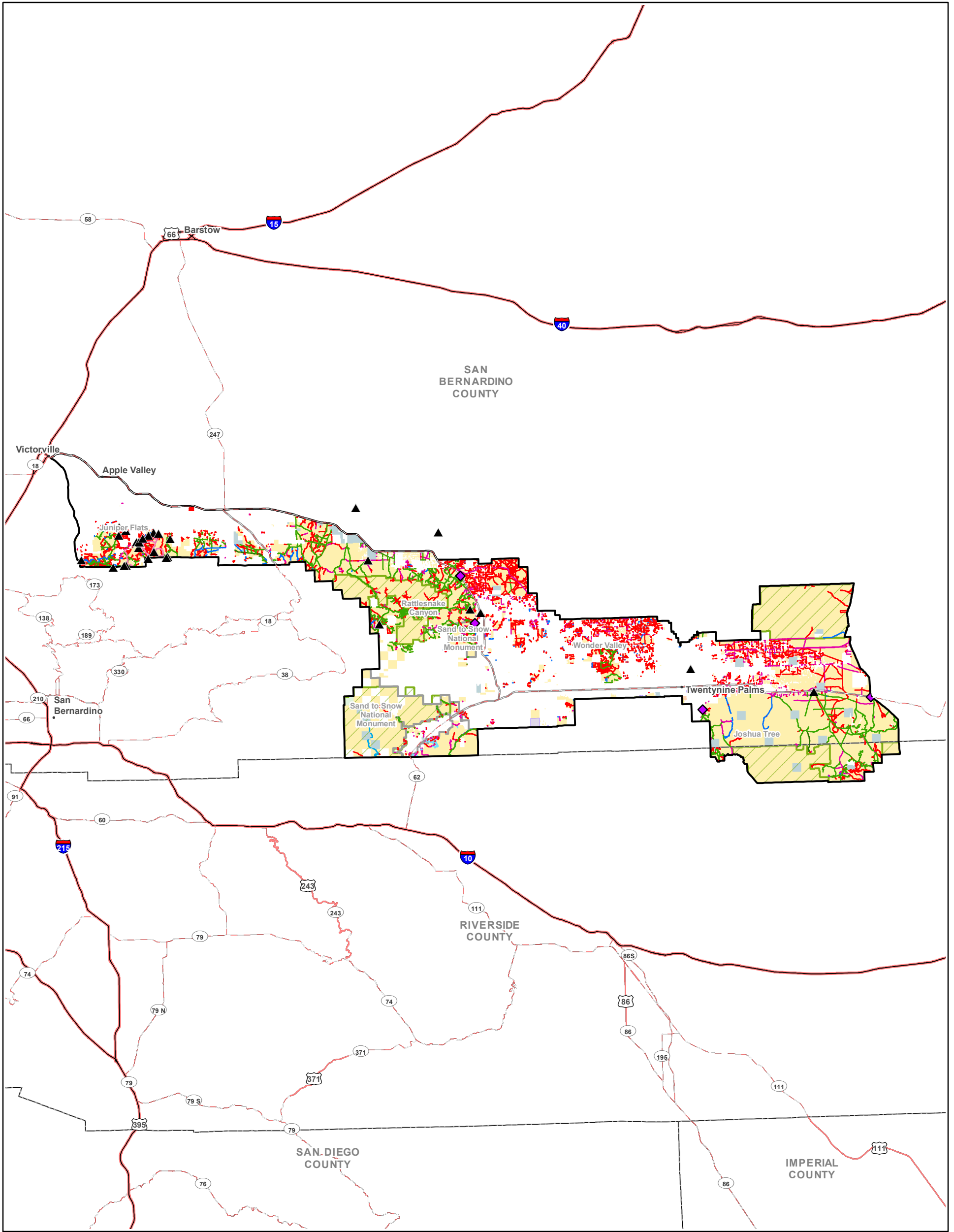


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-12 - TMA 3 Alternative 2 - 2019 West Mojave Route Network

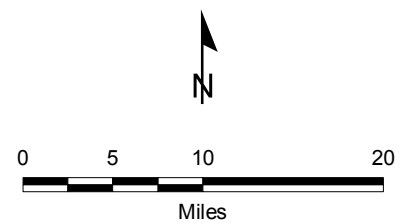
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- Route Designations**
- Motorized, ATV/UTV
  - Motorized, Administrative
  - Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Non-Mechanized, No Subdesignation
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Indian Affairs
  - Bureau of Land Management
  - Forest Service
  - National Park Service
  - State

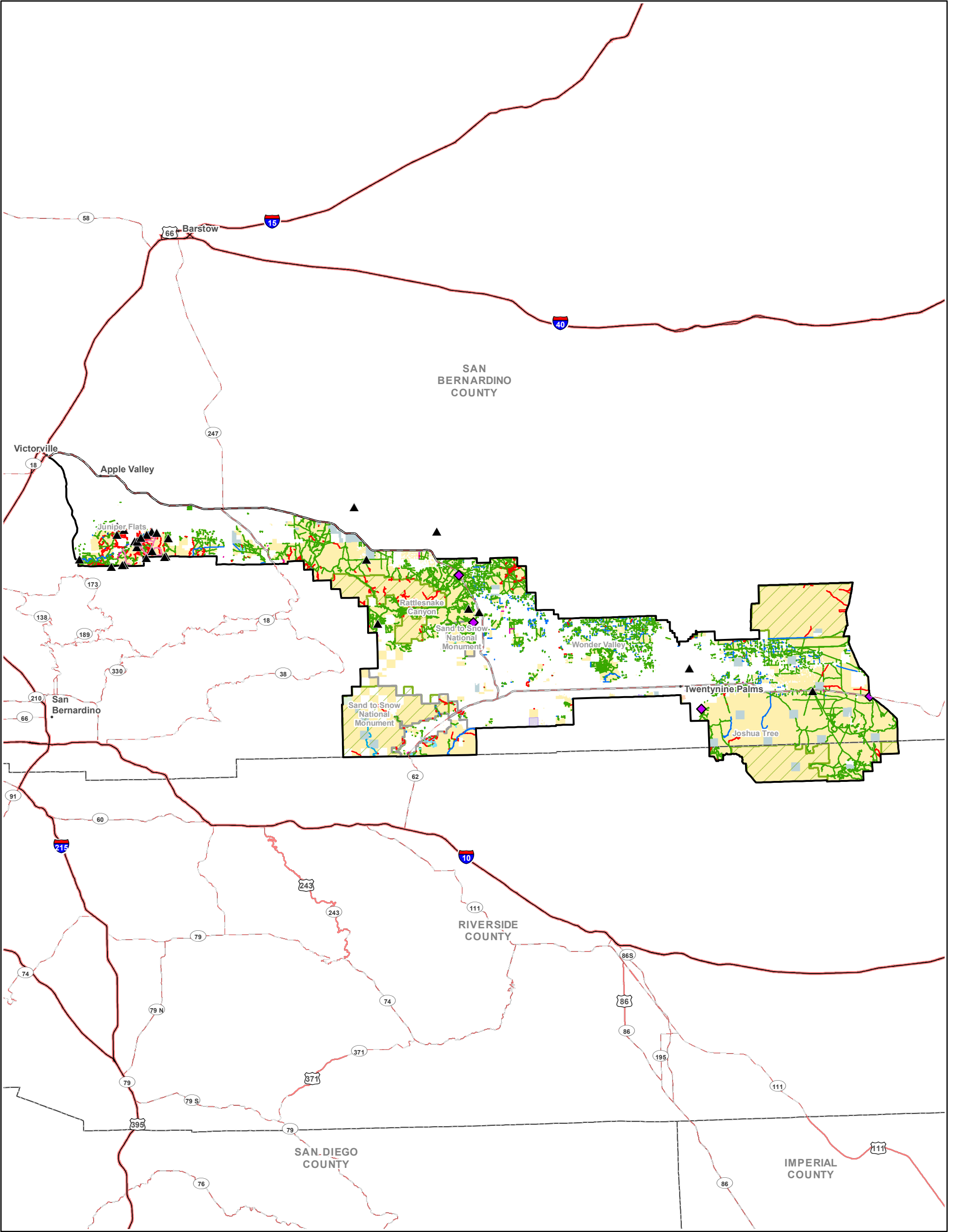


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-13 - TMA 3 Alternative 3 - 2019 West Mojave Route Network

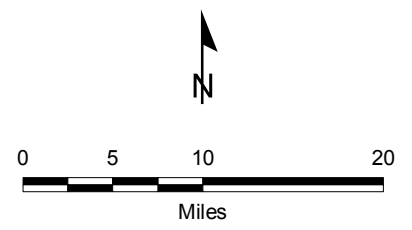
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-13\_ALT\_03\_TMA\_03.mxd 3/21/2019



- Route Designations**
- Motorized, ATV/UTV
  - Motorized, Administrative
  - Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Non-Mechanized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Indian Affairs
  - Bureau of Land Management
  - Forest Service
  - National Park Service
  - State

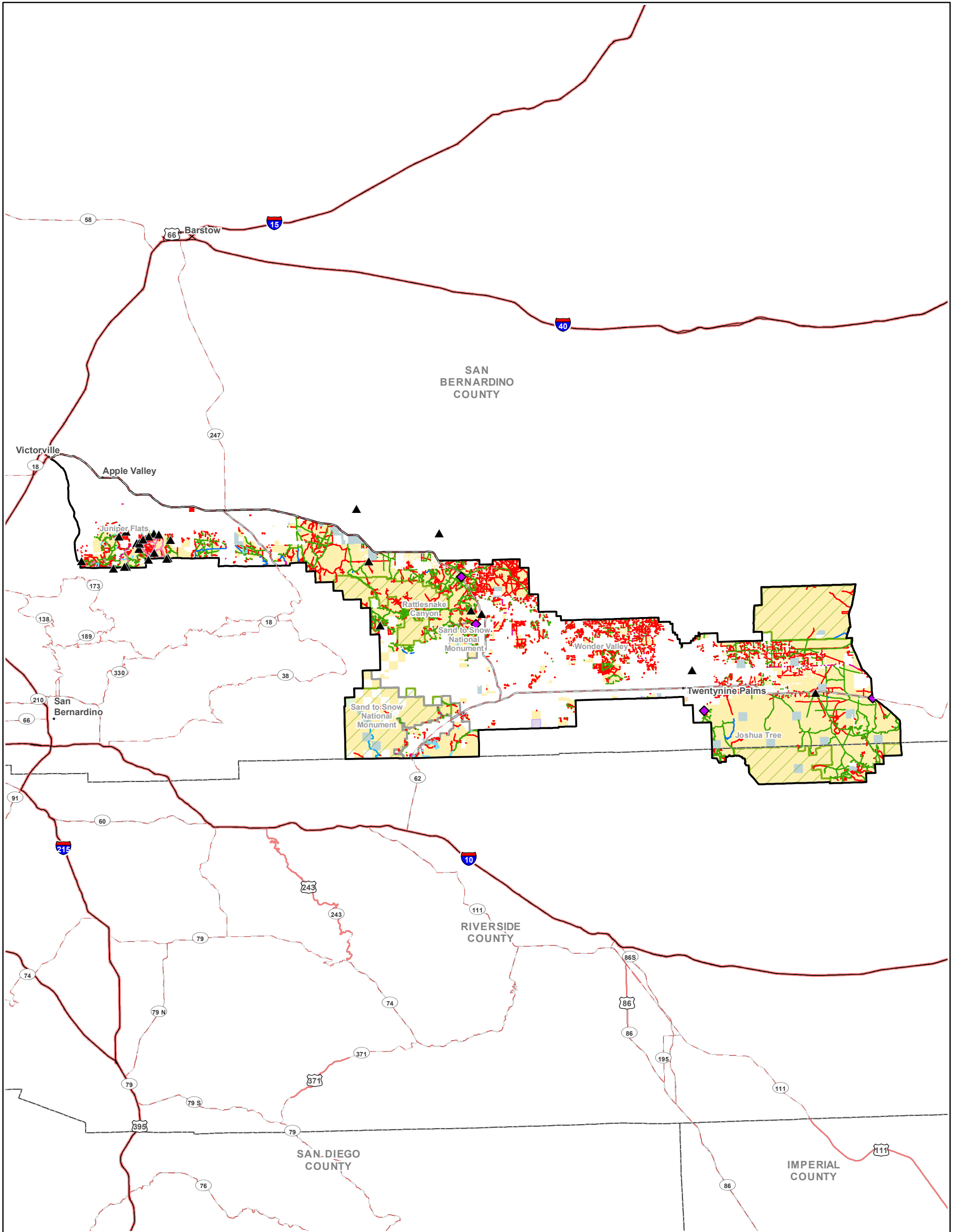


Inventory Completed: 10/3/2018  
Decision Date: TBD  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-14 - TMA 3 Alternative 4 - 2019 West Mojave Route Network

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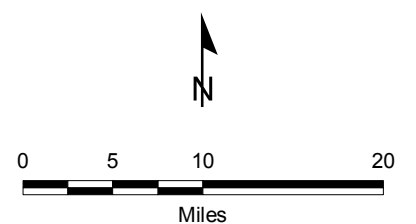
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

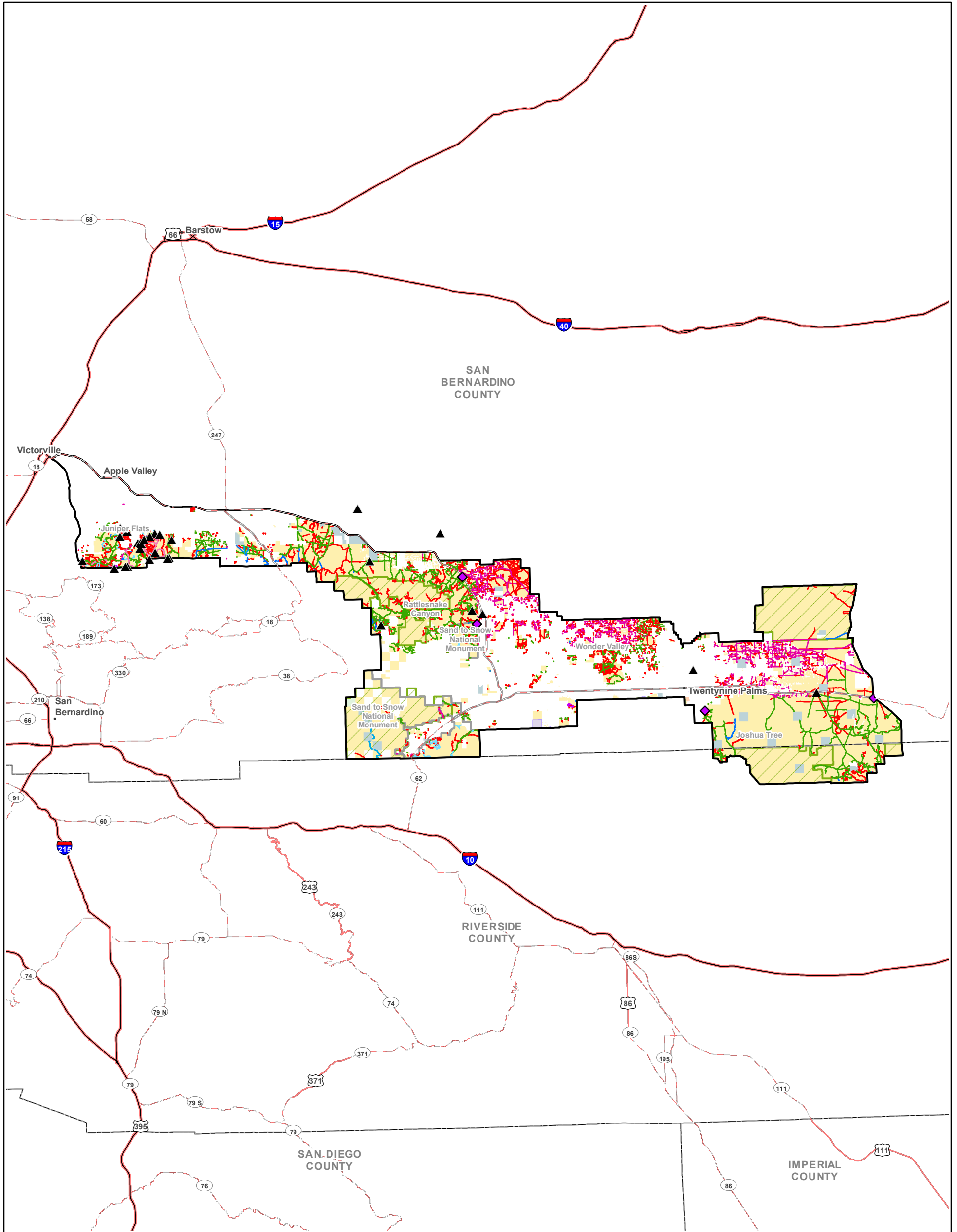


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-15 - TMA 3 Alternative 5 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-15\_ALT\_05\_TMA\_03.mxd 3/22/2019



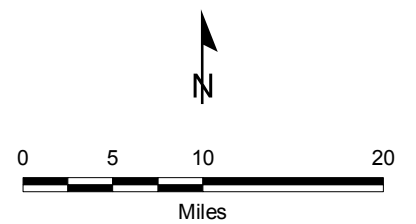
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State



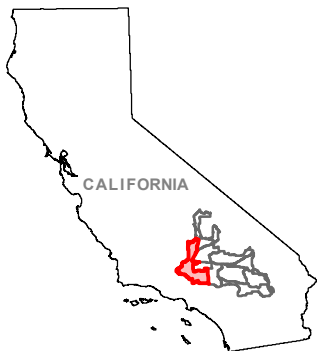
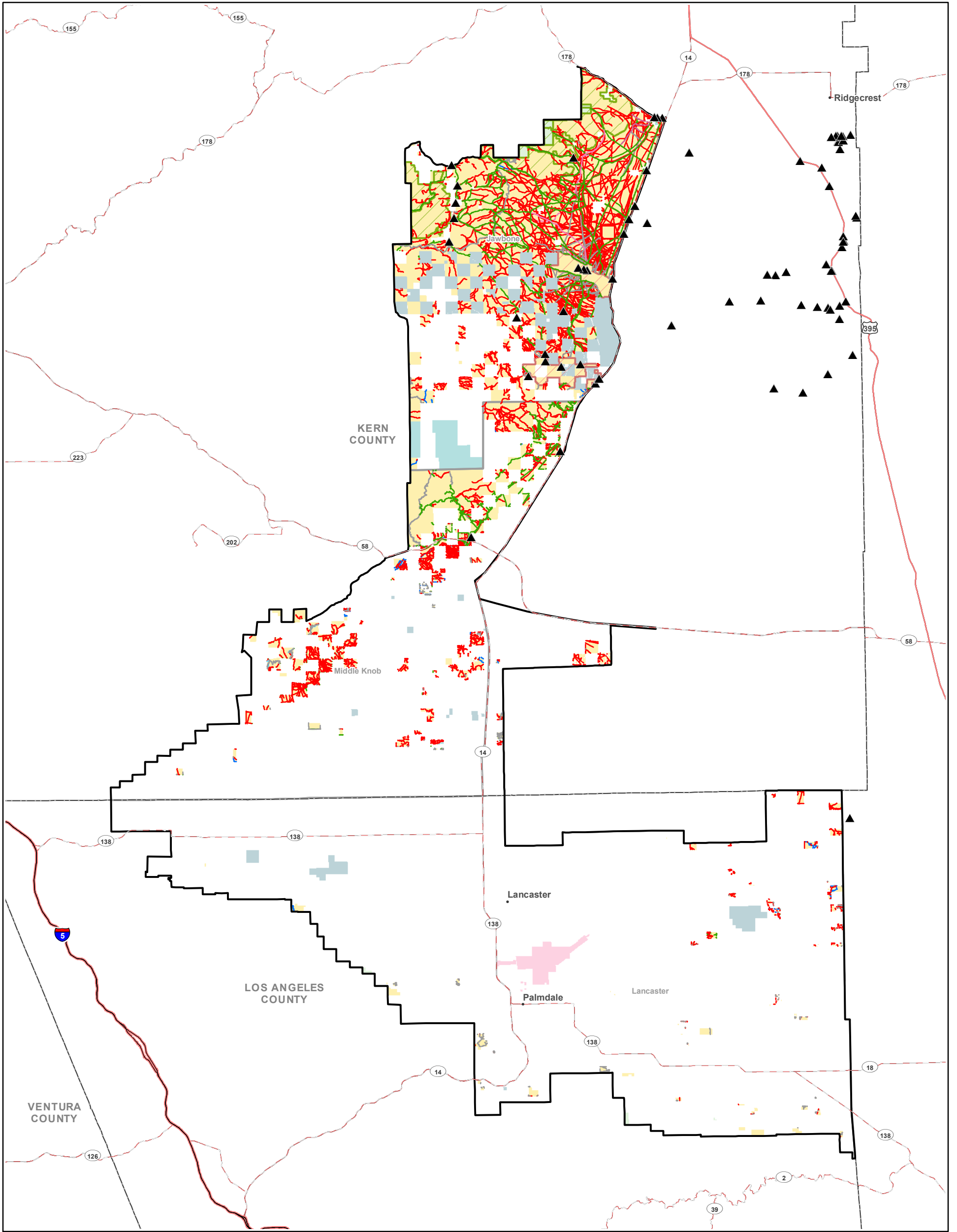
Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM



# Western Mojave Supplemental EIS

## Figure G-16 - TMA 4 Alternative 1 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-16\_ALT\_01\_TMA\_04.mxd 3/22/2019



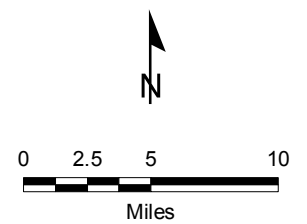
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Seasonal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State

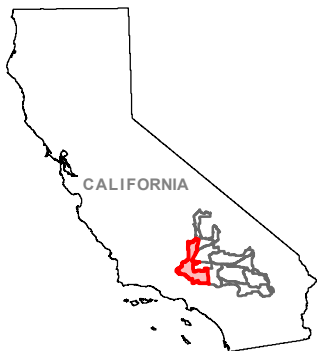
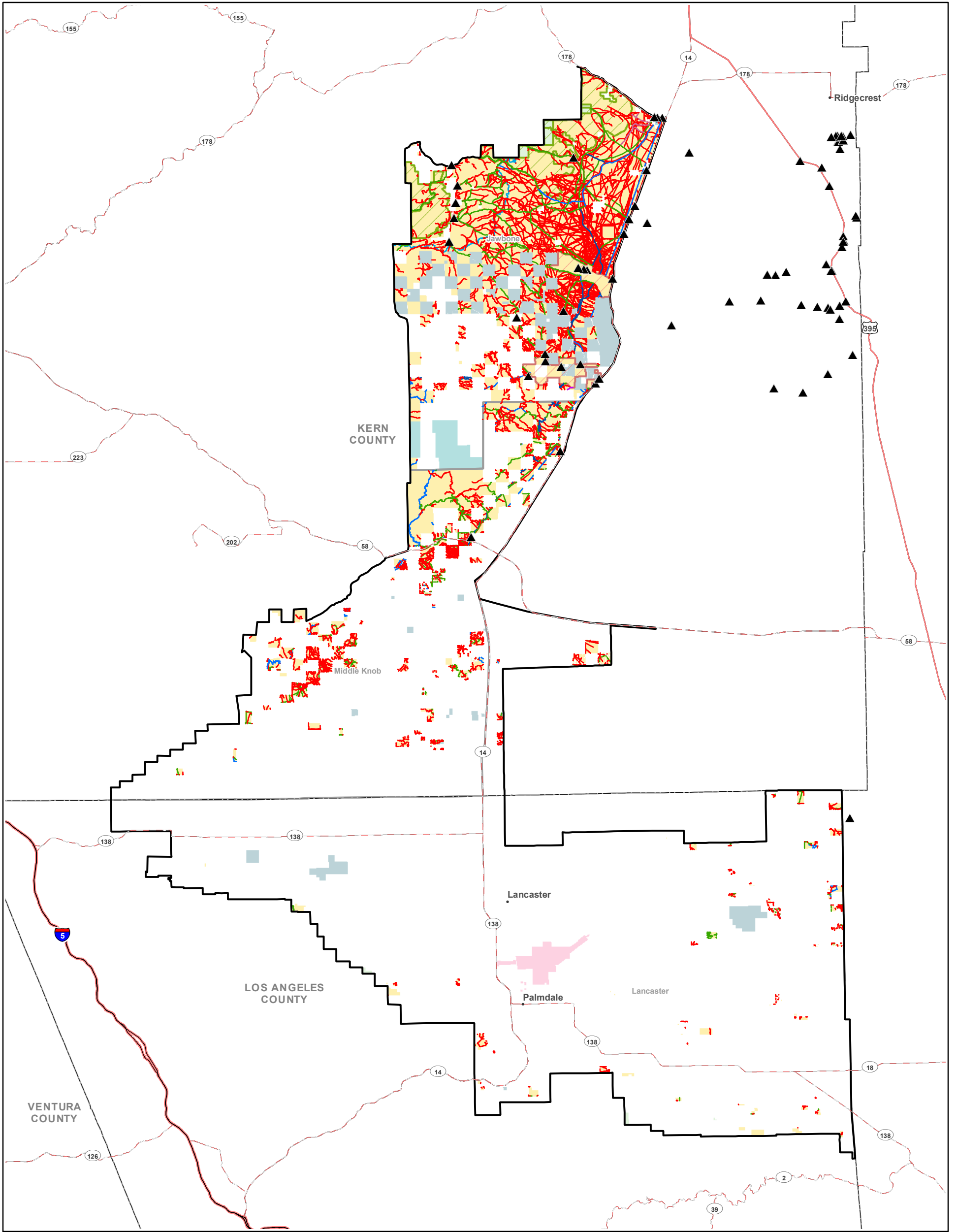


Inventory Completed: 10/3/2018  
Decision Date: TBD  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-17 - TMA 4 Alternative 2 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-17\_ALT\_02\_TMA\_04.mxd 3/22/2019



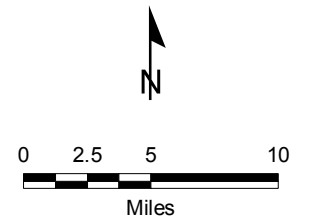
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Seasonal
- Non-Mechanized, Equestrian
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State

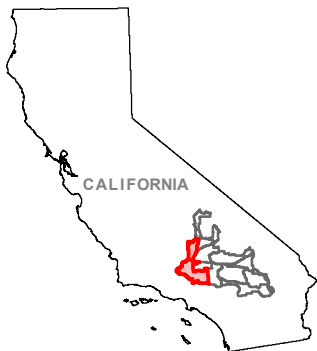
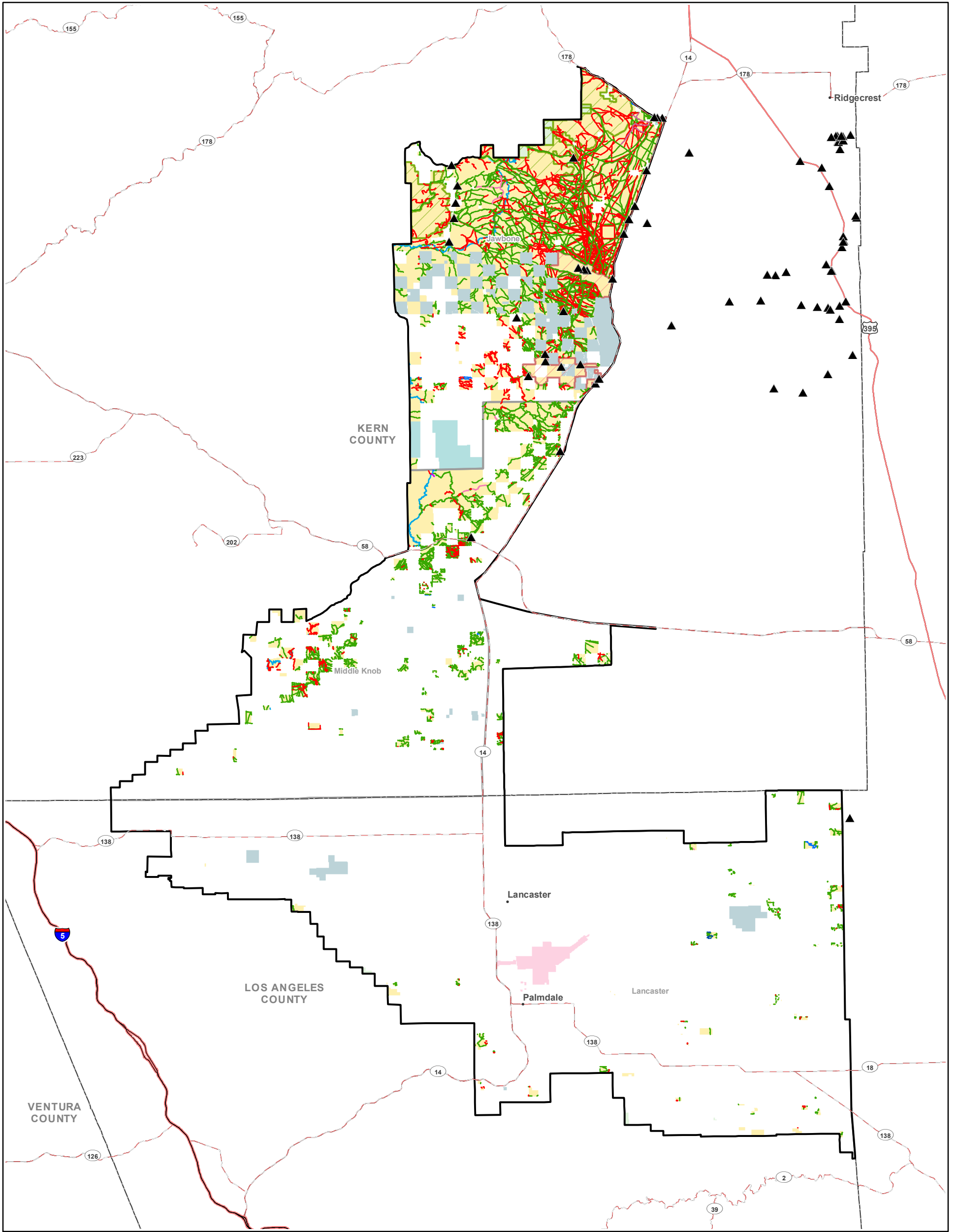


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-18 - TMA 4 Alternative 3 - 2019 West Mojave Route Network

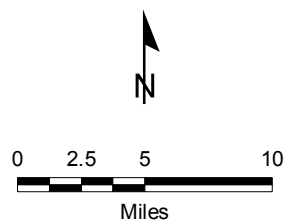
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-18\_ALT\_03\_TMA\_04.mxd 3/22/2019



- Route Designations**
- Motorized, Administrative
  - Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Seasonal
  - Non-Mechanized, Hiking
  - Non-Mechanized, No Subdesignation
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- ▭ TMA Boundary
- ▭ WEMO Subregion
- ▭ Wilderness Area
- ▭ OHV Open Area
- ▲ Existing Kiosk

- Land Ownership**
- ▭ Department of Defense
  - ▭ Bureau of Land Management
  - ▭ Forest Service
  - ▭ County/Local Government
  - ▭ State

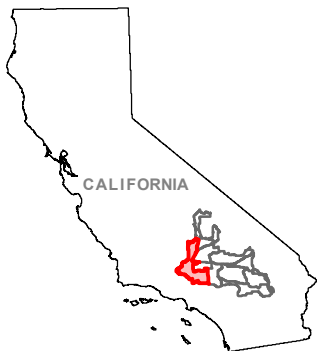
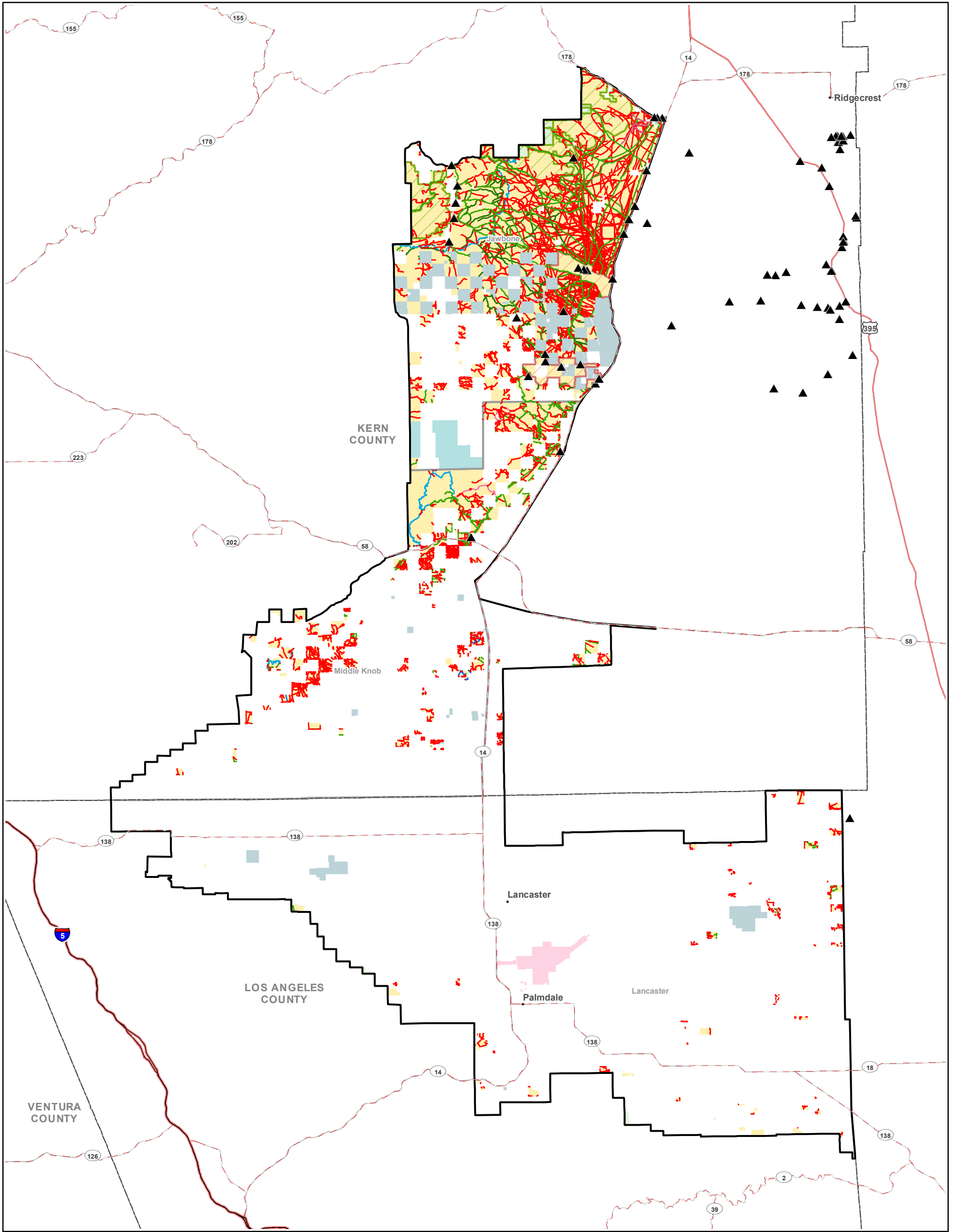


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-19 - TMA 4 Alternative 4 - 2019 West Mojave Route Network

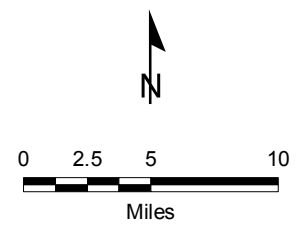
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-19\_ALT\_04\_TMA\_04.mxd 3/22/2019



- Route Designations**
- Motorized, ATV/UTV
  - Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Seasonal
  - Non-Mechanized, Hiking
  - Non-Mechanized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - Forest Service
  - County/Local Government
  - State

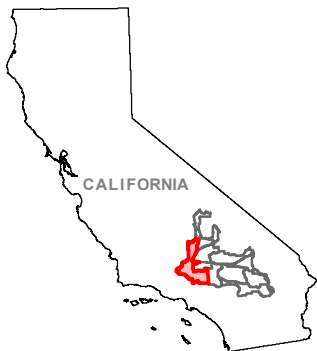
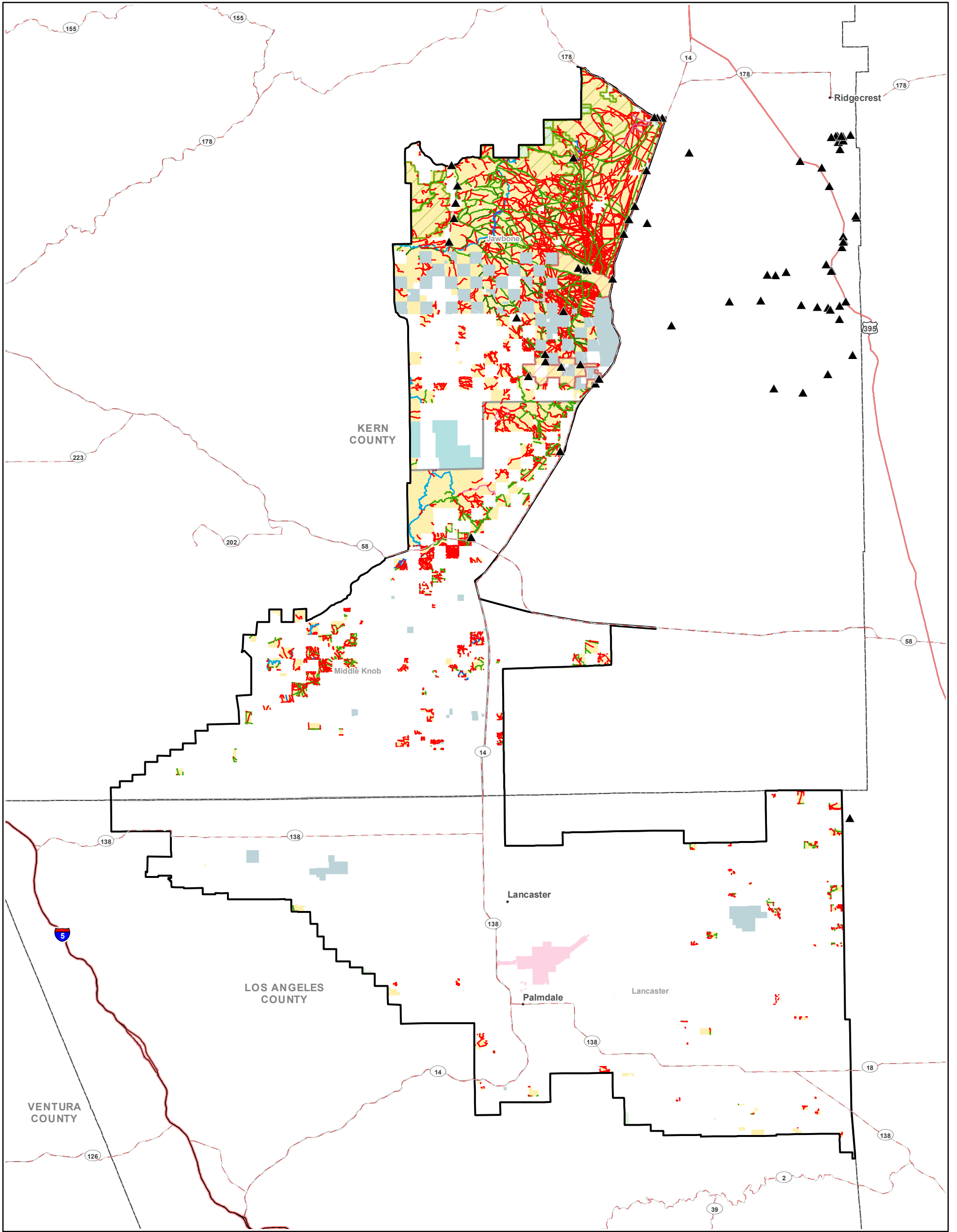


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-20 - TMA 4 Alternative 5 - 2019 West Mojave Route Network

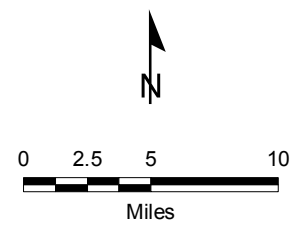
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-20\_Alt\_05\_TMA\_04.mxd 3/22/2019



- Route Designations**
- Motorized, ATV/UTV
  - Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Seasonal
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Non-Mechanized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

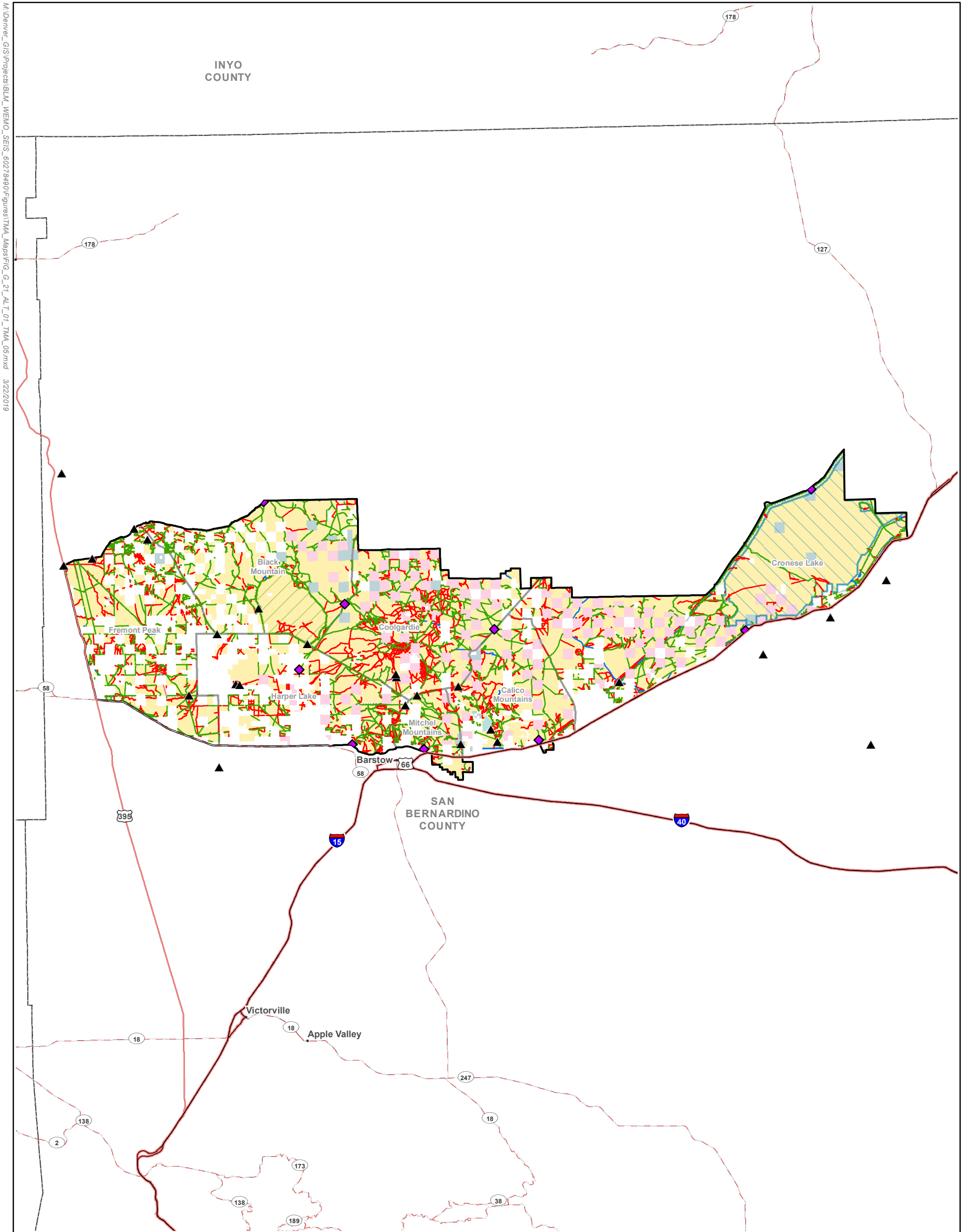
- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - Forest Service
  - County/Local Government
  - State



Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-21 - TMA 5 Alternative 1 - 2019 West Mojave Route Network



M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-21\_ALT\_01\_TMA\_05.mxd 3/22/2019



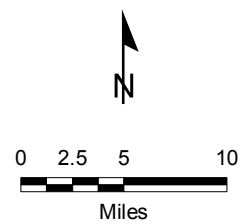
**Route Designations**

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

**Land Ownership**

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

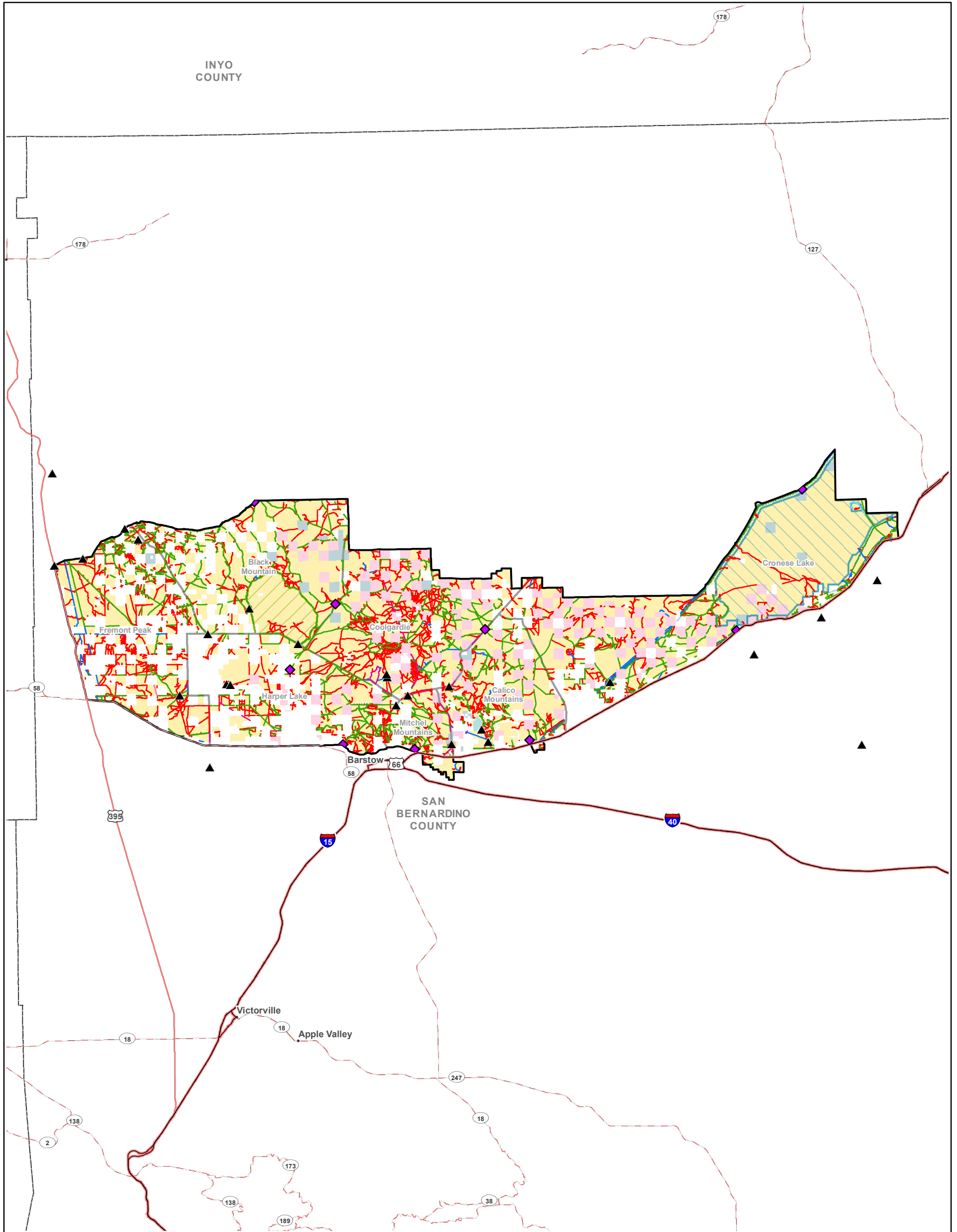


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-22 - TMA 5 Alternative 2 - 2019 West Mojave Route Network

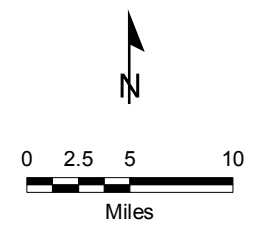
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-22\_ALT\_02\_TMA\_05.mxd 3/22/2019



- Route Designations**
- Motorized, Administrative
  - Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

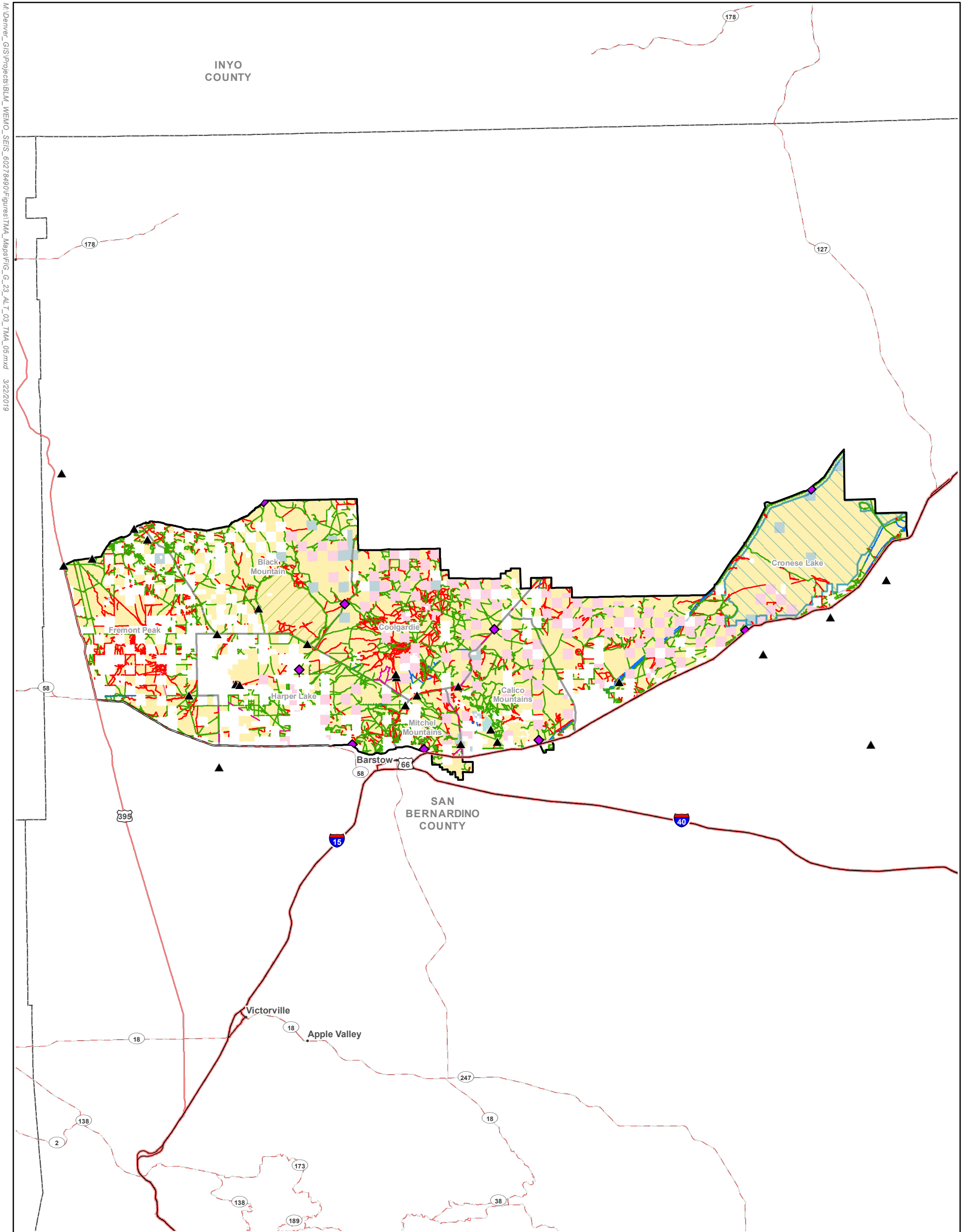
- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - County/Local Government
  - State



Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-23 - TMA 5 Alternative 3 - 2019 West Mojave Route Network



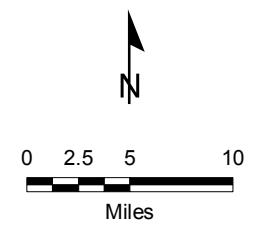
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-23\_ALT\_03\_TMA\_05.mxd 3/22/2019



- Route Designations**
- Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - County/Local Government
  - State



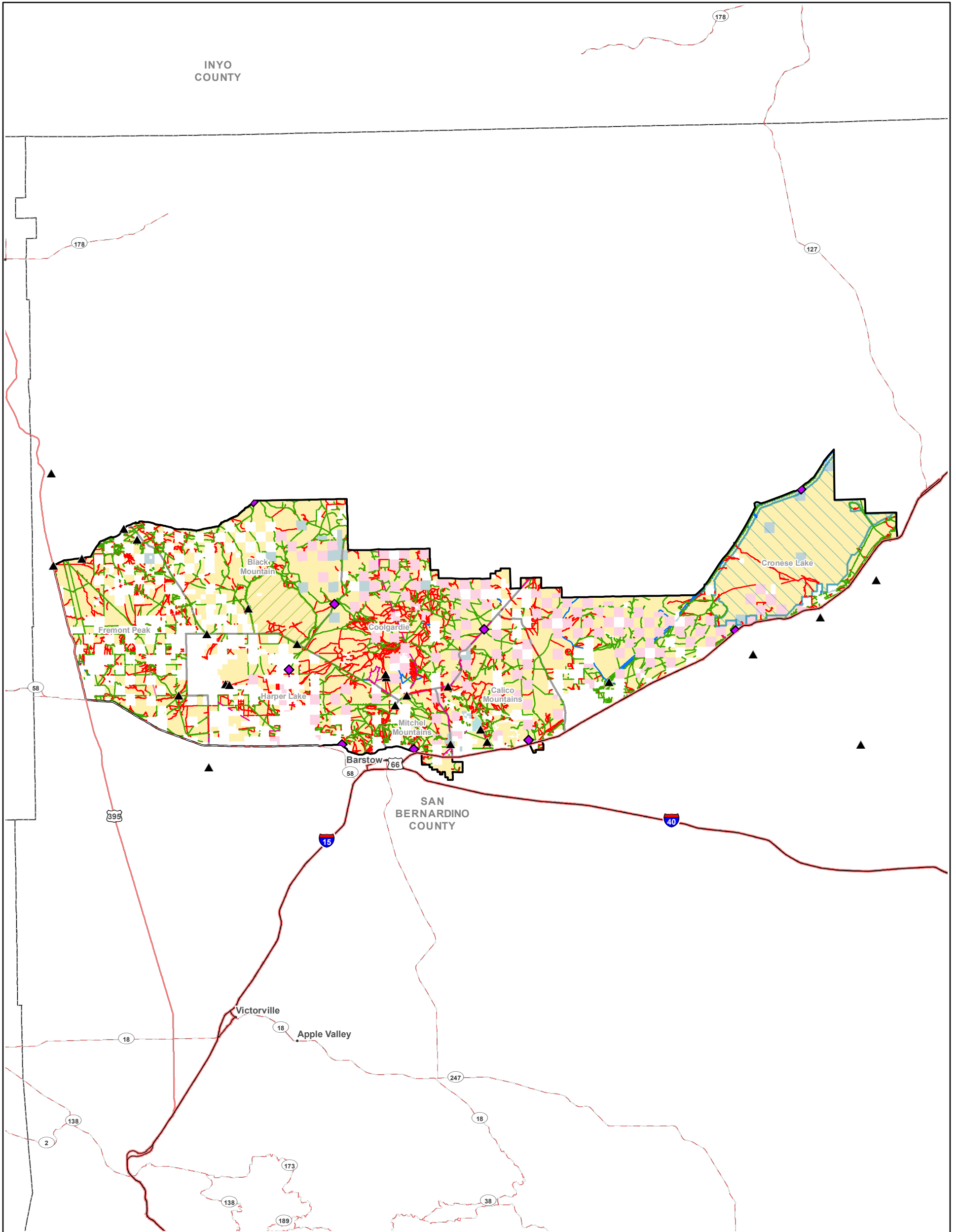
Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM



# Western Mojave Supplemental EIS

## Figure G-24 - TMA 5 Alternative 4 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-24\_ALT\_04\_TMA\_05.mxd 3/22/2019



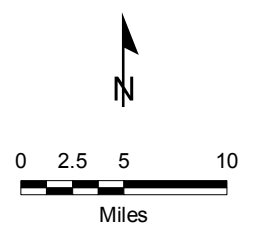
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

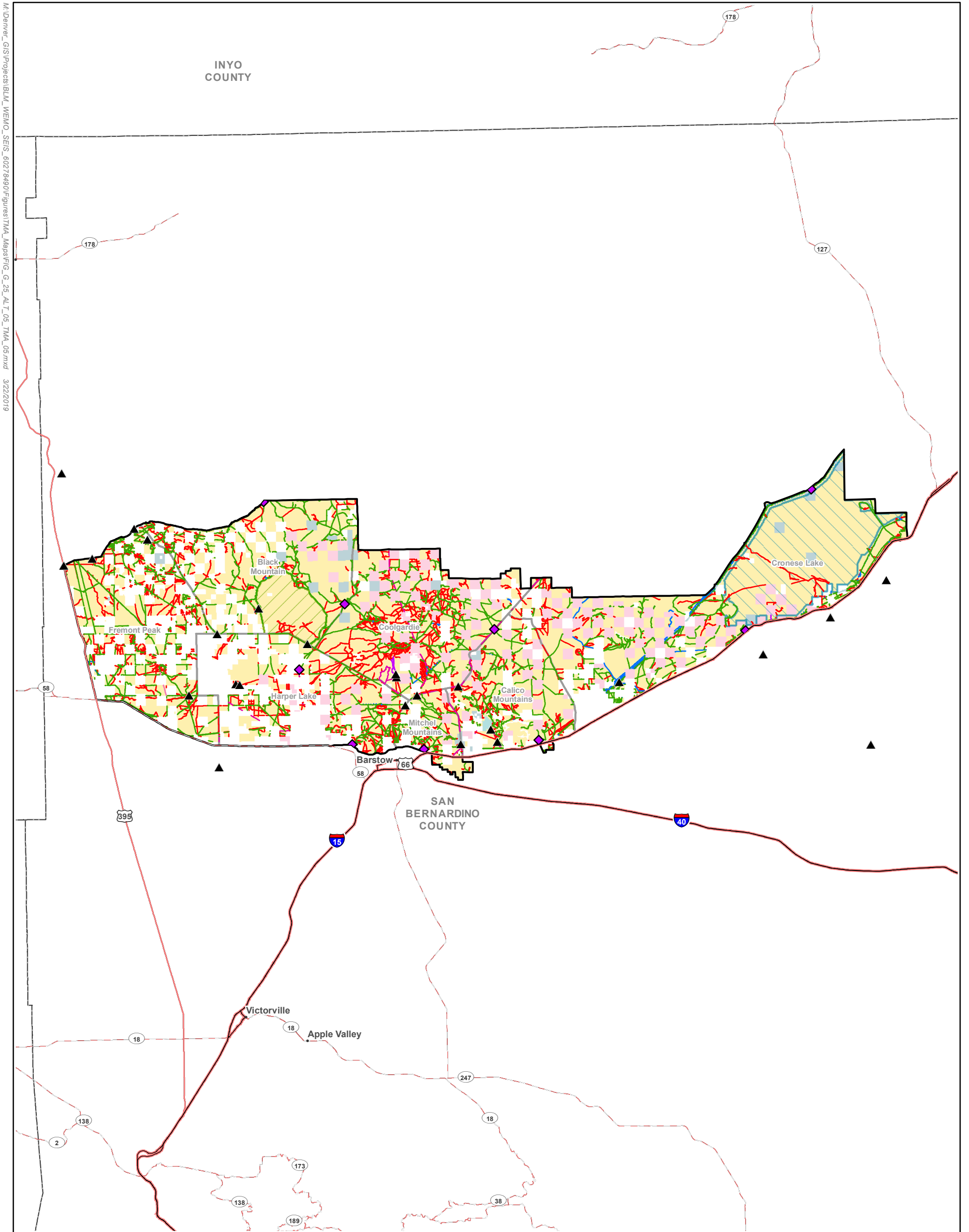
- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-25 - TMA 5 Alternative 5 - 2019 West Mojave Route Network



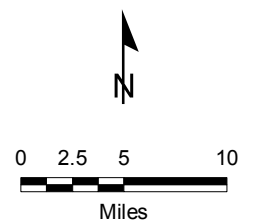
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G\_25\_ALT\_05\_TMA\_05.mxd 3/22/2019



- Route Designations**
- Motorized, Authorized/Permitted
  - Motorized, Motorcycle
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - County/Local Government
  - State

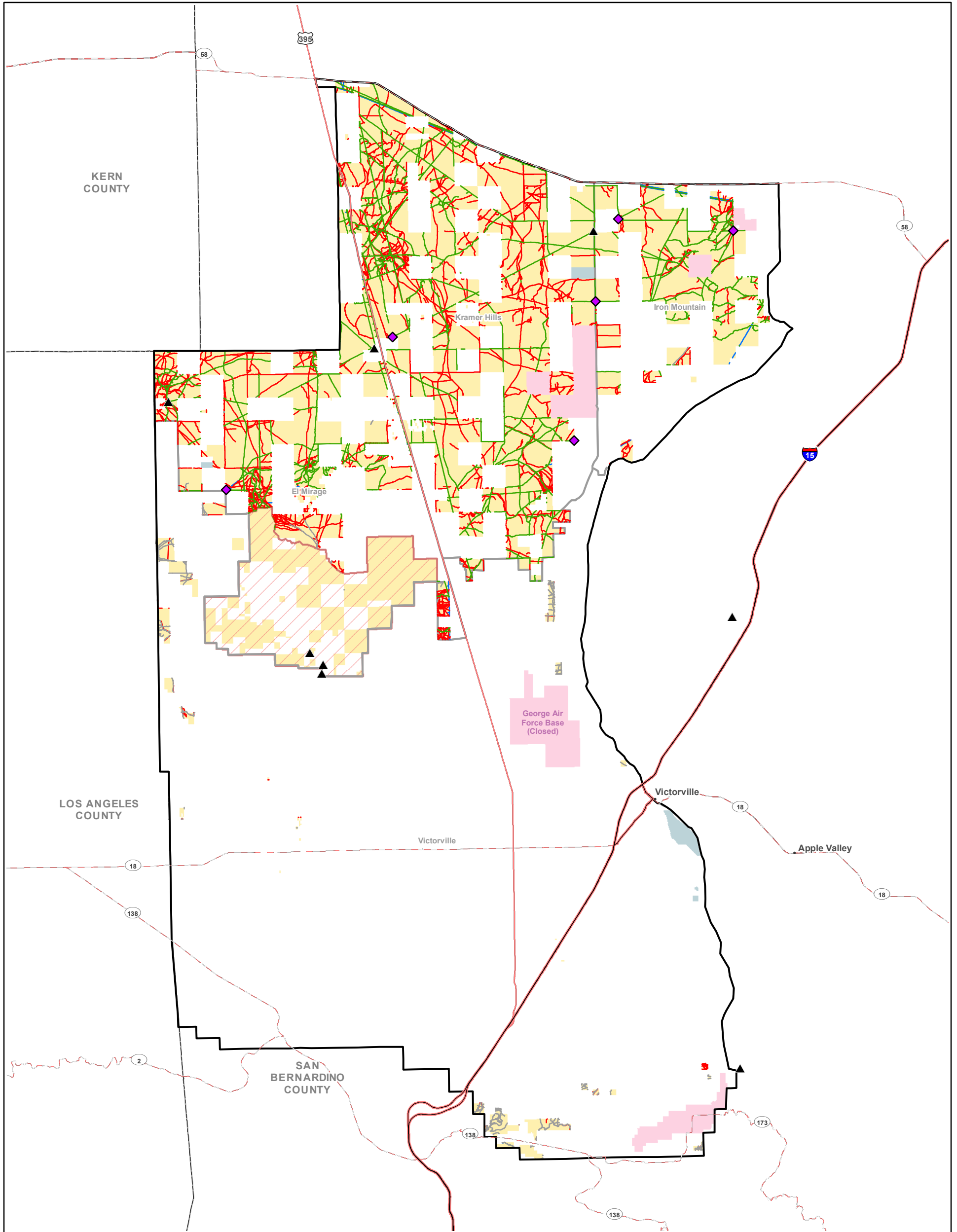


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-26 - TMA 6 Alternative 1 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G\_26\_ALT\_01\_TMA\_06.mxd 3/22/2019



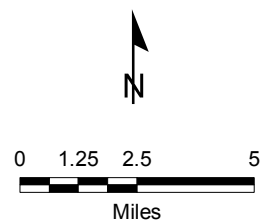
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

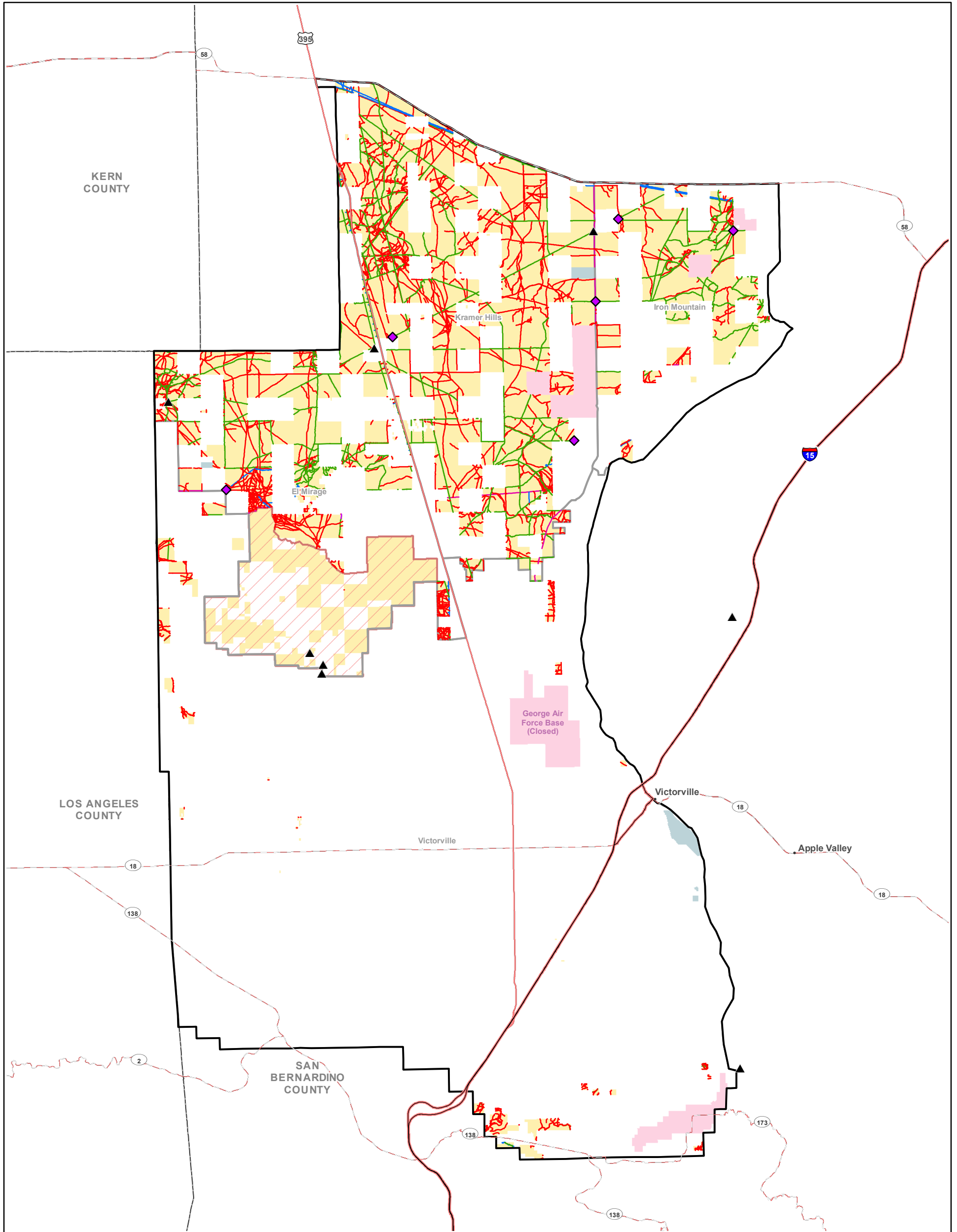


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-27 - TMA 6 Alternative 2 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-27\_ALT\_02\_TMA\_06.mxd 3/22/2019



### Route Designations

- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

TMA Boundary

WEMO Subregion

OHV Open Area

▲ Existing Kiosk

◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

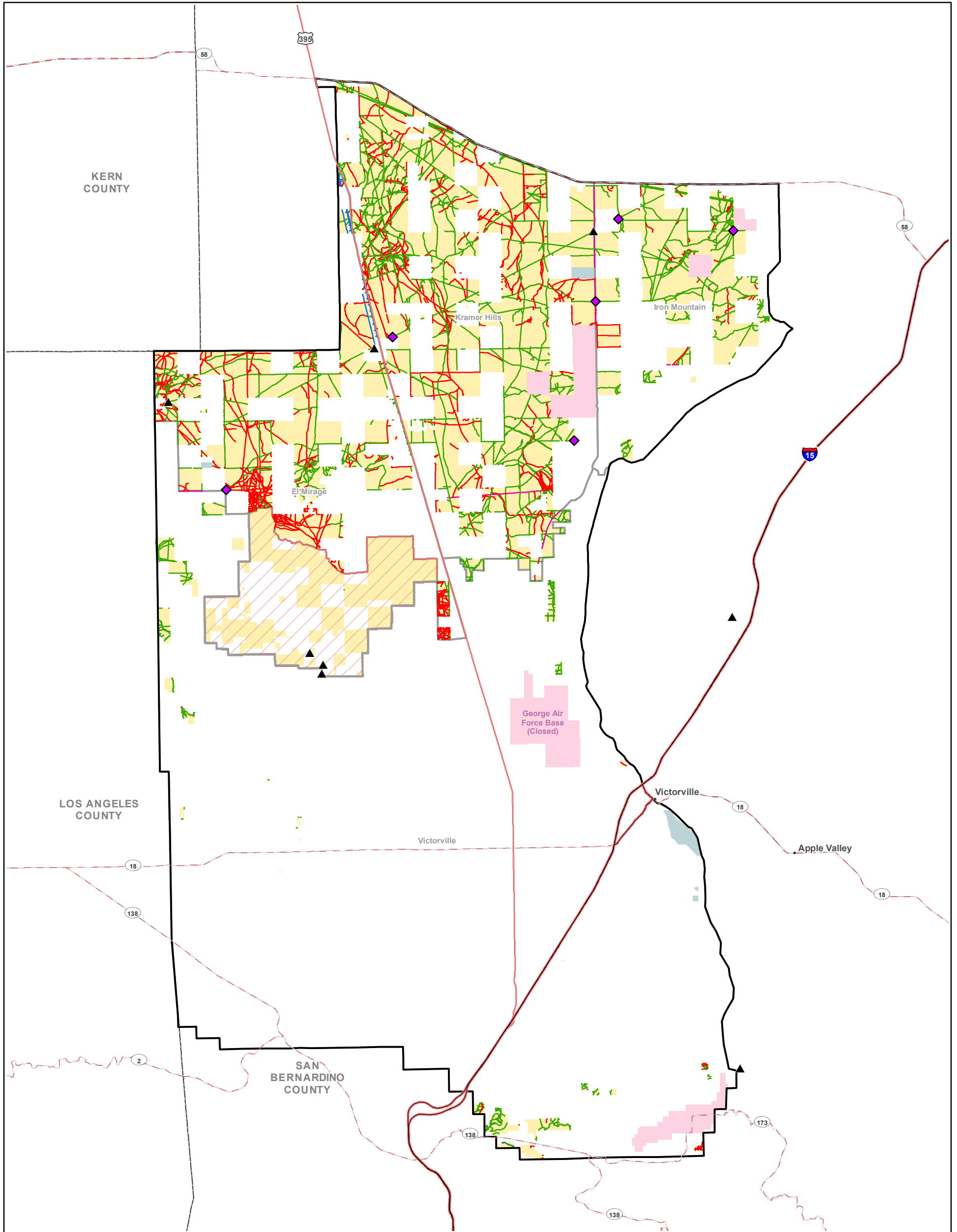


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-28 - TMA 6 Alternative 3 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-28\_ALT\_03\_TMA\_06.mxd 3/22/2019



### Route Designations

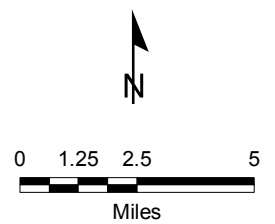
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Transportation Linear Disturbance

### TMA Boundary

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

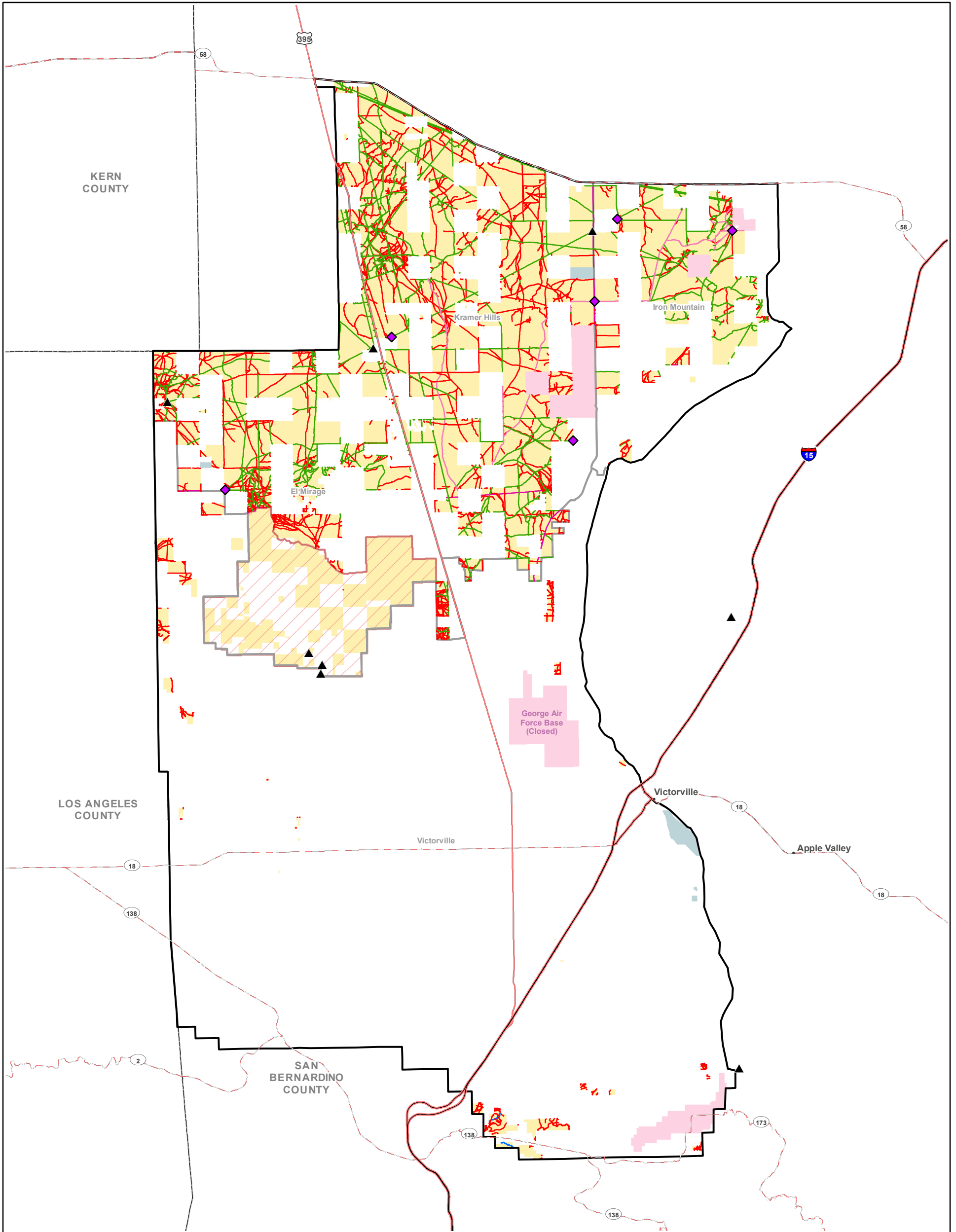


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-29 - TMA 6 Alternative 4 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-29\_ALT\_04\_TMA\_06.mxd 3/22/2019



### Route Designations

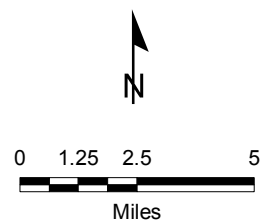
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Transportation Linear Disturbance

### TMA Boundary

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

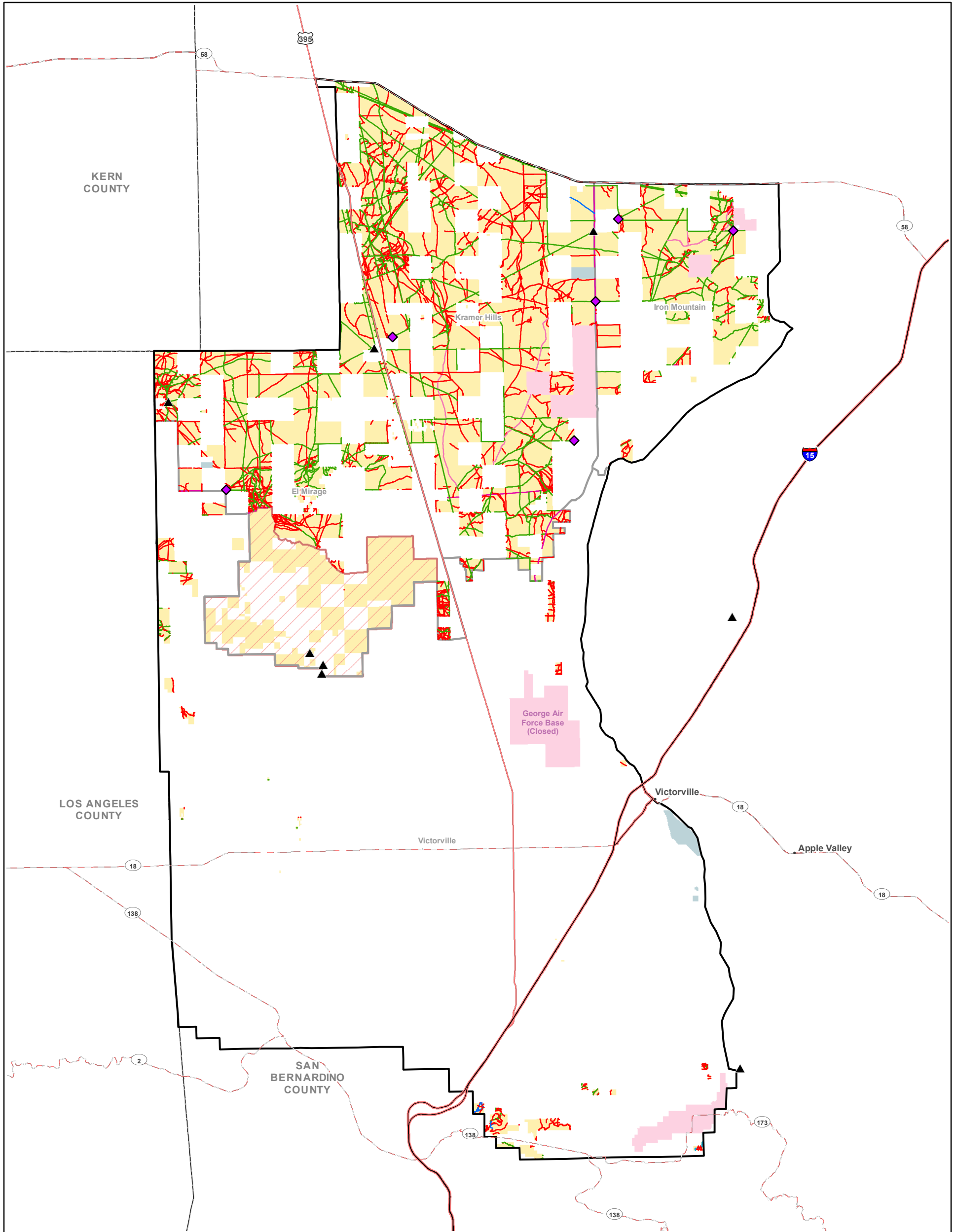


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-30 - TMA 6 Alternative 5 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-30\_ALT\_05\_TMA\_06.mxd 3/22/2019



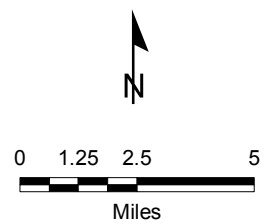
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

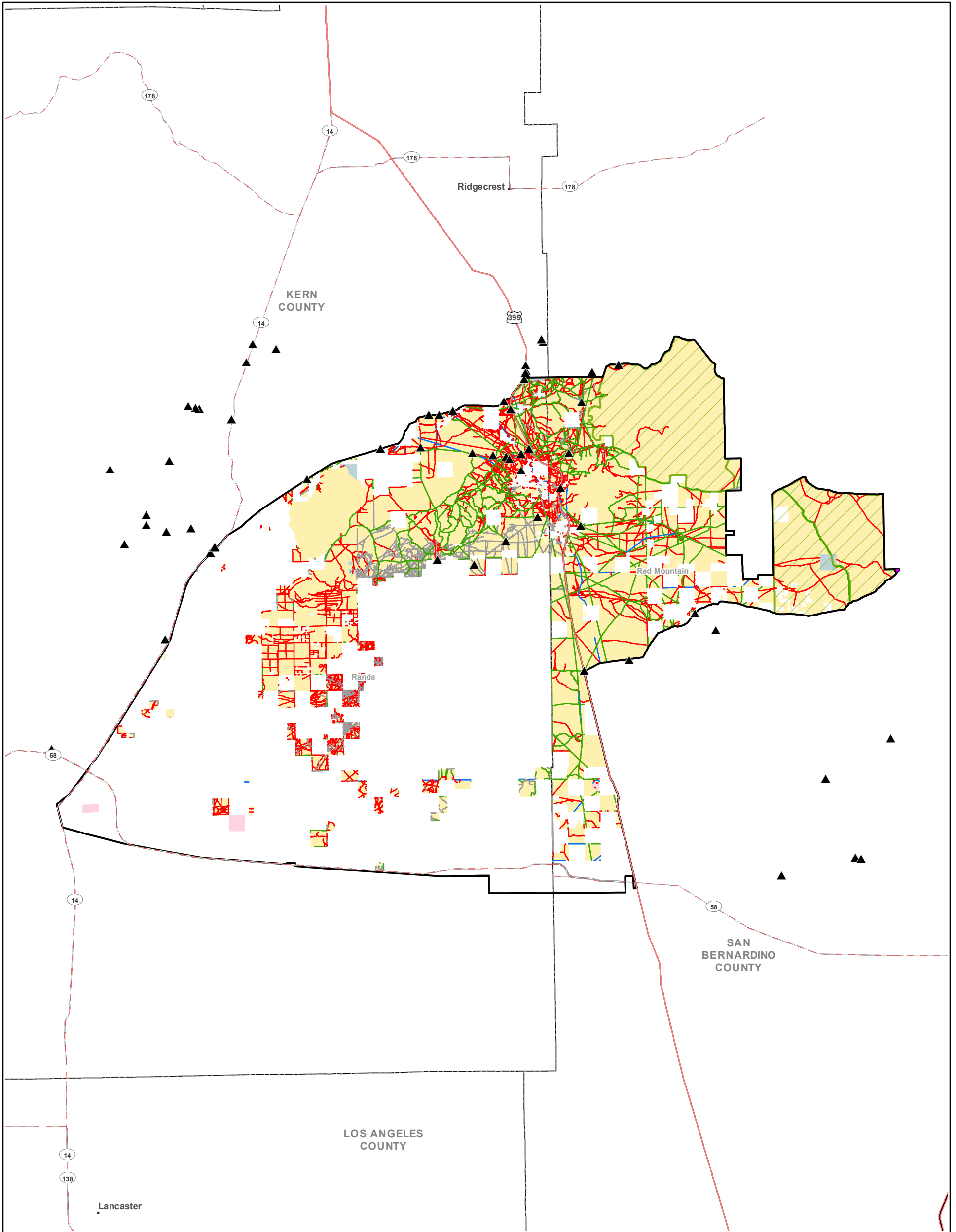


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-31 - TMA 7 Alternative 1 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\October\_2018\TMA\_Maps\Fig\_G-31\ALT\_01\_TMA\_07.mxd 11/7/2018



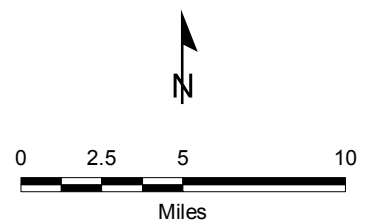
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- State



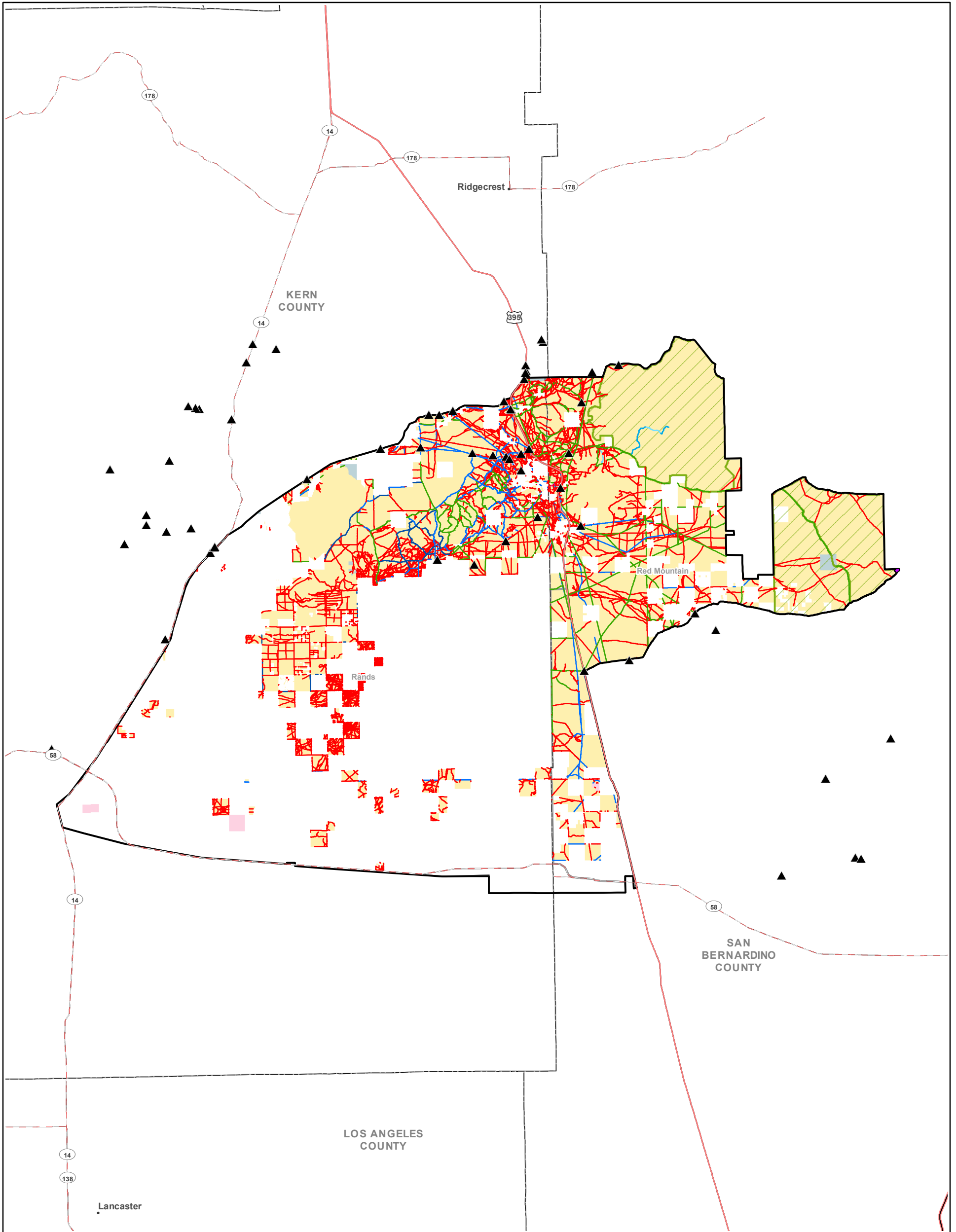
Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM



# Western Mojave Supplemental EIS

## Figure G-32 - TMA 7 Alternative 2 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-32\_ALT\_02\_TMA\_07.mxd 3/22/2019



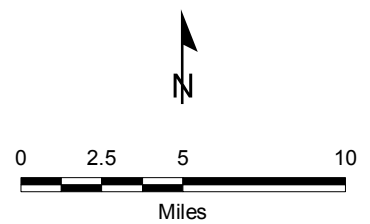
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- State

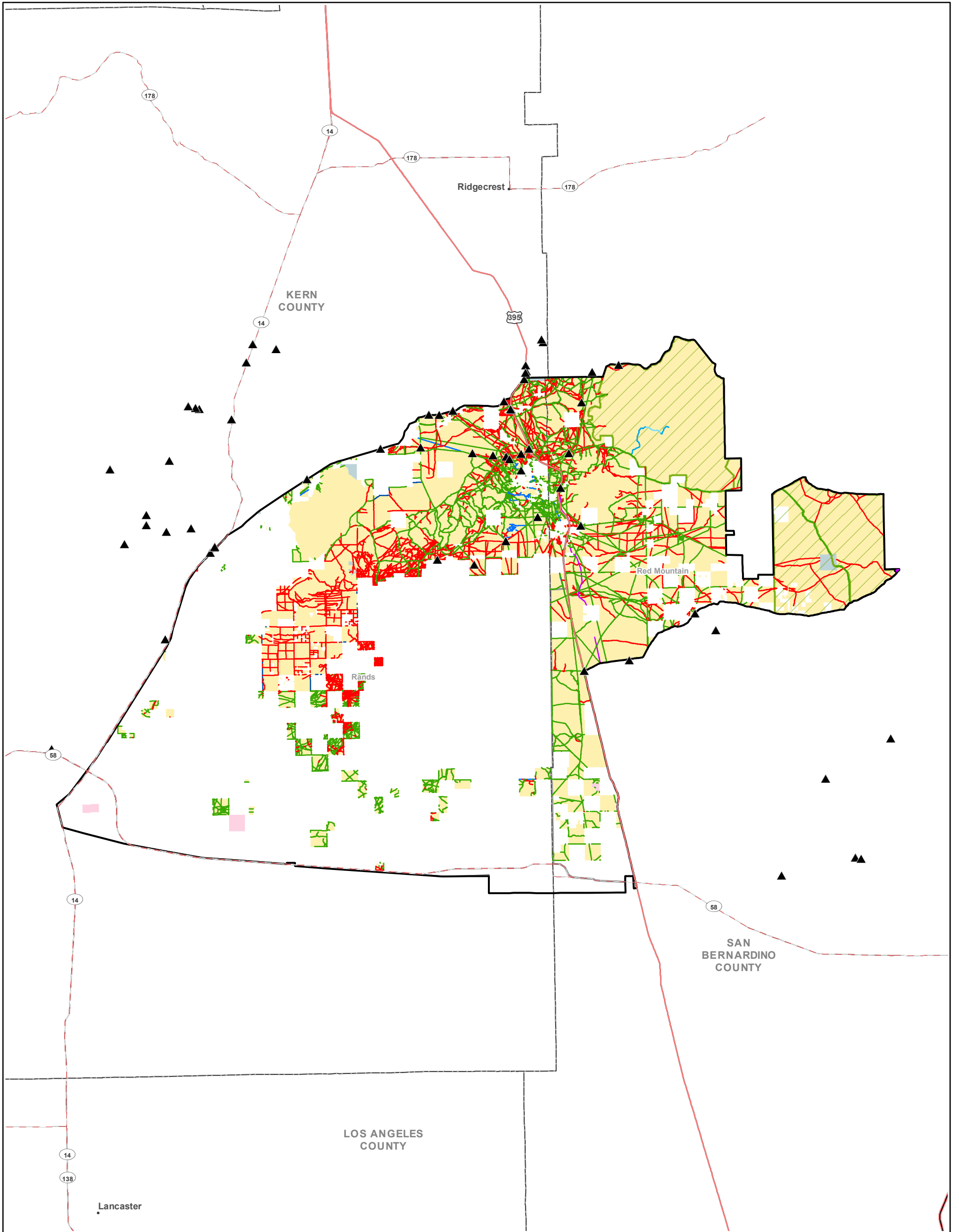


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-33 - TMA 7 Alternative 3 - 2019 West Mojave Route Network

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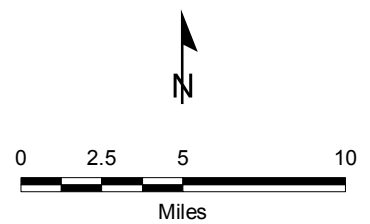
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- State

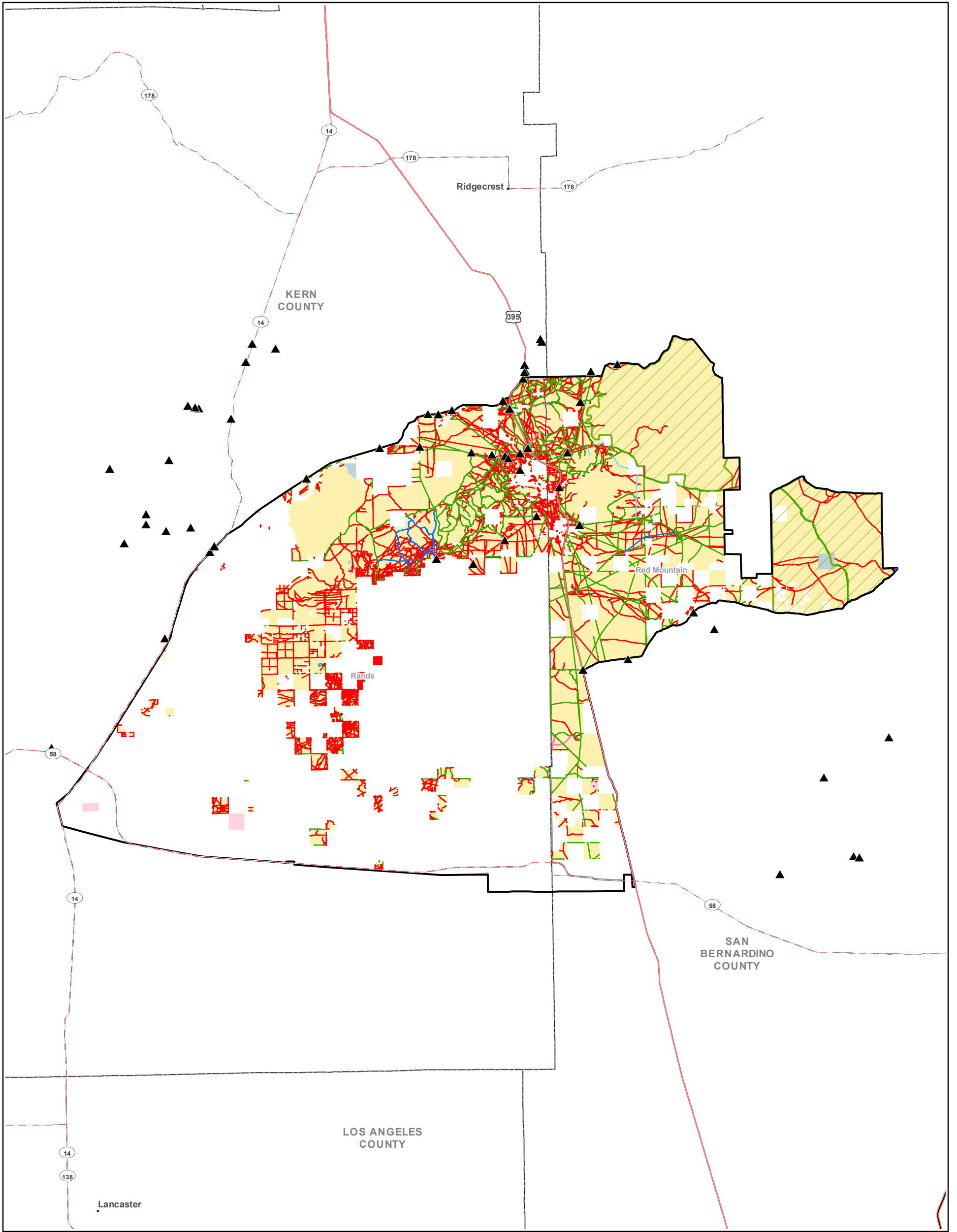


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-34 - TMA 7 Alternative 4 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-34\_ALT\_04\_TMA\_07.mxd 3/22/2019



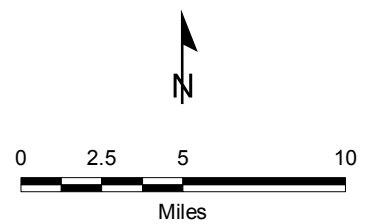
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- State

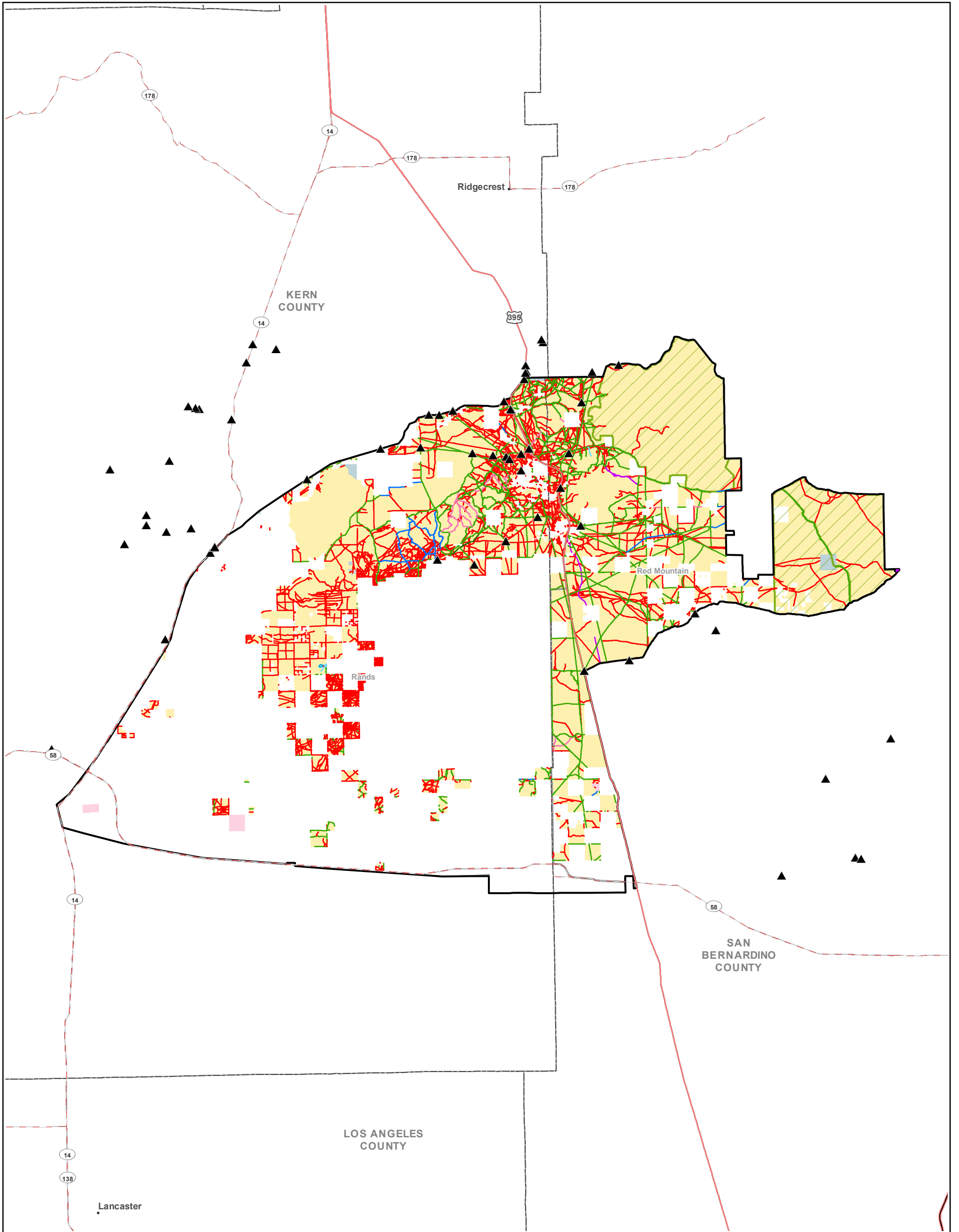


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-35 - TMA 7 Alternative 5 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-35\_ALT\_05\_TMA\_07.mxd 3/22/2019



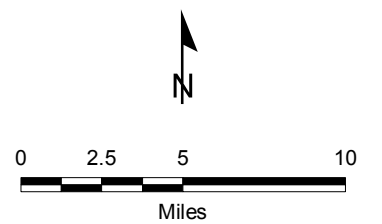
### Route Designations

- Motorized, ATV/UTV
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- State

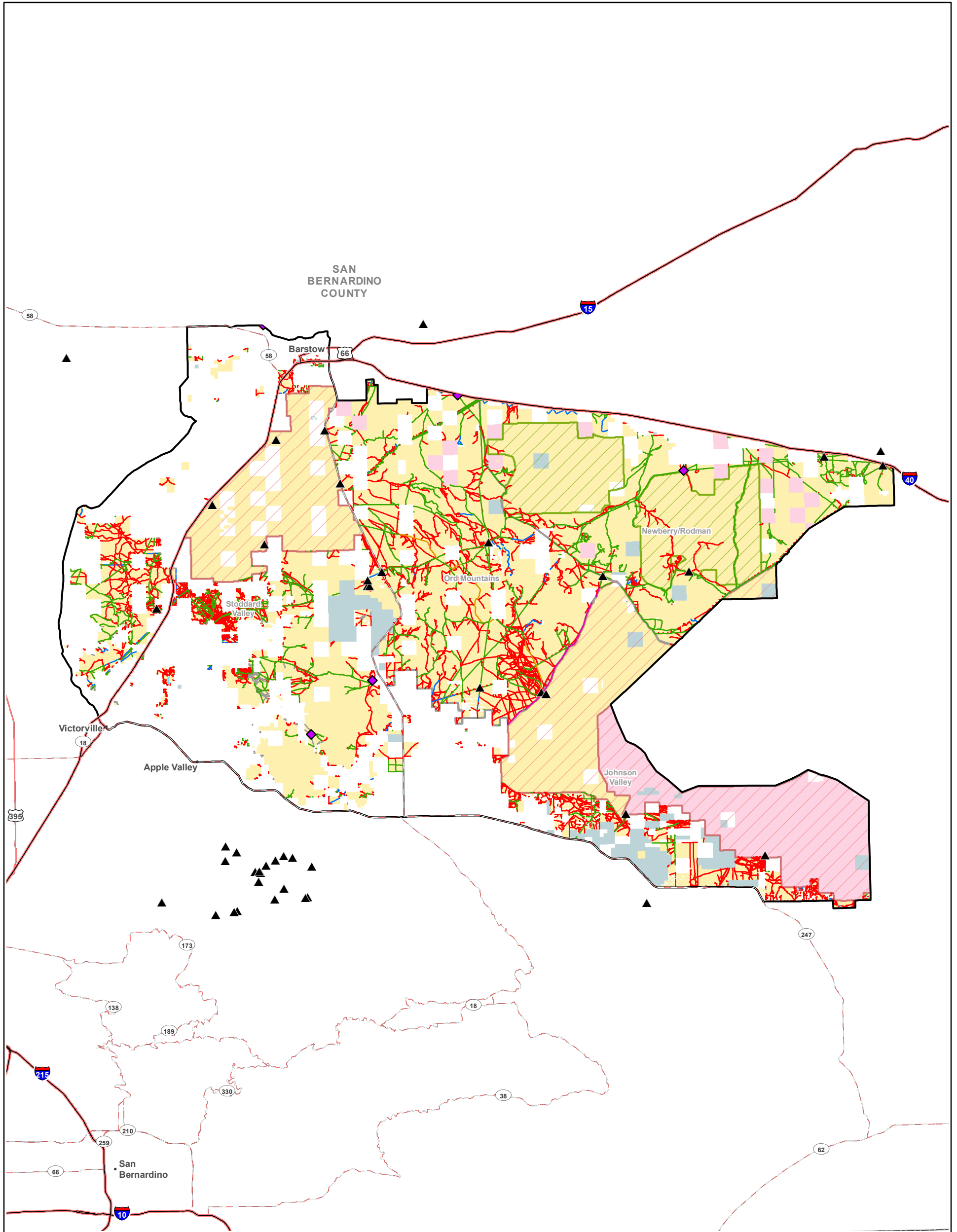


Inventory Completed: 10/3/2018  
Decision Date: TBD  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

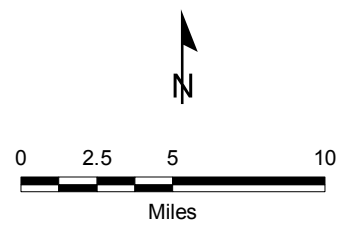
# Western Mojave Supplemental EIS

## Figure G-36 - TMA 8 Alternative 1 - 2019 West Mojave Route Network

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- |  |   |  |
|--|---|--|
| <p><b>Route Designations</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> Motorized, Authorized/Permitted</li> <li><span style="color: orange;">—</span> Motorized, Competitive C</li> <li><span style="color: green;">—</span> Motorized, No Subdesignation</li> <li><span style="color: magenta;">—</span> Motorized, Street Legal</li> <li><span style="color: cyan;">—</span> Non-Mechanized, Hiking</li> <li><span style="color: red;">—</span> Transportation Linear Disturbance</li> <li><span style="color: grey;">—</span> Non-BLM</li> </ul> | <ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> TMA Boundary</li> <li><span style="border: 1px dashed grey; display: inline-block; width: 15px; height: 10px;"></span> WEMO Subregion</li> <li><span style="border: 1px solid green; display: inline-block; width: 15px; height: 10px;"></span> Wilderness Area</li> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px;"></span> OHV Open Area</li> <li><span style="color: black;">▲</span> Existing Kiosk</li> <li><span style="color: purple;">◆</span> Proposed Kiosk</li> </ul> | <p><b>Land Ownership</b></p> <ul style="list-style-type: none"> <li><span style="background-color: pink; display: inline-block; width: 15px; height: 10px;"></span> Department of Defense</li> <li><span style="background-color: yellow; display: inline-block; width: 15px; height: 10px;"></span> Bureau of Land Management</li> <li><span style="background-color: cyan; display: inline-block; width: 15px; height: 10px;"></span> County/Local Government</li> <li><span style="background-color: lightblue; display: inline-block; width: 15px; height: 10px;"></span> State</li> </ul> |
|--|---|--|

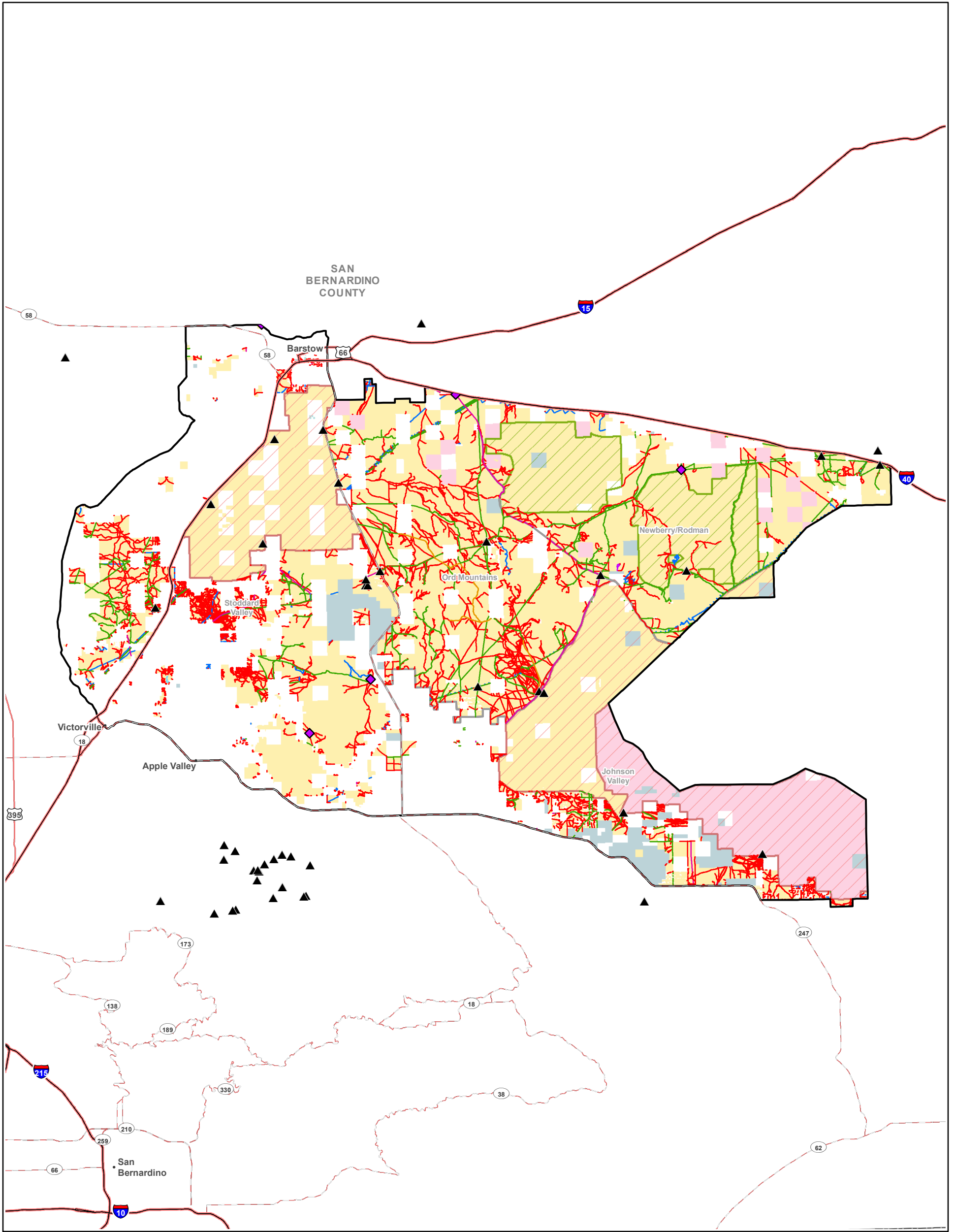


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-37 - TMA 8 Alternative 2 - 2019 West Mojave Route Network

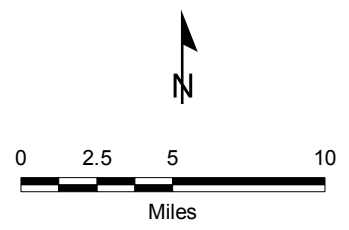
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-37\_ALT\_02\_TMA\_08.mxd 3/22/2019



- Route Designations**
- Motorized, Authorized/Permitted
  - Motorized, Competitive C
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Non-Motorized, No Subdesignation
  - Transportation Linear Disturbance

- Land Ownership**
- TMA Boundary
  - WEMO Subregion
  - Wilderness Area
  - OHV Open Area
  - ▲ Existing Kiosk
  - ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - County/Local Government
  - State

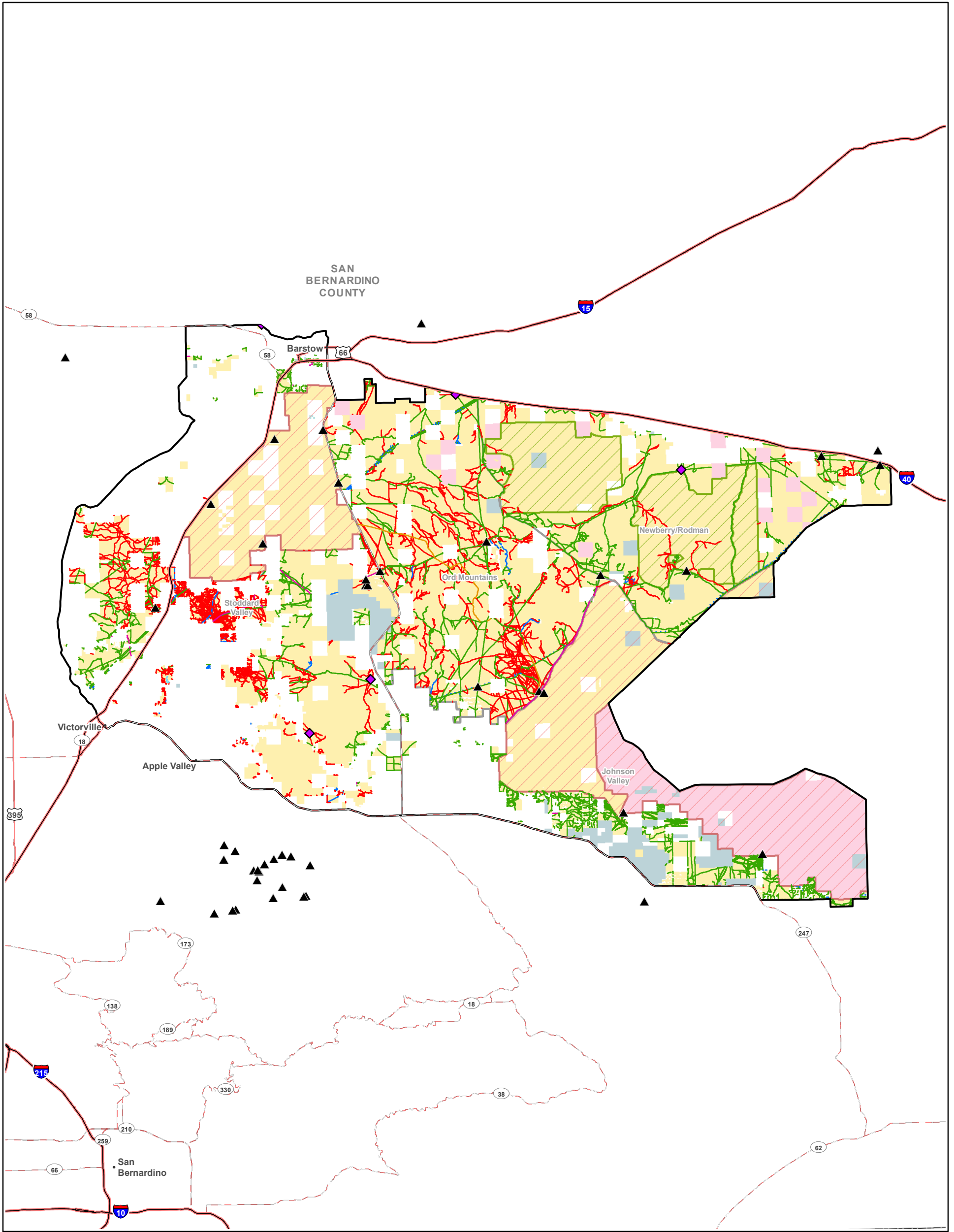


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-38 - TMA 8 Alternative 3 - 2019 West Mojave Route Network

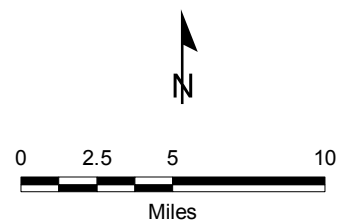
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-38\_ALT\_03\_TMA\_08.mxd 3/22/2019



- Route Designations**
- Motorized, Authorized/Permitted
  - Motorized, Competitive C
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - County/Local Government
  - State

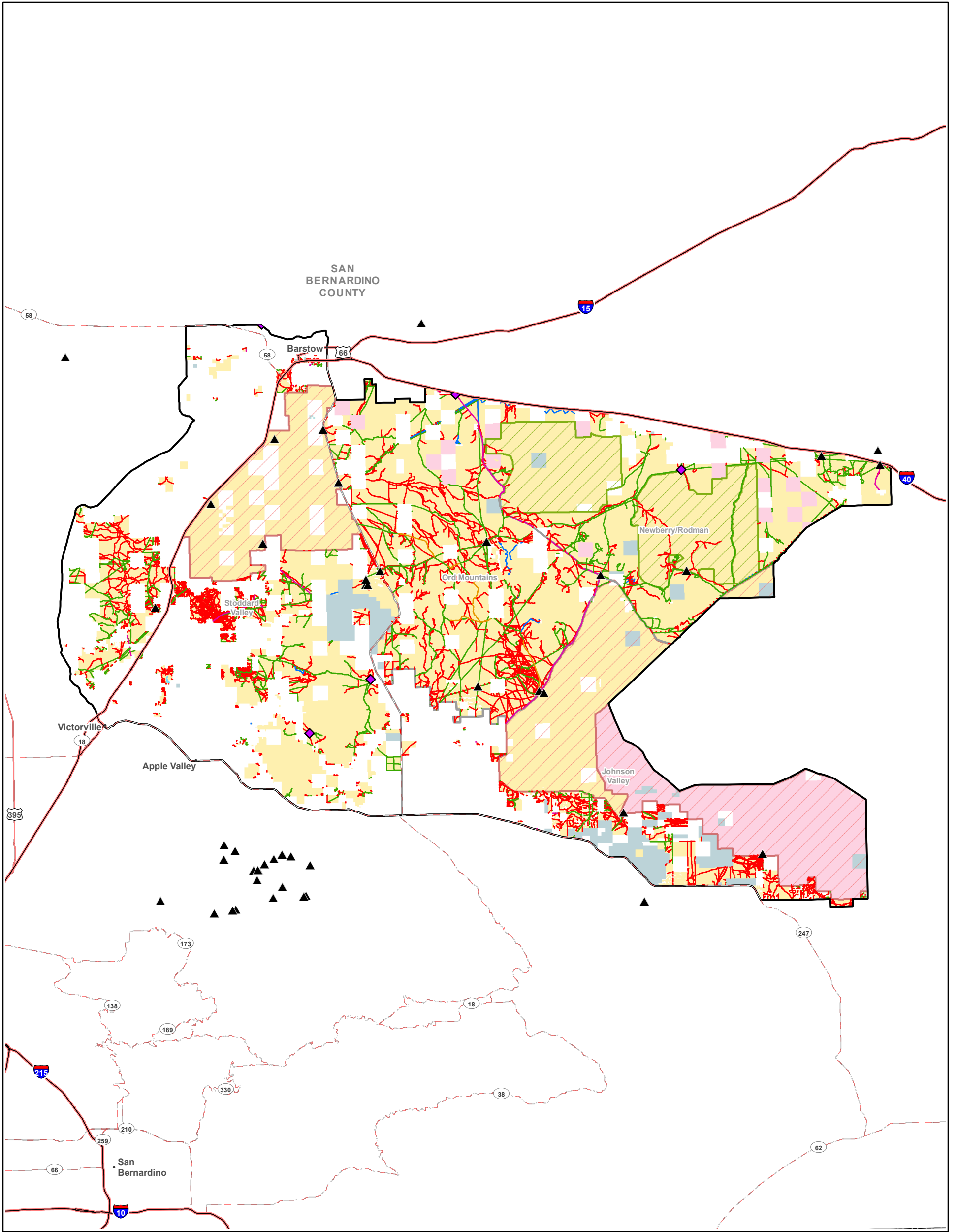


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-39 - TMA 8 Alternative 4 - 2019 West Mojave Route Network

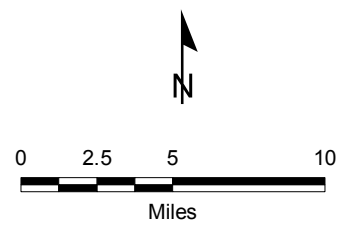
M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-39\_ALT\_04\_TMA\_08.mxd 3/22/2019



- Route Designations**
- Motorized, Administrative
  - Motorized, Authorized/Permitted
  - Motorized, Competitive C
  - Motorized, No Subdesignation
  - Motorized, Street Legal
  - Non-Mechanized, Hiking
  - Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

- Land Ownership**
- Department of Defense
  - Bureau of Land Management
  - County/Local Government
  - State



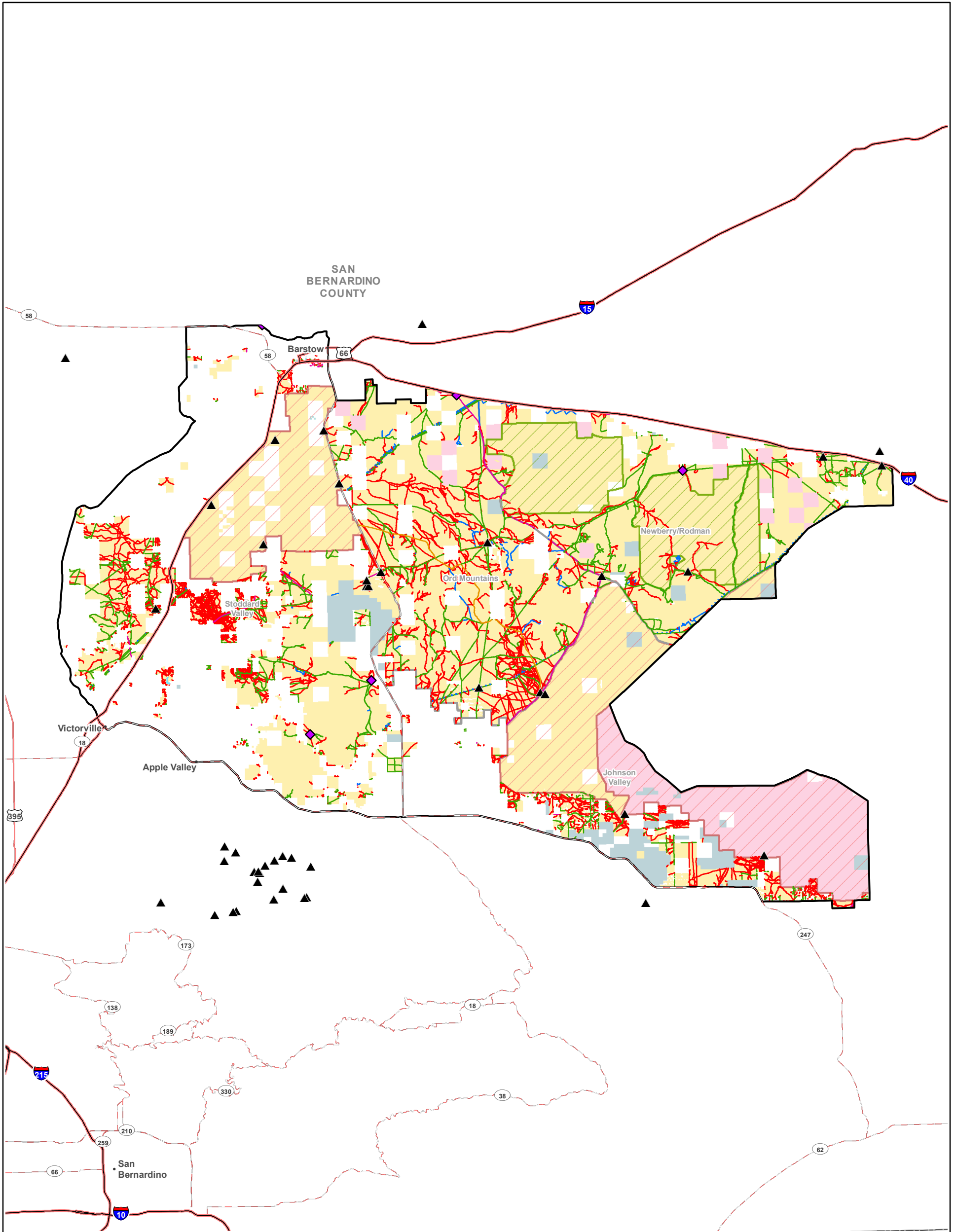
Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM



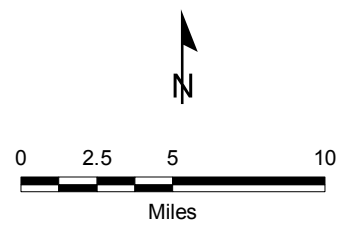
# Western Mojave Supplemental EIS

## Figure G-40 - TMA 8 Alternative 5 - 2019 West Mojave Route Network

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- |                                   |                 |                         |                           |  |
|-----------------------------------|-----------------|-------------------------|---------------------------|--|
| <b>Route Designations</b>         |                 | TMA Boundary            | <b>Land Ownership</b>     |  |
| Motorized, Authorized/Permitted   | WEMO Subregion  | Department of Defense   | Bureau of Land Management |  |
| Motorized, Competitive C          | Wilderness Area | County/Local Government | State                     |  |
| Motorized, No Subdesignation      | OHV Open Area   | Existing Kiosk          |                           |  |
| Motorized, Street Legal           | Proposed Kiosk  |                         |                           |  |
| Non-Mechanized, Hiking            |                 |                         |                           |  |
| Transportation Linear Disturbance |                 |                         |                           |  |

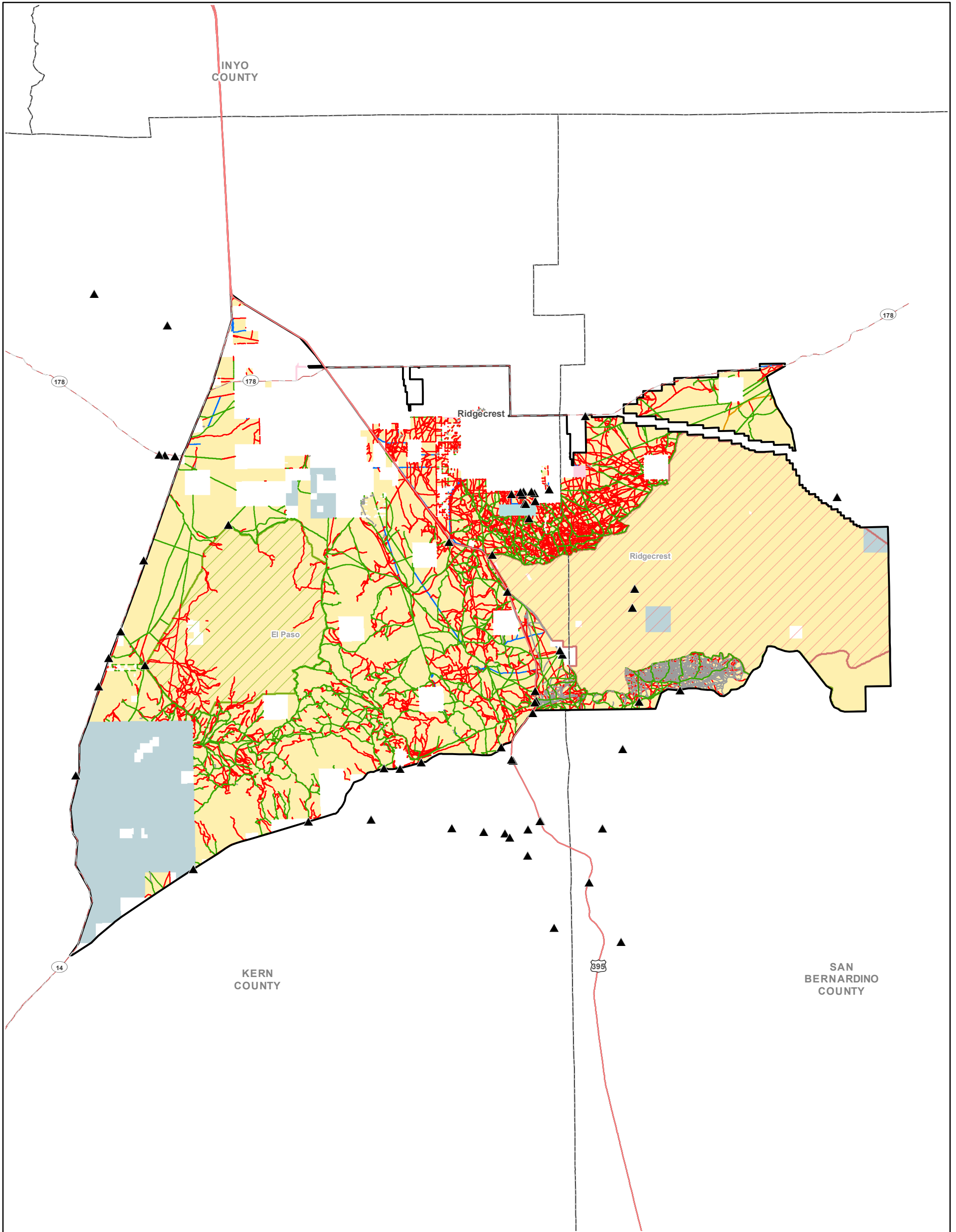


Inventory Completed: 10/3/2018  
 Decision Date: TBD  
 Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-41 - TMA 9 Alternative 1 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\_WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-41\_ALT\_01\_TMA\_09.mxd 3/22/2019



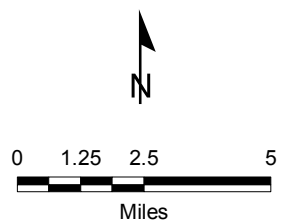
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

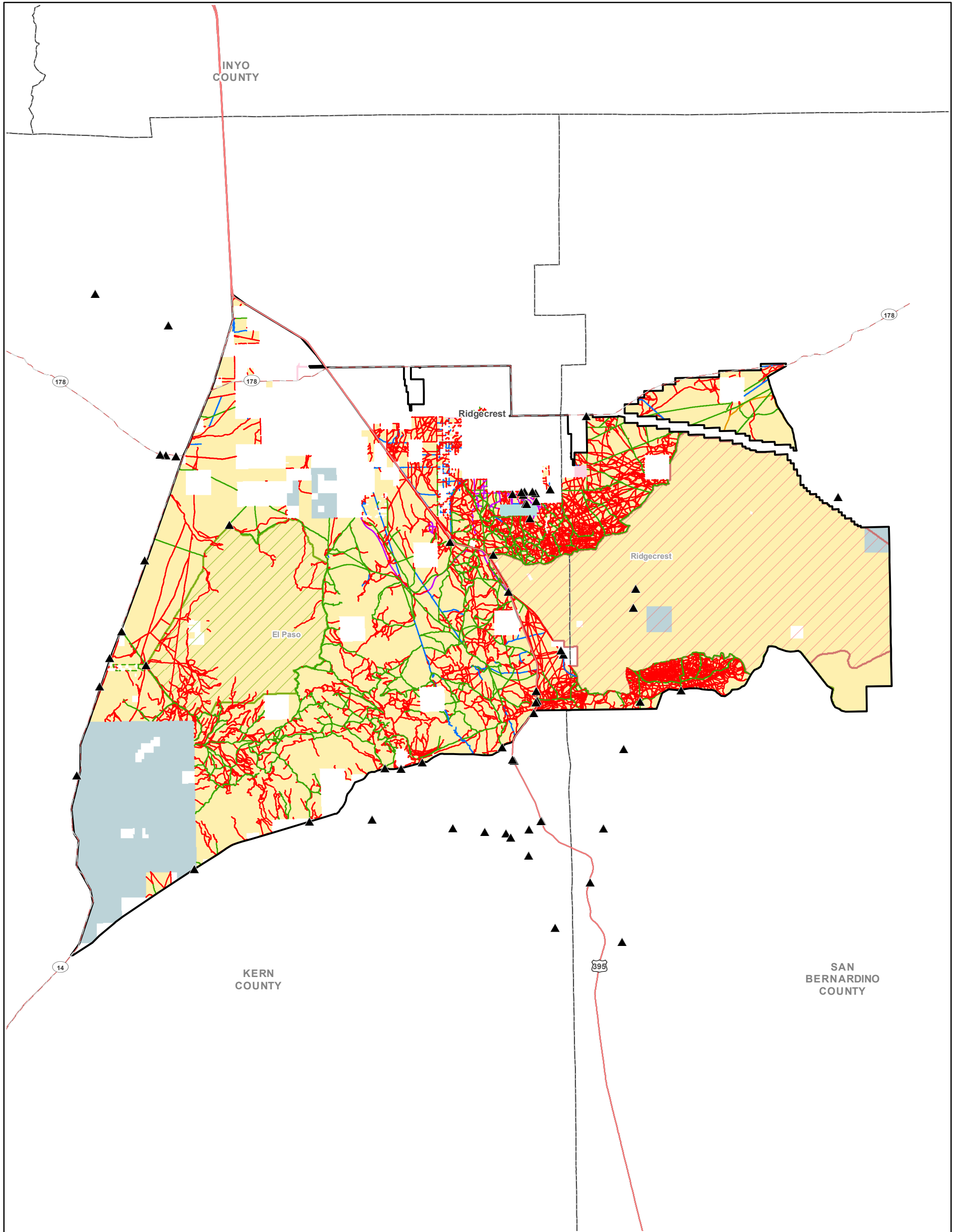


Inventory Completed: 10/3/2018  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-42 - TMA 9 Alternative 2 - 2019 West Mojave Route Network

M:\Denver\_GIS\Projects\BLM\WEMO\_SEIS\_60278490\Figures\TMA\_Maps\Fig\_G-42\_ALT\_02\_TMA\_09.mxd 3/22/2019



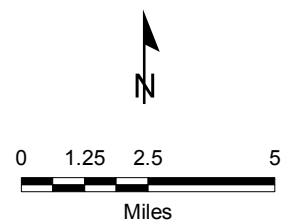
### Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

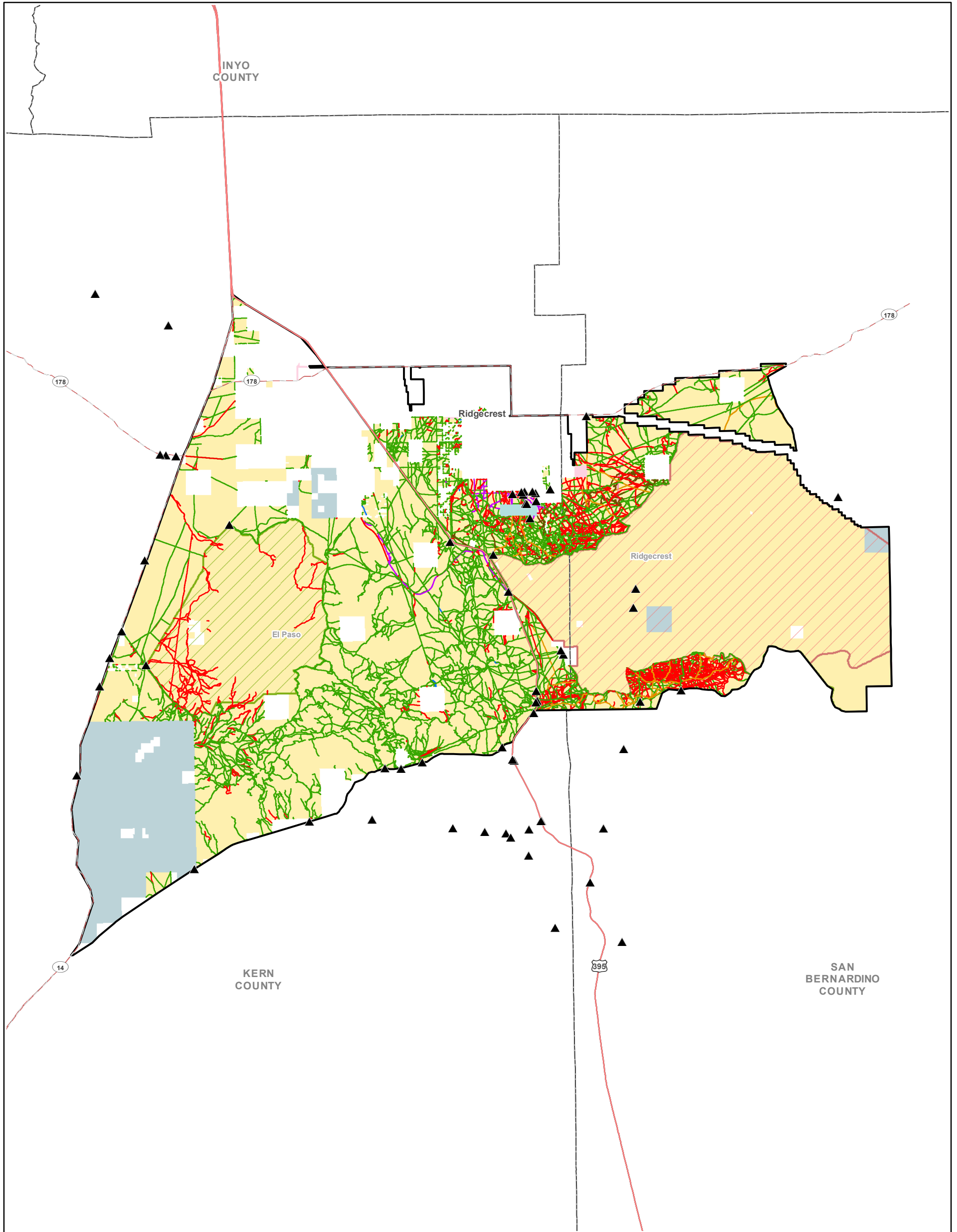


Inventory Completed: 10/3/2018  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-43 - TMA 9 Alternative 3 - 2019 West Mojave Route Network

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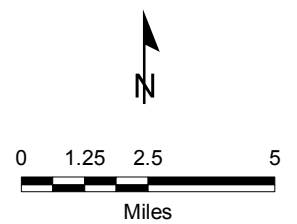
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

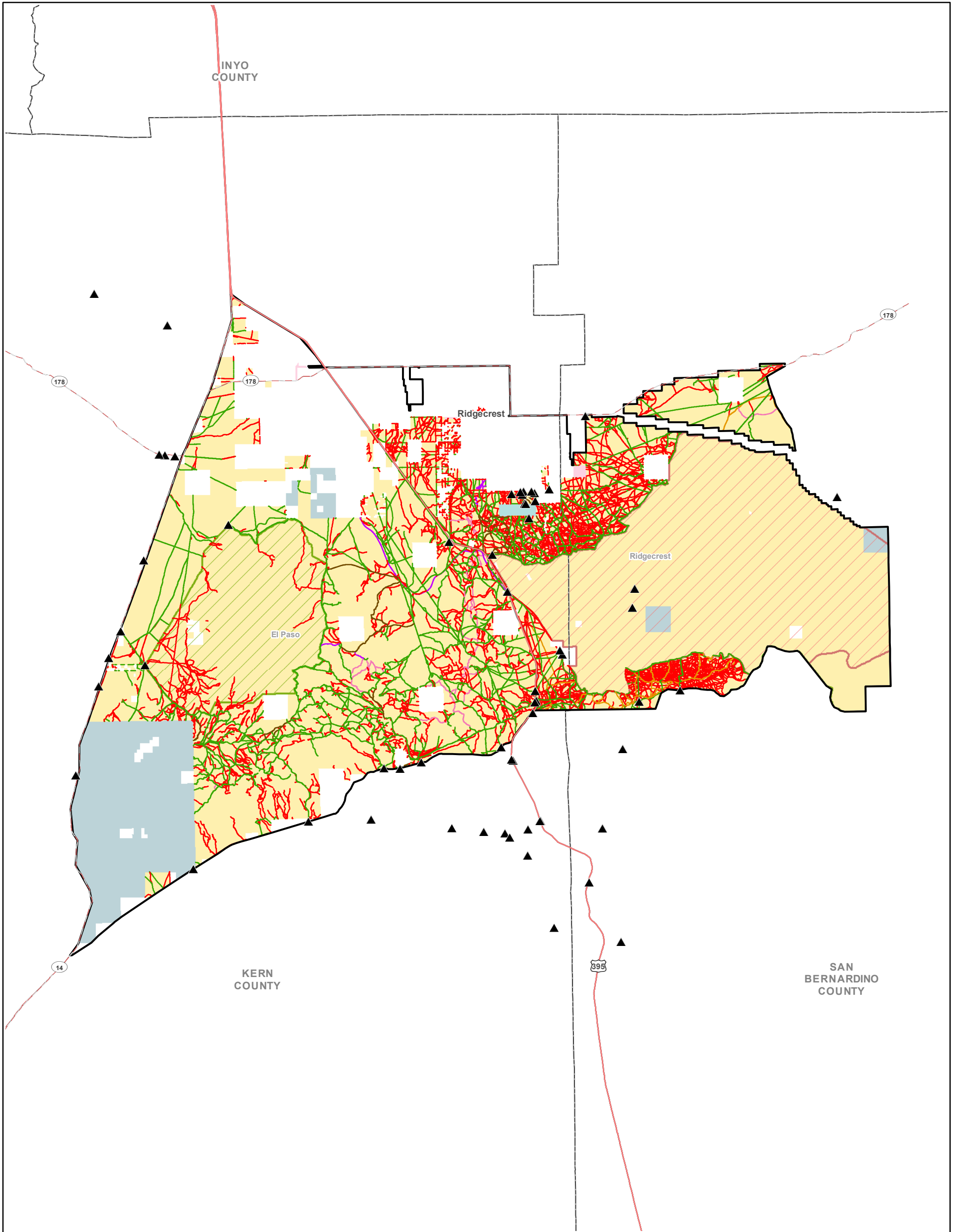


Inventory Completed: 10/3/2018  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-44 - TMA 9 Alternative 4 - 2019 West Mojave Route Network

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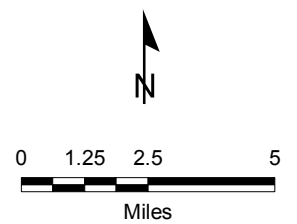
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

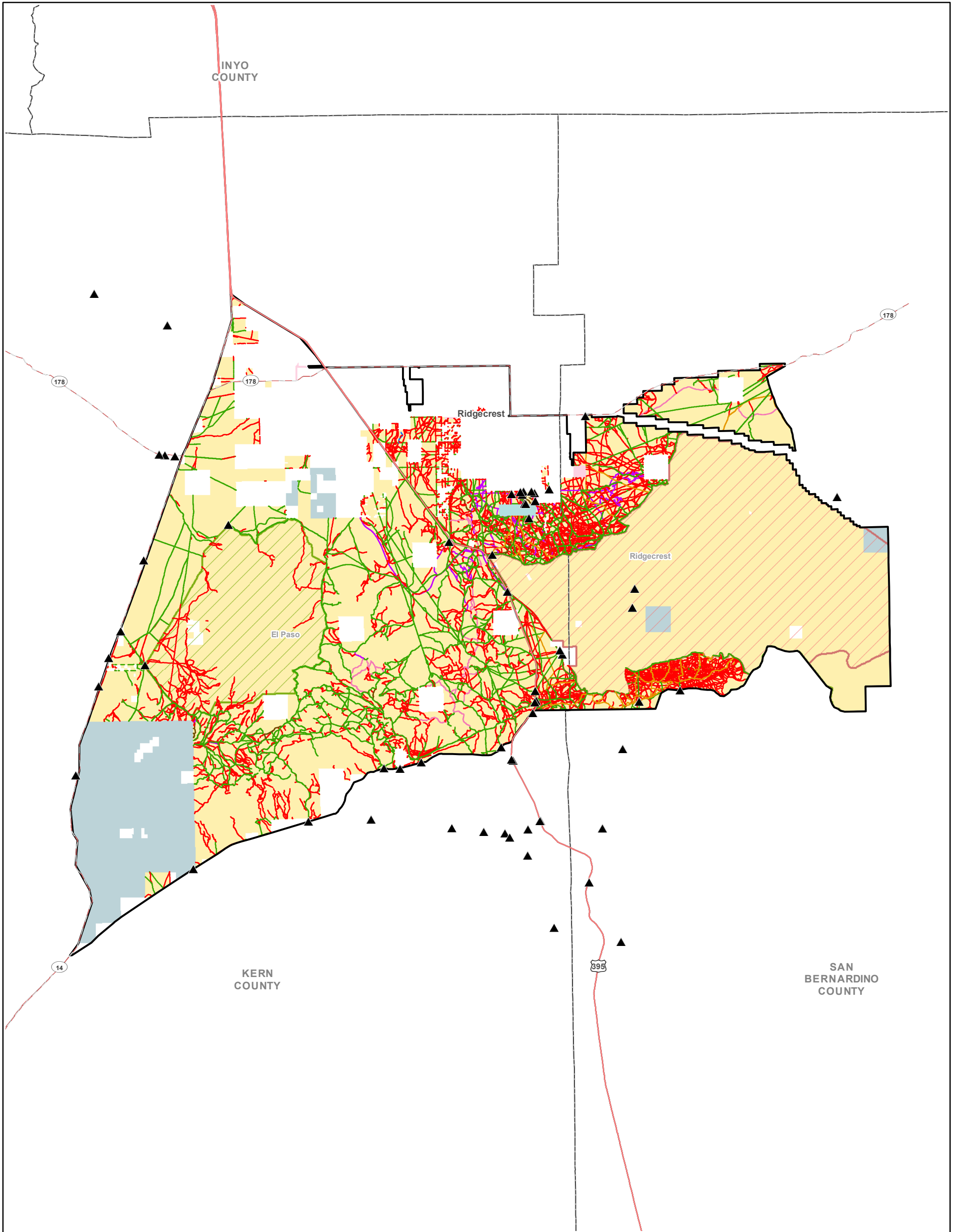


Inventory Completed: 10/3/2018  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

# Western Mojave Supplemental EIS

## Figure G-45 - TMA 9 Alternative 5 - 2019 West Mojave Route Network

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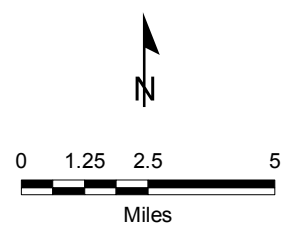
### Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

### Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State



Inventory Completed: 10/3/2018  
Data subject to change based on monitoring, adaptive management, and the routine business of BLM