

## III.19 TRANSPORTATION AND PUBLIC ACCESS

This chapter describes the regulatory framework of transportation within the Land Use Plan Amendment (LUPA) Decision Area and the transportation and public access infrastructure.

Travel and transportation are integral parts of virtually every activity on public lands including recreation, livestock grazing, wildlife management, commodity resources management, rights-of-way (ROWs) for private inholdings, and public land management and monitoring.

Comprehensive travel and transportation management encompasses the planning, management, and administration of motorized and nonmotorized roads, primitive roads, and trails to ensure that public access, natural resources, recreational opportunities, and regulatory needs are considered. Two of the Bureau of Land Management's (BLM's) greatest management challenges are providing reasonable and varied routes for access to public lands while also providing areas for a variety of motorized and nonmotorized recreation, various landscapes, user interests, equipment options, weather conditions, transportation infrastructure, and resource constraints.

Nonmotorized recreation, including pedestrians and cyclists, and recreational off-highway vehicle (OHV) use are discussed in Chapter III.18, Outdoor Recreation. Other chapters relating to transportation and public access include Chapter III.14, BLM Land Designations; Chapter III.24, Department of Defense (DOD) Lands and Operations; and Chapter III.22, Public Health, Safety, and Services.

Appendix R1.19 includes maps that show the federal routes, state routes, and railways that traverse the LUPA Decision Area.

### III.19.1 Regulatory Setting

#### III.19.1.1 Federal

Executive Orders 11644 and 11989 contain guidelines for the controlled use of OHVs on public lands. These executive orders require that all BLM lands be designated as open, closed, or limited for OHV use (43 Code of Federal Regulations [CFR] 8340).

##### ***III.19.1.1.1 Bureau of Land Management Routes of Travel***

Routes of travel are designated in areas that are limited for OHV use. The BLM routes of travel network (motorized and nonmotorized routes crossing BLM-administered public lands) and motor vehicle access area designations within the California Desert Conservation Area (CDCA) have been developed, since 1980, as part of the CDCA Plan, the Motor Vehicle Access Element, and subsequent plan amendments. Goals and objectives for the Motor Vehicle Access Element include the following:

- Provide for constrained motorized vehicle access in a manner that balances the needs of all desert users, private landowners, and other public agencies.

- Avoid adverse impacts to desert resources, to the degree possible, when designating or amending areas or routes for motorized vehicle access. Use maps, signs, and published information to communicate the motorized vehicle access situation to desert users. Ensure that all information materials are understandable and easy to follow.

The BLM routes of travel network improves opportunities for recreational use in the CDCA while protecting sensitive resource values and resolving conflicts among users. Changes to these designations have occurred over time and through plan amendments, primarily to minimize impacts to sensitive plant, animal, and cultural resources. Examples of minimization actions include designations of Areas of Critical Environmental Concern (ACEC) and wildlife management areas with additional travel restrictions, route reductions, and effectiveness monitoring. The BLM routes of travel currently include 11,640 miles of routes, available for motorized use, in the DRECP area. A few routes have also been designated for exclusively nonmechanized or nonmotorized use in the DRECP area.

Various area or route-specific limitations on types of use, seasons of use, and other measures that minimize impacts to resources are included on available motorized routes. These limitations may include fencing or camping limitations and allowances adjacent to open routes, limits to type of vehicles for some routes, closures during lambing or nesting seasons, setbacks from riparian areas, limitations to authorized users, and other similar provisions.

CDCA Plan amendments that address OHV use and minimize impacts to resources include the following:

1. Northern and Eastern Colorado (NECO) Desert CDCA Plan Amendment (NECO 2002).
2. Western Colorado (WECO) OHV Routes of Travel Designation Plan (WECO 2003).
3. Northern and Eastern Mojave (NEMO) Desert CDCA Plan Amendment (NEMO 2002).
4. West Mojave Desert (WEMO) CDCA Plan Amendment (WEMO 2006).

The BLM Bakersfield and Bishop field offices also have Resource Management Plans (RMPs) that address travel management. Each RMP designates routes consistent with regulations (43 CFR 8342.1).

#### **III.19.1.1.1.1 Northern and Eastern Colorado Desert CDCA Plan Amendment**

NECO focuses on conservation management of 3.8 million acres. As part of its management strategy, NECO designates travel routes on BLM lands in Imperial, Riverside, and San Bernardino counties that are compatible with the conservation of species, habitats, and

other needs for general and special purpose public access. NECO adopts the same goals and objectives as those in the Motorized Vehicle Access Element of the CDCA Plan.

#### **III.19.1.1.1.2 Northern and Eastern Mojave Desert CDCA Plan Amendment**

NEMO outlines the conservation strategy for management of special-status species and habitats on public lands within Inyo, Mono, and San Bernardino counties. The amendment covers approximately 2.7 million acres. Designation of travel routes is included among the land use planning decisions in NEMO. Areas open for motorized vehicle use in the NEMO planning area include Dumont Dunes Open OHV Area and Silurian Dry Lake Bed. Wilderness in the DRECP area (approximately 1.2 million acres) is closed to motorized vehicle use. The remaining area, 1.4 million acres, is limited for motorized vehicle use.

#### **III.19.1.1.1.3 Western Colorado Desert CDCA Plan Amendment**

WECO establishes site-specific route designations based on and tiered to the CDCA Plan. The WECO planning area covers approximately 475,000 acres; the plan designates approximately 2,320 miles of open OHV routes in parts of Imperial County. WECO provides a balance between protecting resources and providing for OHV use by updating previous designations for OHV limited use areas in Imperial County.

#### **III.19.1.1.1.4 West Mojave Desert CDCA Plan Amendment**

WEMO applies to 3.3 million acres of BLM-managed lands. WEMO conserves and protects the desert tortoise, the Mohave ground squirrel, and nearly 100 other listed or special-status wildlife species and their habitats. Route designation is one of the key issues WEMO addresses. BLM is revising WEMO to address OHV route designations within the WEMO planning area.

#### **III.19.1.1.1.5 Caliente Resource Management Plan**

All public lands within the Caliente Resource Area are either limited or closed to vehicles. There are no open areas. At certain times of the year, routes may be seasonally closed. Designations are based on resource protection, promotion of the safety of all the users, multiple-use management, the need for access, and the minimization of conflicts among various uses of the public lands. The areas closed to all vehicular travel include wilderness, Point Sal, Blue Ridge, and the Pacific Crest National Scenic Trail.

Under the Bakersfield RMP, BLM Bakersfield Field office lands in the DRECP area were designated as OHV limited; vehicles would be allowed on designated roads and trails only.

#### **III.19.1.1.1.6 Bishop Resource Management Plan**

Vehicle use in the Bishop Resource Management Plan area is limited to designated roads and trails on 748,700 acres. Poleta Canyon is open to vehicle use on 1,300 acres. All congressionally designated wilderness is closed to vehicle use. At certain times of the year, routes may also be seasonally closed.

#### **III.19.1.1.2 Off-Road Vehicles on Public Lands**

The BLM has designated all lands in the CDCA as open, closed, or limited to OHV use.

An *Open area* is an area where all types of vehicle use are permitted at all times, subject to operating regulations and vehicle standards (43 CFR 8340-8342). Under the CDCA Plan, this designation applies to lands specifically designated as open for vehicle travel, in addition to certain sand dunes and dry lakebeds (listed in the CDCA Plan). For additional information on recreational opportunities in open areas, see Chapter III.18, Outdoor Recreation, Section III.18.2.1.3, Off-Highway Vehicle Areas. These areas do not require the BLM routes of travel network. However, major access and through routes may be identified to link the OHV area to the surrounding routes of travel network.

A *Closed area* is an area where OHV use is prohibited. Under the CDCA Plan this designation applies to (1) all congressionally designated wilderness, unless exempted; (2) land in ACECs provided for in the management plan for the ACEC; (3) certain sand dunes and dry lakes (as listed in the CDCA Plan); and (4) other public lands, regardless of location, closed to protect sensitive resources or for public safety.

A *Limited area* is an area restricted at certain times, in certain locations, or to certain vehicular use. Under the CDCA Plan, vehicle access will be restricted to designated routes of travel in accordance with the rules for each multiple-use class or Special Area, as outlined in the CDCA Plan (see Section III.19.1.1.1). This designation applies to all public lands that are not in closed or open areas.

The BLM uses established criteria to designate lands as open, closed, or limited for off-road vehicles, including the designation of travel routes within the LUPA Decision Area. All designations shall be based on the protection of public lands resources, promotion of the safety of all users of public lands, and minimization of conflicts among various uses of those public lands according to the following (43 CFR 8342.1):

- 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 suitability.

- 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.

#### ***III.19.1.1.3 BLM Roads and Trails Terminology***

In 2006, the BLM issued Instruction Memorandum No. 2006-173, which established policy for the terminology and definitions associated with the management of transportation-related linear features (see Section III.19.2.5, BLM Routes of Travel, for definitions of Road, Primitive Road, and Trail).

#### ***III.19.1.1.4 Federal Highway Administration***

The Federal Highway Administration (FHWA) coordinates transportation on the federal highway system in cooperation with states and other partners. Among the programs of the FHWA is the Federal-Aid Highway Program, which provides federal financial assistance to states for the construction and improvement of the highway system, urban and rural roads, and bridges. This program provides for general improvements and development of safe highways and roads. Roadway improvements made within the LUPA Decision Area could receive federal funds, subject to FHWA approval.

#### ***III.19.1.1.5 Other Federal Transportation Regulations***

Federal transportation regulations (49 CFR Subtitle B) contain standards pertaining to interstate and intrastate transport—including hazardous materials program procedures and provides safety measures for motor carriers and motor vehicles that operate on public highways.

### **III.19.1.2 State**

Renewable development on BLM lands may require use of state and county roads during construction and operations to reach the development sites. As such, the following is for informational purposes.

#### ***III.19.1.2.1 California Vehicle Code***

The California Vehicle Code contains regulations applicable to roadway damage; licensing, size, weight, and load of vehicles operated on highways; safe operation of vehicles; and transportation of hazardous materials.

#### ***III.19.1.2.2 California Streets and Highways Code***

The California Streets and Highways Code mandates that permits issued by the California Department of Transportation (Caltrans) be required for any roadway encroachment during truck transportation and delivery, as well as for any load that exceeds the California Department of Transportation's (Caltrans) weight, length, or width requirements for public roadways.

### **III.19.1.3 County**

#### ***III.19.1.3.1 Imperial County***

The Imperial County General Plan, Circulation and Scenic Highways Element, approved in 2008, accommodates a pattern of concentrated and coordinated growth, with regional and local linkage systems between communities and neighboring metropolitan regions. The Imperial County General Plan (1) ensures safe and coordinated traffic patterns and contiguous growth and promotes planned and consistent development around city and township areas (Objective 1.3); (2) maintains and, where appropriate, extends the existing network of local streets (Objective 1.4); (3) designs collocated or joint use transportation corridors with transmission, water, and other infrastructures to the extent possible (Objective 1.16); and (4) protects areas of outstanding scenic beauty along scenic highways, as well as the aesthetics of those areas (Objective 4.3) (Imperial County 2008).

#### ***III.19.1.3.2 Inyo County***

The Inyo County 2013 Draft General Plan Update includes policies to protect existing county roads from the impacts from new development by requiring new developments to either subsidize those impacts or contract for their repair or reconstruction; take every opportunity to safeguard existing, and promote additional, access to public lands; and promote establishment of OHV access routes. Furthermore, a previously proposed policy to

complete a paved route between Death Valley north of Scotty's Castle and Big Pine has been rescinded (Inyo County 2013).

### ***III.19.1.3.3 Kern County***

The Kern County General Plan, Circulation Element, establishes a Level of Service (LOS) D as acceptable within the General Plan area for county-maintained roads, and LOS D for state highways. (LOS is a qualitative measure of operating conditions within a traffic stream.) The General Plan also stipulates that neither Kern County nor developers may widen or build new roads if ROWs are not set up to allow orderly growth. In addition, continuity and integrity of the arterial and collector system at the mountain or desert region boundary must be reviewed and approved by Kern County in conjunction with individual project adoption (Kern County 2009).

The Circulation Element identifies truck travel, which makes up 26% of all vehicle miles, as higher than the state average. Eastern Kern County has major employers including oil and mineral extractors, agriculture, local government, and the military, which may cause residents to "reverse commute" into unincorporated rural areas for work.

### ***III.19.1.3.4 Los Angeles County***

The Los Angeles County General Plan Mobility Element concerns the connection between land use planning and mobility in the county. It primarily focuses on issues related to urban areas and applies specifically to Lancaster, Palmdale, and other developed areas in the DRECP area of the county. The General Plan Mobility Element does not have policies specific to rural, undeveloped areas outside of those cities (Los Angeles County 2012).

### ***III.19.1.3.5 Riverside County***

The Circulation Element of the Riverside County General Plan accommodates a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. The Circulation Element contains provisions related to the development of the county's rural and desert regions. Road design and development policies include:

- Improving highways serving as arterials through mountainous and rural areas to adequately meet travel demands and safety requirements while minimizing the need for excessive cut and fill (Policy C 3.12).
- Supporting ongoing efforts to identify funding and improve existing dirt roads (Policy C 3.32).
- Assuring all-weather, paved access to all developing areas (Policy C 3.33).

- Collaborating with all incorporated cities and all adjacent counties to implement and integrate ROW requirements and improvement standards for General Plan roads that cross jurisdictional boundaries (Policy C 7.8).
- Avoiding, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements (Policy C 20.8).

In addition, the Circulation Element stipulates preserving scenic routes with exceptional or unique visual features, according to the Caltrans Scenic Highways Plan (Policy C 19.1), and states that wind turbines are now proven tourist attractions (Policy C 19.2) (Riverside County 2013).

#### ***III.19.1.3.6 San Bernardino County***

San Bernardino County's General Plan (adopted 2007, amended 2013) includes the goal D/CI 1, which ensures a safe and effective transportation system that provides adequate traffic movement while preserving the rural desert character of the region. Policies ensure that all new development proposals do not degrade levels of service on major roadways below LOS C in the Desert Region (Policy D/CI 1.1). Policies also design road standards and maintain major thoroughfares to complement the surrounding environment within the Desert Region (Policy D/CI 1.8) and re-evaluate major and secondary highway designations in remote desert areas with the goal of downgrading designations on roads with low traffic counts (Policy D/CI 1.10) (San Bernardino County 2007).

#### ***III.19.1.3.7 San Diego County***

San Diego County requires that development projects maintain a level of service of D or higher on all roads identified within the San Diego County General Plan, Mobility Element (Policy M-2.1). In addition, public roads in rural regions should be designed and constructed to be compatible with rural character (Policy M-4.3). The Mobility Element of the San Diego County General Plan, however, does not have other transportation policies specifically relevant to DRECP-related development (San Diego County 2011).

### **III.19.2 Transportation Facilities Within the LUPA Decision Area**

Roadway, rail, and air transportation facilities serve the LUPA Decision Area. Nonmotorized recreation is discussed in Chapter III.18 and airports and aircraft operations are discussed in Chapter III.22.

### III.19.2.1 Federal Highways

**Interstate 8:** I-8 is an east–west highway that begins at the junction with I-10 just south of Casa Grande, Arizona, and ends in San Diego, California. This interstate traverses the southern portion of the LUPA Decision Area.

**Interstate 10:** I-10 is the southernmost, east–west, coast-to-coast interstate highway in the United States. It begins in Jacksonville, Florida, and ends in Santa Monica, California. This interstate traverses the south-central portion of the LUPA Decision Area.

**Interstate 15:** I-15 is a north–south transcontinental highway that begins in Sweetgrass, Montana, and ends in San Diego, California. I-15 traverses the central portion of the LUPA Decision Area.

**Interstate 40:** I-40 is an east–west highway that begins in Wilmington, North Carolina, and ends in Barstow, California. This interstate traverses the central portion of the LUPA Decision Area.

**U.S. Route 95:** U.S. 95 is a north–south highway in the western United States. The highway begins in Boundary County, Idaho, and ends in San Luis, Arizona. U.S. 95 extends north of Blythe from I-10. It travels largely parallel to the west bank of the Colorado River until it joins I-40 in Needles. The total distance in California is about 130 miles, all of which is within the eastern portion of the LUPA Decision Area.

**U.S. Route 395:** U.S. 395 is a north–south highway in the western United States. The highway begins near Laurier, Washington, and ends in the Mojave Desert at I-15 near Hesperia, California. In the western portion of the LUPA Decision Area, U.S. 395 runs along the east side of the Sierra Nevada in the Owens Valley.

### III.19.2.2 State Routes

**State Route 14:** SR-14 is a north–south state highway that traverses the Mojave Desert. The route connects with I-5 near Santa Clarita, California, and with U.S. 395 near Inyokern, California. The southern part of the route serves the communities of Santa Clarita, Palmdale, and Lancaster, and connects them with the Los Angeles area. The northern portion of the route is rural. Most of SR-14 roughly parallels a main line of the Union Pacific Railroad (UPRR).

**State Route 18:** SR-18 runs east–west within the LUPA Decision Area, from SR-210 (as a 4-lane expressway) in San Bernardino to SR-138 (as a 2-lane mountain road) near Adelanto. It is the primary route into the San Bernardino Mountains. Part of the California Freeway

and Expressway System, SR-18 is eligible for the State Scenic Highway System, but Caltrans has not designated it as a scenic highway.

**State Route 58:** SR-58 is an east–west highway across the California Coast Ranges, the southern San Joaquin Valley, the Tehachapi Mountains, and the Mojave Desert. SR-58 begins at Barstow (junction with I-15) and ends near Santa Margarita (junction with U.S. 101). SR-58 provides access to Edwards Air Force Base. Part of the California Freeway and Expressway System, SR-58 is eligible for the State Scenic Highway System, but Caltrans has not designated it as a scenic highway.

**State Route 62:** SR-62 runs east–west within the LUPA Decision Area. The route begins at the Arizona border, where it meets Arizona SR-95 in Parker and ends at an intersection with I-10 northwest of Palm Springs, California. East of Twentynine Palms, the route becomes one of the more desolate stretches of highway in the state, devoid of services for its remaining 100 miles in California. Travelers between the eastern Coachella Valley and the Colorado River use this stretch as the fastest route to the resorts of the Colorado River, accessing it via SR-177 in Desert Center.

Part of the California Freeway and Expressway System, SR-62 is eligible for the State Scenic Highway System. Caltrans has recognized the entire length of SR-62 as a scenic highway. More information about this designation is presented in Chapter III.20, Visual Resources.

**State Route 78:** SR-78 runs from Oceanside east to Blythe, traversing nearly the entire width of the state. It begins at I-5 in San Diego County and ends at I-10 in Riverside County. The route is a freeway through the heavily populated cities of northern San Diego County and a 2-lane highway running through the Santa Rosa Mountains to Julian and its terminus in Blythe.

**State Route 86:** SR-86 runs from SR-111 near Calexico through the Imperial Valley via El Centro and Brawley and around the west side of the Salton Sea into the Coachella Valley, where it ends in Indio at Avenue 46. SR-86 and SR-111 have been decommissioned in the city of Indio, but the routing continues as Indio Boulevard all the way to I-10. SR-86 is part of the California Freeway and Expressway System.

**State Route 98:** SR-98 loops from I-8 through the border city of Calexico, California. SR-98 begins at an interchange with I-8 southwest of the community of Ocotillo and terminates at the Midway Well interchange with I-8, just west of the Imperial Sand Dunes Recreation Area.

**State Route 111:** SR-111 is the main north–south state highway and retail corridor through the Coachella Valley, beginning at I-10 at White Water and ending in Calexico. SR-111 links nearly every desert resort city in the valley. Part of the California Freeway and

Expressway System, SR-111 is eligible for the State Scenic Highway System, but Caltrans has not designated it as a scenic highway.

**State Route 115:** SR-115 runs from I-8 southeast of Holtville to Calipatria in Imperial County. Part of the California Freeway and Expressway System, SR-115 is eligible for the State Scenic Highway System, but Caltrans has not designated it as a scenic highway.

**State Route 127:** SR-127 runs from I-15 in Baker to Nevada, where it ends at Nevada SR-373. Parts of SR-127 form the eastern boundary of Death Valley National Park. SR-127 runs north–south through the valley and loosely follows the Amargosa River. Part of the California Freeway and Expressway System, SR-127 is eligible for the State Scenic Highway System, but Caltrans has not designated it as a scenic highway.

**State Route 136:** SR-136 runs from Lone Pine to SR-190 along the northern edge of Owens Lake. This route is part of the California Freeway and Expressway System.

**State Route 138:** SR-138 begins at its junction with I-5 south of Gorman and ends at its junction with SR-18 south of Crestline in the San Bernardino Mountains. Between the Los Angeles–San Bernardino county line and I-15, SR-138 traverses mountainous and scenic terrain and connects with SR-2, which leads to the San Gabriel Mountains winter resort areas. This route is part of the California Freeway and Expressway System, and is eligible for the State Scenic Highway System.

**State Route 177:** SR-177 runs north–south between I-10 near Desert Center and SR-62. SR-177 proceeds along the eastern portion of Joshua Tree National Park. SR-177, like the eastern 100 miles of SR-62, passes through some of the most desolate areas of the Mojave Desert.

**State Route 178:** SR-178 is in two constructed segments. The gap in between these segments is connected by various local roads and SR-190 through Death Valley National Park. The western segment of SR-178 begins at SR-99 west of downtown Bakersfield and ends near Ridgecrest at the turnoff for the Trona Pinnacles National Natural Landmark. The eastern segment of SR-178 begins in the southeastern part of Death Valley National Park and ends at the Nevada border, where it becomes Nevada SR-372. This route is part of the California Freeway and Expressway System and is eligible for the State Scenic Highway System.

**State Route 186:** SR-186 connects I-8 with the U.S.–Mexico border near the Colorado River. Its southern terminus is near Los Algodones, Baja California, and its northern terminus is near Winterhaven, California. It runs through the center of the Fort Yuma–Quechan Reservation.

**State Route 190:** SR-190 is split into two parts by the Sierra Nevada. The western portion begins at a junction with SR-99 south of Tipton and ends at Quaking Aspen in the Sequoia National Forest. The eastern portion, which runs through Death Valley National Park, begins at U.S. 395 at Olancho and ends at SR-127 at Death Valley Junction. The Golden Trout Wilderness and South Sierra Wilderness are two protected wilderness areas along the route from Quaking Aspen across the Sierra Nevada to Olancho.

The route east of SR-136 near Keeler is on the California Freeway and Expressway System. Except west of SR-65 in Porterville, SR-190 is eligible for the State Scenic Highway System; the part within Death Valley National Park, known as the Death Valley Scenic Byway, has been added to the system and is a National Scenic Byway. More information about this designation can be found in Chapter III.20, Visual Resources.

**State Route 247:** SR-247 begins in Yucca Valley and ends at Main Street in Barstow, a short distance north of I-15. This route is part of the California Freeway and Expressway System, and is eligible for the State Scenic Highway System.

### **III.19.2.3 Local Roads**

Many county and city maintained roadways cross the DRECP area. Given the programmatic nature of this document and the number of local roadways throughout the DRECP area, it is not possible to list them all here; however, local roads would likely be used during construction and operations of some renewable development. A brief overview of the miles of county maintained roads throughout the DRECP area is presented below.

Imperial County Public Works is responsible for maintaining approximately 2,555 miles of county roads (1,349 paved and 1,206 unpaved). Inyo County's regional roadway network comprises over 3,500 miles of streets, roads and highways. The roadway network includes paved and dirt roadways owned by the National Park Service, U.S. Forest Service, Bureau of Indian Affairs jurisdiction and BLM. Kern County has about 6,300 miles of highway, road, and urban streets, of which the county maintains approximately 55%. Los Angeles County maintains over 3,100 miles of major roads and local streets in unincorporated areas. Riverside County is responsible for approximately 2,600 miles of roads located within the unincorporated areas of the county. San Bernardino maintains approximately 2,767 miles of roadways. San Diego is responsible for nearly 2,000 miles of county roads.

### **III.19.2.4 Railroads**

The California Public Utilities Commission (CPUC) has regulatory and safety oversight over railroads and rail crossings in California.

### **Burlington Northern Santa Fe Railway**

The Burlington Northern Santa Fe Railway (BNSF) is the second-largest freight railroad network in North America (Union Pacific is the largest). The company operates three transcontinental routes that link the western and eastern United States. The Southern Transcontinental runs from Los Angeles to Chicago. In 2008, BNSF completed nearly 16 miles of a third main track through Cajon Pass in Southern California, increasing capacity on the transcontinental main route between Chicago and Los Angeles from 100 to 150 trains per day.

A BNSF railway line runs east–west through the central part of the DRECP area, with a connecting line running south from Barstow to Los Angeles.

### **Union Pacific Railroad**

The UPRR is the largest railroad network in the United States. UPRR's route map covers most of the central and western United States west of Chicago and New Orleans. A UPRR line enters the central part of the DRECP area, paralleling SR-58, then turns south where it meets with SR-14. From there, the line continues southeast across the DRECP area where it meets with I-8 and enters Arizona. Another UPRR line enters the DRECP area from Nevada near I-15. The line continues southwest through Mojave National Park and on to Barstow where it meets a BNSF line. Five linear miles of the UPRR line runs through the CDCA outside of the DRECP area.

#### **III.19.2.5 BLM Routes of Travel**

As noted in Volume II, Section II.3.4.2, the BLM Instruction Memorandum No. 2006-173 defines transportation assets as follows:

- **Road:** 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. These may include ROW roads granted by the BLM to other entities.
- **Primitive Road:** 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.
- **Trail:** A linear route managed for human-powered, stock, 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.

Designated Roads, Primitive Roads, and Trails are categorized as follows:

- **Tier 1:** Roads and Primitive Roads with high values for commercial, recreational, casual uses, and/or to provide access to other recreation activities.
- **Tier 2:** Roads and Primitive Roads with high values for recreation and other motorized access (i.e., important through routes).
- **Tier 3:** Primitive Roads and Trails with high value for motorized and nonmotorized recreational pursuits (i.e., spur routes).

Table III.19-1 shows the miles of BLM routes within the DRECP by ecoregion subarea.

**Table III.19-1  
Miles of BLM Routes by Ecoregion Subarea**

Ecoregion Subarea	BLM Routes (Miles)
Cadiz Valley and Chocolate Mountains	2,000
Imperial Borrego Valley	800
Kingston and Funeral Mountains	1,000
Mojave and Silurian Valley	900
Owens River Valley	400
Panamint Death Valley	700
Pinto Lucerne Valley and Eastern Slopes	1,000
Piute Valley and Sacramento Mountains	90
Providence and Bullion Mountains	1,000
West Mojave and Eastern Slopes	2,000
<b>Total</b>	<b>11,000</b>

**Notes:** All measurements derived from best available data. Some of the areas may overlap due to mapping.

The following general rounding rules were applied to calculated values: values greater than 1,000 were rounded to the nearest 1,000; values less than 1,000 and greater than 100 were rounded to the nearest 100; values of 100 or less were rounded to the nearest 10, and therefore totals may not sum due to rounding. In cases where subtotals are provided, the subtotals and the totals are individually rounded. The totals are not a sum of the rounded subtotals; therefore, the subtotals may not sum to the total within the table.

### III.19.2.6 Existing Renewable Energy Projects

The baseline includes more than 50 renewable energy projects under construction or nearly completed within the DRECP area (See Figure III.1-2[a] and Figure III.1-2[b] in Chapter III.1, Introduction to Affected Environment, and Appendix O, Table 2). These existing projects and those under construction have impacted the road network as workers and shipments move to and from the projects, so traffic from these projects is considered part of the current affected environment.

### III.19.3 Transportation by Ecoregion Subarea

#### III.19.3.1 Cadiz Valley and Chocolate Mountains Ecoregion Subarea

Table III.19-2 and Figure R1.19-1 (in Appendix R1) show the federal and state routes that traverse the Cadiz Valley and Chocolate Mountains ecoregion subarea.

**Table III.19-2  
Transportation in the Cadiz Valley and Chocolate Mountains Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-10	62
U.S. 95	57
<i>State Routes</i>	
SR-62	72
SR-78	47
SR-177	27
<i>BLM Routes of Travel</i>	
	1,877

As shown in Figure R1.19-1, I-10 traverses the central portion of the Cadiz Valley and Chocolate Mountains ecoregion subarea. U.S. 95 and SR-78 intersect with I-10 from the south near Blythe (eastern portion of the ecoregion subarea), and SR-177 intersects from the north in the western portion of the ecoregion subarea south of Joshua Tree National Park. SR-62 traverses the northern portion of the ecoregion subarea. With the exception of Blythe, the Cadiz Valley and Chocolate Mountains ecoregion subarea is sparsely populated.

Blythe Airport is the only public airport in the Cadiz Valley and Chocolate Mountains ecoregion subarea. The airport, which has two runways and is mostly used for general aviation, is west of Blythe and serves Riverside County.

#### III.19.3.2 Imperial Borrego Valley Ecoregion Subarea

Table III.19-3 and Figure R1.19-2 show the federal and state routes and major railways that traverse the Imperial Borrego Valley ecoregion subarea.

**Table III.19-3  
Transportation in the Imperial Borrego Valley Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-8	88
<i>State Routes</i>	
SR-78	84
SR-86	45
SR-98	55
SR-111	67
SR-186	1
<i>BLM Routes of Travel</i>	
	753
<i>Railways</i>	
UPRR	106

As shown in Figure R1.19-2, I-8 and SR-98 both traverse the southern portion of the Imperial Borrego Valley ecoregion subarea. SR-78 traverses the central-northern portion of the ecoregion subarea. SR-86 and SR-111 both run north-south from near Calexico. Where SR-111 intersects with the UPRR line, it turns and runs parallel to the west. A portion of SR-186 intersects with I-8 at the extreme southeastern portion of the ecoregion subarea. These routes serve the greater El Centro and Imperial Valley areas.

Four airports serve the Imperial Borrego Valley ecoregion subarea as well. Brawley Municipal Airport is a public airport just northeast of Brawley, serving Imperial County. The airport is mostly used for general aviation. Calexico International Airport is a city-owned, public-use airport near Calexico. The airport, which covers an area of 257 acres, is mostly used for general aviation and to facilitate border crossing. Imperial County Airport (or Boley Field) is a public airport near El Centro covering an area of 429 acres. Imperial County Airport has two runways and is mostly used for general aviation, but is served by one commercial airline. Naval Air Facility (NAF) El Centro is a military airport six miles northwest of El Centro. The facility has two operating runways. Apart from “touch and go” landings and take-offs, aircrews use the many ranges at NAF El Centro for aerial combat maneuvering, air-to-air gunnery, bombing practice, and electronic warfare training.

### **III.19.3.3 Kingston and Funeral Mountains Ecoregion Subarea**

Table III.19-4 and Figure R1.19-3 show the federal and state routes and major railways that traverse the Kingston and Funeral Mountains ecoregion subarea. There are no public airports in this ecoregion subarea.

**Table III.19-4  
 Transportation in the Kingston and Funeral Mountains Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-15	44
<i>State Routes</i>	
SR-127	51
SR-178	76
SR-190	18
<i>BLM Routes of Travel</i>	
	1,414
<i>Railways</i>	
UPRR	77

As shown in Figure R1.19-3, I-15 and UPRR both traverse the eastern portion of the Kingston and Funeral Mountains ecoregion subarea. SR-127 enters the ecoregion subarea on the east at Mojave National Preserve, exits, and then re-enters in the central portion, where it intersects with SR-178. SR-190 enters the ecoregion subarea from the western portion at Death Valley National Park. These routes provide access to Mojave National Preserve, Death Valley National Park, and East Mojave National Scenic Area. The Kingston and Funeral Mountains ecoregion subarea is sparsely populated.

**III.19.3.4 Mojave and Silurian Valley Ecoregion Subarea**

Table III.19-5 and Figure R1.19-4 show the federal and state routes and major railways that traverse the Mojave and Silurian Valley ecoregion subarea.

**Table III.19-5  
 Transportation in the Mojave and Silurian Valley Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-15	66
I-40	16
U.S. 395	9
<i>State Routes</i>	
SR-127	39
<i>BLM Routes of Travel</i>	
	897
<i>Railways</i>	
BNSF	21
UPRR	86

As shown in Figure R1.19-4, I-15 traverses the southern portion of the Mojave and Silurian Valley ecoregion subarea, south of Fort Irwin and north of the Barstow-Daggett Airport. I-40 also runs through the southern portion of the ecoregion subarea, south of both I-15 and the airport. SR-127 traverses the eastern portion of the ecoregion subarea and intersects with I-15. Although Fort Irwin is served by these routes (primarily I-15), none provides direct access. BNSF and UPRR both traverse the southern portion of the Mojave and Silurian Valley ecoregion subarea, roughly paralleling I-40 and I-15, respectively.

Barstow–Daggett Airport, a county-owned, public-use airport in San Bernardino County, California, is the only public airport in the Mojave and Silurian Valley ecoregion subarea. Barstow–Daggett Airport covers an area of 1,087 acres.

### III.19.3.5 Owens River Valley Ecoregion Subarea

Table III.19-6 and Figure R1.19-5 show the federal and state routes that traverse the Owens River Valley ecoregion subarea. There are no railways or public airports in this ecoregion subarea.

**Table III.19-6**  
**Transportation in the Owens River Valley Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
U.S. 395	80
<i>State Routes</i>	
SR-136	18
SR-190	16
<i>BLM Routes of Travel</i>	
	380

As shown in Figure R1.19-5, U.S. 395 traverses the length of the Owens River Valley ecoregion subarea, running north–south. SR-136 and SR-190 both intersect with U.S. 395 from the east in the central portion of the ecoregion subarea.

### III.19.3.6 Panamint Death Valley Ecoregion Subarea

Table III.19-7 and Figure R1.19-6 show the federal and state routes that traverse the Panamint Death Valley ecoregion subarea. There are no railways or public airports in the ecoregion subarea.

**Table III.19-7  
 Transportation in the Panamint Death Valley Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
U.S. 395	7
<i>State Routes</i>	
SR-178	56
SR-190	61
<i>BLM Routes of Travel</i>	
	739

As shown in Figure R1.19-6, U.S. 395 runs north-south through the southwestern corner of the Panamint Death Valley ecoregion subarea. SR-178 traverses the length of both sections of the ecoregion subarea, and SR-190 runs roughly east-west through the tip of the western section and into the eastern section of the ecoregion subarea. These routes provide access to Death Valley National Park and serve the Ridgecrest area, which is adjacent to the ecoregion subarea. The Panamint Death Valley ecoregion subarea is sparsely populated.

**III.19.3.7 Pinto Lucerne Valley and Eastern Slopes Ecoregion Subarea**

Table III.19-8 and Figure R1.19-7 show the federal and state routes and major railways that traverse the Pinto Lucerne Valley and Eastern Slopes ecoregion subarea.

**Table III.19-8  
 Transportation in the Pinto Lucerne Valley and Eastern Slopes Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-15	13
<i>State Routes</i>	
SR-18	30
SR-62	37
SR-247	62
<i>BLM Routes of Travel</i>	
	1,532
<i>Railways</i>	
BNSF	2

As shown in Figure R1.19-7, I-15 enters the Pinto Lucerne Valley and Eastern Slopes ecoregion subarea on the west, near Victorville and the Apple Valley Airport. SR-247 enters the ecoregion subarea from the northwest and east of the airport and intersects with

SR-18, which enters the ecoregion subarea from the southwest. SR-62 traverses the south-central portion of the ecoregion subarea, from around Twentynine Palms airport and through Twentynine Palms and Yucca Valley, all of which are north of Joshua Tree National Park. The BNSF line enters the Pinto Lucerne Valley and Eastern Slopes ecoregion subarea for a brief stretch on its extreme western edge.

There are two public airports in the Pinto Lucerne Valley and Eastern Slopes ecoregion subarea. Apple Valley Airport is a public airport north of Apple Valley and serving San Bernardino County. This airport has two runways and is mostly used for general aviation. Twentynine Palms Airport is a public-use airport east of Twentynine Palms and is owned by San Bernardino County. Twentynine Palms Airport covers an area of 480 acres and is mostly used for general aviation.

### III.19.3.8 Piute Valley and Sacramento Mountains Ecoregion Subarea

Table III.19-9 and Figure R1.19-8 show the federal routes and major railways that traverse the Piute Valley and Sacramento Mountains ecoregion subarea. There are no state routes in the ecoregion subarea.

**Table III.19-9  
Transportation in the Piute Valley and Sacramento Mountains Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-40	36
U.S.-95	61
<i>BLM Routes of Travel</i>	
	677
<i>Railways</i>	
BNSF	46

As shown in Figure R1.19-8, I-40 and the BNSF line traverse the northern portion of the Piute Valley and Sacramento Mountains ecoregion subarea. U.S. 95 runs the entire length of the ecoregion subarea, crossing the BNSF line and intersecting with I-40 in the northern portion of the ecoregion subarea. These routes serve the Needles area.

Needles Airport, a county-owned, public-use airport near Needles in San Bernardino County, is the only public airport in the Piute Valley and Sacramento Mountains ecoregion subarea. The airport, which covers an area of 796 acres, is mostly used for general aviation.

### III.19.3.9 Providence and Bullion Mountains Ecoregion Subarea

Table III.19-10 and Figure R1.19-9 show the federal and state routes and major railways that traverse the Providence and Bullion Mountains ecoregion subarea. There are no public airports in the ecoregion subarea.

**Table III.19-10  
Transportation in the Providence and Bullion Mountains Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-40	125
<i>State Routes</i>	
SR-62	27
<i>BLM Routes of Travel</i>	
	1,338
<i>Railways</i>	
BNSF	148

As shown in Figure R1.19-9, I-40 traverses the central portion of the Providence and Bullion Mountains ecoregion subarea, south of Mojave National Preserve and running roughly parallel with the BNSF railway in the western portion of the ecoregion subarea. SR-62 runs through the extreme southern portion of the ecoregion subarea, north of Joshua Tree National Park.

### III.19.3.10 West Mojave and Eastern Slopes Ecoregion Subarea

Table III.19-11 and Figure R1.19-10 show the federal and state routes and major railways that traverse the West Mojave and Eastern Slopes ecoregion subarea.

**Table III.19-11  
Transportation in the West Mojave and Eastern Slopes Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
<i>Federal Highways</i>	
I-15	37
I-40	7
U.S. 395	98
<i>State Routes</i>	
SR-14	94
SR-18	28
SR-58	106

**Table III.19-11  
Transportation in the West Mojave and Eastern Slopes Ecoregion Subarea**

Transportation Infrastructure	Linear Miles
SR-138	68
SR-178	36
<i>BLM Routes of Travel</i>	2,033
<i>Railways</i>	
BNSF	165
UPRR	118

As shown in Figure R1.19-10, I-15 enters the West Mojave and Eastern Slopes ecoregion subarea from the south and runs north to where it intersects and merges with I-40 near Barstow. U.S. 395 traverses the entire length of the ecoregion subarea and crosses the BNSF, which traverses the central portion of the ecoregion subarea. Near the Mojave Airport, the BNSF line merges with the UPRR line, which enters from the south. The BNSF line also intersects with the UPRR line near Hesperia in the southeastern corner of the ecoregion subarea. SR-18 and SR-138 both traverse the southern portion of the ecoregion subarea. SR-14, like U.S. 395, runs the length of the ecoregion subarea and runs parallel to the UPRR from around Palmdale to near the Mojave Airport. SR-58 then intersects from the west and continues east, parallel to the BNSF line. SR-178 enters the northern portion of the ecoregion subarea from the west, near the Inyokern Airport. Most of the West Mojave and Eastern Slopes ecoregion subarea is populated and served by these routes.

Six public airports are in the West Mojave and Eastern Slopes ecoregion subarea. General William J. Fox Airfield (or Fox Field) in Lancaster, California, serves the Antelope Valley region of northern Los Angeles County. Although the airport is used primarily for general aviation, there are limited scheduled cargo operations, and the U.S. Forest Service maintains an air-tanker base at this airport, making it one of the principal hubs of firefighting during fire season. An Antelope Valley Hospital helicopter is also based at Fox Field. General William J. Fox Airfield covers 1,217 acres and has one runway.

Hesperia Airport is a public-use airport near Hesperia, California. The airport, which covers an area of 26 acres, is mostly used for general aviation.

Inyokern Airport is a public airport in Inyokern, California, and serves the Indian Wells Valley area of Kern County. It is owned by the Indian Wells Valley Airport District. The airport, which covers an area of 1,640 acres, is mostly used for general aviation, but is served by one commercial airline.

The Mojave Air and Space Port (or Civilian Aerospace Test Center) is in Mojave, California. Besides being a general-use public airport, Mojave has three main areas of activity: flight testing, space industry development, and aircraft heavy maintenance and storage.

Southern California Logistics Airport (or Victorville Airport) is a public airport in Victorville, California, approximately 20 miles north of San Bernardino. The airport, which covers 2,300 acres, is home to Southern California Aviation, a large transitional facility for commercial aircraft.

Tehachapi Municipal Airport is a public airport in Tehachapi, California. The airport, which covers 264 acres, has one runway and is used for general aviation.

### III.19.4 CDCA Area Outside the DRECP Boundary

The BLM LUPA includes BLM-administered lands under the CDCA Plan, but outside the DRECP area. Table III.19-12 shows transportation facilities in the area affected by BLM LUPA decisions.

**Table III.19-12  
Transportation Within the CDCA Area Outside the DRECP Boundary**

Transportation Infrastructure	Linear Miles
Federal Highways	26
State Routes	25
BLM Routes of Travel	[routes outside of DRECP area not available]
Railroads	5
Airports	—

### III.19.5 Transportation Outside of DRECP Area

The federal and state regulatory setting presented in Sections III.19.1.1 and III.19.1.2 applies to the transmission corridors extending outside of the DRECP area. Additionally, BNSF and UPRR railways are the only known rail lines near the transmission corridors. Information about these railroads is provided in Section III.19.2.3 for the entire region. The following discussion provides environmental setting information on roadways along each corridor.

#### III.19.5.1 San Diego Area

Federal highways near the corridor in San Diego include I-8 (see Section III.19.2.1.1) and I-15 (see Section III.19.2.1.3). California state routes near this corridor include SR-52, SR-67, and SR-125.

**State Route 52:** SR-52 is a state highway in San Diego County that extends from La Jolla Parkway at I-5 in La Jolla to SR-67 in Santee. SR-52 is a freeway for its entire length and serves as a major east–west route through the northern part of the city of San Diego. The road connects the major north–south freeways of the county, including I-5, I-805, SR-163, I-15, SR-125, and SR-67.

**State Route 67:** SR-67 is a state highway in San Diego County. It begins at I-8 in El Cajon and continues to Lakeside as the San Vicente Freeway before becoming an undivided highway through the eastern part of Poway. In the town of Ramona, the route turns into Main Street before ending at SR-78. SR-67 provides direct access from the city of San Diego to the east county region of San Diego County, including Ramona and Julian.

**State Route 125:** SR-125 runs from Otay Mesa Road (formerly SR-905) in the Otay Mesa region of San Diego County near the U.S.–Mexico border to SR-52 in Santee.

### III.19.5.2 Los Angeles Area

Federal highways near the corridor in Los Angeles include I-10 (see Section III.19.2.1.2), as well as I-5 and I-210. U.S. routes along this corridor include U.S. 101. State routes near this corridor include SR-2, SR-134, SR-170, and SR-210 (same as I-210).

**Interstate 5:** Where I-5 reaches east of downtown Los Angeles, it continues north through the San Fernando Valley and then crosses the Newhall Pass through the Santa Susana Mountains into the Santa Clarita Valley. For about a 4-mile stretch between Santa Clarita Valley and Pyramid Lake, the northbound and southbound lanes separate and cross sides, with the southbound lanes running to the east of the northbound lanes. At that point, the Golden State Freeway rises sharply to the north through the Grapevine to the southernmost point of the San Joaquin Valley toward Bakersfield.

**Interstate 210 and State Route 210:** I-210 and SR-210 together form a contiguous highway, called the Foothill Freeway, running through the greater Los Angeles area. The western portion of the route is an auxiliary Interstate Highway, and the eastern portion is a state highway. The entire route was upgraded to Interstate Highway standards by 2007, and Caltrans has requested permission to re-sign the eastern portion as an Interstate Highway. The freeway connects Los Angeles with its northern suburbs following the foothills of the San Gabriel Mountains. The freeway runs from the Sylmar district of Los Angeles east to Redlands.

**U.S. 101:** U.S. 101 serves the northwest portion of the greater Los Angeles area. The route is known as the Santa Ana Freeway from East Los Angeles to downtown Los Angeles. It becomes the Hollywood Freeway north of downtown Los Angeles through the Cahuenga Pass, before turning west and becoming the Ventura Freeway. Communities along the

alignment include Hollywood, the southern edge of the San Fernando Valley, and the cities of Hidden Hills, Calabasas, Agoura Hills, Westlake Village, and Thousand Oaks. Through this segment, U.S. 101 is a freeway varying in width between 8 and 12 lanes.

**State Route 2:** SR-2 runs from the junction of Lincoln Boulevard and I-10 in Santa Monica to SR-138 east of Wrightwood. The highway is divided into three segments, running briefly concurrent with U.S. 101 and I-210 to connect the segments. The western section of the highway is an old routing of U.S. 66; the eastern portion is known as the Angeles Crest Highway.

**State Route 134:** SR-134 is the principal east–west route (designated north–south) through Ventura County and in the southern San Fernando Valley in Los Angeles County. From Ventura to its intersection with U.S. 101 in the southeastern San Fernando Valley in Los Angeles, it is signed as U.S. 101. East of the U.S. 101 intersection, it is signed as SR-134.

**State Route 170:** SR-170 is a California State Highway in the city of Los Angeles that runs in a north–south direction. It is composed of two distinct sections. The first is the part of Highland Avenue that starts from Santa Monica Boulevard and ends at U.S. 101. The second is the northern portion of the Hollywood Freeway, starting at the intersection of U.S. 101 and SR-134 and continuing to its terminus at I-5.

### III.19.5.3 North Palm Springs–Riverside Area

Federal highways near the corridor in the Rialto/Moreno Valley/Devers Area include I-110 (see Section III.19.2.1.2), I-15 (Section III.19.2.1.3), and I-210. State routes near this corridor include SR-62 (Section III.19.2.2.4), SR-60, SR-79, and SR-243.

**State Route 60:** The Pomona Freeway is the assigned name of SR-60 between its western terminus at the east Los Angeles Interchange complex and its junction with the Riverside Freeway (SR-91) and I-215 in Riverside. For the majority of its length, it is generally parallel to, and south of, I-10, and generally parallel to, and north of, SR-91.

**State Route 79:** The portion of SR-79 north of Temecula (to Beaumont) varies between a 2-lane country road (notably near Winchester) and a 4-lane city street (in Temecula, Murrieta, Hemet, San Jacinto, and Beaumont), with a 4-lane divided highway between the Ramona Expressway (at the northwest corner of San Jacinto) and the southern edge of Beaumont. The highway section has two access points: a signaled T intersection for a county landfill facility and a set of highway ramps for Gilman Springs Road just north of the Ramona Expressway intersection. The northern portion of this roadway sometimes is referred to as the Ramona Expressway.

**State Route 243:** SR-243 is mainly a connector between I-10 and SR-74; however, along its route it provides access for many truck trails that run through San Bernardino National Forest. These truck trails provide access to smaller towns such as Pine Cove. The route is generally considered to be a minor throughway with the heaviest traffic near the Idyllwild segment of the highway. The rest of the highway is mostly a rural 2-lane segment until Banning and its terminus at I-10. This route is eligible for the State Scenic Highway System and is classified as a scenic highway in California.

#### **III.19.5.4 Central Valley**

Federal highways near the corridor in the Central Valley include I-5. State routes near this corridor include SR-33, SR-41, SR-46, SR-58, SR-99, SR-132, SR-140, SR-145, and SR-165. SR-99 is the major highway on the east side of the valley. SR-33 roughly parallels I-5 and the other state routes are cross-valley routes through agricultural land and valley towns and cities.