USDA

United States
Department of
Agriculture

Forest
Service

December 2015

Draft Environmental Assessment

Forest-wide Unauthorized Route Decommissioning

Cleveland National Forest
Orange, Riverside, and San Diego Counties, California

Location of Action: National Forest System lands on the Cleveland National Forest in Orange, Riverside, and San Diego Counties, California

Type of Document: Environmental Assessment

Lead Agency: USDA Forest Service

Responsible Official: Forest Supervisor, Cleveland National Forest

Contact Person: Jeff Heys, Forest Planner
Cleveland National Forest
10845 Rancho Bernardo Road, Suite 200
San Diego, California 92127

Table of Contents

1 - Introduction 1
1.1 Document Structure 1
1.2 Location 1
1.3 Purpose and Need for Action 2
1.4 Decision Framework 3
1.5 Public Involvement 4
1.6 Issues 4

2 - Alternatives, including the Proposed Action 4
2.1 Alternative 1: No Action 4
2.2 Alternative 2: Proposed Action 5
2.3 Comparison of Alternatives 26

3 - Environmental Consequences 27
3.0.1 Scope of Cumulative Effects Analysis 27
3.1 Physical Environment 27
3.1.1 Soils and Water 27
3.1.2 Air Quality 36
3.2 Biological Environment 38
3.2.1 Threatened and Endangered Species 38
3.2.2 Regional Forester's Sensitive List Species 40
3.2.3 Management Indicator Species 42
3.2.4 Weed Risk Analysis 42
3.3 Social Environment 42
3.3.1 Recreation and Public Safety 42
3.3.2 Cultural Resources 43

4 - Persons, Groups, Organizations, and Agencies Consulted 45

5 - References 45

Appendix A – Responses to Comments 46

Appendix B – Proposed Action Maps 72

List of Tables

Table 1. Lengths and numbers of routes proposed by action type and Ranger District. 5
Table 2. Proposed Action by route 9
Table 3. Comparison of Alternatives 26
Table 4. Riparian Conservation Areas 28
Table 5. Federal and State air quality attainment status for the San Diego Air Basin 36
Table 6. Federal and State air quality attainment status for the South Coast Air Basin 36
Table 7: Potential sensitive receptors within and near the project 37
Table 8. Alternative 2 total modeled emissions. 38

List of Maps in Appendix B

Anderson Valley, Capitan Grande Indian Reservation Area. 73
Bear Valley Area. 74
Boulder Creek Road South Area. 75
Buckman Springs Area. 76
Carveacre Area. 77

Corte Madera Area. 78
El Cajon Mountain Area. 79
Hauser Wilderness Area. 80
Japatul Valley Road Area 81
Kitchen Creek Central/Sheephead Area. 82
Kitchen Creek North/Wooded Hill Area. 83
Kitchen Creek South Area. 84
Lake Morena Area. 85
Long Valley Area. 86
Mount Laguna Area. 87
Pine Creek Area. 88
Tule Springs Area. 89
Boulder and Cedar Creeks Area. 90
Boulder Creek Road Area. 91
Cedar Creek Area. 92
High Point Area. 93
Inaja & Upper San Diego River Area. 94
Indian Flats Area. 95
Pamo Valley Area. 96
Will Valley Area. 97
Bedford Area. 98
Elsinore Peak Area. 99
Fox Spring & Lucas Canyon Area. 100
Long Canyon & Ortega Highway Area. 101
Margarita Peak Area. 102
North Main Divide Area. 103
Silverado Canyon Area. 104
Trabuco Canyon Area. 105
Wildomar - South Main Divide Area. 106

1 - INTRODUCTION

1.1 - Document Structure

The Forest Service has prepared this Environmental Assessment in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal laws and regulations. This Environmental Assessment (EA) discloses the direct, indirect, and cumulative environmental impacts that would result from the Proposed Action and alternatives. The document is organized into four chapters:

- *Chapter one - Introduction:* This section includes information on the existing condition and purpose and need for the project, including a summary of Cleveland National Forest Land Management Plan direction as it relates to the project. This section also provides an overview of how the Forest Service informed the public of the Proposed Action.
- *Chapter two - Alternatives, including the Proposed Action:* This section provides a description of the Proposed Action as well as possible alternative methods for achieving the stated purpose. These alternatives were developed based on issues raised internally, by the public, and by other agencies.
- *Chapter three - Environmental Consequences:* This section describes the environmental effects of implementing the Proposed Action and alternatives. This analysis is organized by resource. Within each section, relevant information on the affected environment is described, followed by the effects of the No Action Alternative that provides a baseline for evaluation and comparison of the other alternative.
- *Chapter four – Persons, Groups, Organizations, and Agencies Consulted:* This section provides an overview of the persons, groups, organizations, and agencies consulted as part of this project.
- *Chapter five – References:* This section lists the references to published and unpublished sources cited in the body of the EA.
- *Appendices:* The appendices include responses to the comments received during the project's scoping and comment periods as well as the maps of the Proposed Action.

Additional documentation, including more detailed analyses of the project's effects on natural resources, additional background information, and public comments, may be found in the project record located at the Forest Supervisor's Office in San Diego, California.

1.2 - Location

The project area includes unauthorized routes that are scattered across all three Ranger Districts of the Cleveland National Forest. Numerous maps of the Proposed Action are included in Appendix B to provide detailed location information by route.

1.3 - Purpose and Need for Action

Motorized use of the Cleveland National Forest is regulated by its 2005 Land Management Plan and its 2008 Motorized Travel Management decision, both of which involved substantial public input. To summarize their direction, roughly 200 miles of Forest roads are open only to highway-legal vehicles, while an additional 80 miles of roads and trails are open to off-highway vehicles (OHVs). Public motorized use of the National Forest is restricted to these routes in order to prevent resource damage. Nevertheless, an estimated 100 miles of user-created, unauthorized routes exist on the Cleveland National Forest, and their use and lack of maintenance leads to a variety of impacts to sensitive resources.

Nearly three-quarters of known unauthorized routes pass through the habitats of federally-listed threatened and endangered species, not to mention other sensitive species. Over half of the routes cross or follow riparian areas, thereby contributing to soil erosion, habitat degradation, and water quality impacts. One-quarter of the routes lie within areas managed as Wilderness, where vehicles are prohibited altogether, or Inventoried Roadless Areas, where road-building is particularly restricted. Fifteen percent of the routes pass through known archaeological sites, presenting risks to priceless resources. Finally, unauthorized routes contribute to other illegal activities on the Forest, such as dumping, target shooting, and dispersed campfires, that can lead to costly and damaging wildfires.

The primary purpose of this project is to decommission the highest priority unauthorized routes on the Cleveland National Forest, returning the landscape to its desired condition and educating and directing motor vehicle users to legal opportunities. A secondary purpose is to make minor adjustments to the National Forest Road and Trail Systems that are needed to provide for public or administrative access or to prevent resource impacts and safety issues.

Relevant Cleveland National Forest Land Management Plan Direction

The Proposed Action works toward the forest management goals as described in the 2005 Revised Cleveland National Forest Land Management Plan (Forest Plan) (USDA, 2005) and is expected to meet the following guidance in particular:

Goal 3.1 of the LMP directs the Cleveland NF to remove roads and trails that have been determined to be unnecessary by Roads Analysis and National Environmental Policy Act analysis for landscape restoration.

Goal 3.2 directs the Cleveland NF to retain a natural evolving character within Wilderness.

Goals 5.1 and 5.2 direct the Cleveland NF to improve watershed conditions and riparian conditions.

Goal 6.2 directs the Cleveland NF to ensure that habitats for federally listed species are conserved and that listed species are recovered, or moving toward recovery.

Part 2: Strategy
Trans 2 – Unnecessary Roads
Reduce the number of unnecessary or redundant unclassified roads and trail and restore landscapes.

- Decommission roads and trails that have been determined to be unnecessary for conversion to either the road or trail system through site-specific analysis.

- Establish the level of restoration through project planning.

Part 3: Standards and Guidelines
CNF S3: Off-highway vehicle use is limited to designated routes and areas.

S9: Design management activities to meet the Scenic Integrity Objectives (SIOs) shown on the Scenic Integrity Objectives Map.

S11: When occupied or suitable habitat for a threatened, endangered, proposed, candidate or sensitive (TEPCS) species is present on an ongoing or proposed project site, consider species guidance documents to develop project-specific or activity-specific design criteria. This guidance is intended to provide a range of possible conservation measures that may be selectively applied during site-specific planning to avoid, minimize or mitigate negative long-term effects on threatened, endangered, proposed, candidate or sensitive species and habitat. Involve appropriate resource specialists in the identification of relevant design criteria.

S12: When implementing new projects in areas that provide for threatened, endangered, proposed, and candidate species use design criteria and conservation practices so that discretionary uses and facilities promote the conservation and recovery of these species and their habitats. Accept short-term impacts where long-term effects would provide a net benefit for the species and its habitat where needed to achieve multiple-use objectives.

S24: Mitigate impacts of on-going uses and management activities on threatened, endangered, proposed, and candidate species.

S35: Manage dispersed recreation activities to ensure that environmental sustainability is maintained by utilizing the following measure: motorized and non-motorized vehicle travel is restricted to National Forest System roads and trails and limited areas that are designated for vehicle use.

S47: When designing new projects in riparian areas apply the Five-Step Project Screening Process for Riparian Conservation Areas as described in LMP Appendix E - Five-Step Project Screening Process for Riparian Conservation Areas (RCAs).

S50: Mitigate negative long-term impacts from recreation use to soil, watershed, riparian or heritage resources.

1.4 - Decision Framework

The environmental assessment (EA) discloses environmental effects of the No Action alternative and the Proposed Action. The **Responsible Official, the Forest Supervisor**, will make a decision based on the review of the EA. The Forest Supervisor's decision will include:

1. Whether to proceed with the Proposed Action or No Action alternative.
2. Whether the decision that is selected would have significant impacts. If a determination is made that no impact would be significant, then a "Finding of No Significant Impact" (FONSI) would be prepared. Significant impacts would require the preparation of an Environmental Impact Statement [40 CFR 1501.4 (c) and (e)].

The Forest Supervisor's decision will be documented in a separate Decision Notice (FSH, 1909.15 - 40).

1.5 - Public Involvement

The proposal was first listed in the Schedule of Proposed Actions in February 2014. A letter announcing a 30-day scoping period was sent to 978 individuals and organizations anticipated to have interest in the Proposed Action on February 17, 2015. Altogether, 206 scoping comments were received during the 30-day period.

All input received during the course of scoping was considered by an interdisciplinary team. The comments either resulted in new project design features or did not generate significant issues related to the proposal. Responses to these comments can be found in Appendix A.

1.6 - Issues

Based on internal and external scoping, the interdisciplinary team developed a list of issues. The team decided the following issues warranted full analysis in this EA to determine their significance and/or contributed to project design features.

- **Impacts to soils and water**: specifically erosion and compaction resulting from unauthorized routes and water quality both on site and downstream.
- **Impacts to air quality**: including dust and greenhouse gas emissions.
- **Impacts to biological resources**: including federally listed threatened and endangered species, Forest Service Management Indicator Species, R5 Regional Forester Sensitive Species, and invasive weeds.
- **Impacts to recreation and public safety**: specifically recreation access, the quality of visitor experiences, scenery, and safety.
- **Impacts to cultural resources**: including pre-historic and historic sites.

2 - ALTERNATIVES, INCLUDING THE PROPOSED ACTION

This chapter describes and compares the alternatives considered for this project. This chapter includes a description of each alternative and a table that allows for the comparison of the alternatives.

2.1 - Alternative 1

No Action

Under the No Action alternative, no unauthorized routes would be decommissioned, and no changes would be made to the Cleveland National Forest Road or Trail Systems. The Cleveland National Forest Land Management Plan and Motorized Travel Management decision of November 12, 2008, would continue to restrict motor vehicle use to certain routes. Accordingly, the use of unauthorized routes by motor vehicles would remain illegal.

2.2 - Alternative 2

Proposed Action

The unauthorized routes and National Forest System Roads proposed for decommissioning are shown in Tables 1 and 2 and associated maps (found in Appendix B), along with the proposed management recommendation by route. For most routes, restoration would be accomplished through earthwork by heavy equipment or by hand and the installation of pipe-rail barriers or boulders to prevent re-entry. Particular routes would require additional strategies to prevent resource impacts, including seeding of native plant species where disturbance would exceed 10 feet in width. Signage would be installed at each site to direct riders to authorized areas for vehicle use. Finally, each site would be monitored annually for a period of five years, to ensure that the barriers remain effective at preventing re-entry and that soil erosion has been reduced.

Unauthorized routes that would be added to the National Forest Systems as administrative or public Roads and non-motorized or motorized Trails are also shown on the maps and in the tables. The only routes proposed for addition to these Systems were those with an identified, legitimate need and without resource concerns. These routes would be improved through earthwork, signed as appropriate, and maintained over time to prevent resource impacts. “Add for Administrative Use” refers to incorporating a route into the National Forest Road System only for administrative use, not for public use. “Add for Public Use” refers to incorporating a route into the National Forest Road System for public use, with the exception of a single route off Bear Valley Road that would become a motorized, 50-inch-wide National Forest System Trail. “Add for Non-Motorized Use” refers to incorporating a route into the National Forest Trail System as a non-motorized trail.

Table 1. *Lengths and numbers of routes proposed by action type and Ranger District (DRD: Descanso, PRD: Palomar, and TRD: Trabuco).*

Action Type	Length in Miles				Number of Routes			
	Total	DRD	PRD	TRD	Total	DRD	PRD	TRD
Add for Administrative Use	**1.7**	1.4	0.2	0.1	**10**	6	3	1
Add for Non-Motorized Use	**4.6**	2.5	0.8	1.3	**12**	6	2	4
Add for Public Use	**1.2**	0.8	0.4	0	**7**	3	4	0
Decommission	**70.4**	51.2	12.8	6.3	**215**	146	37	32
Grand Total	**77.9**	**55.9**	**14.2**	**7.7**	**244**	**161**	**46**	**37**

Two National Forest System Roads would be decommissioned under Alternative 2 and are included in Tables 1 and 2:

1) An impassable, administrative, 2-mile-long segment of 17S08, South Boundary Road, is severely eroding. A passable road through private lands connects to both of its ends, and so it is not needed.
2) A steep, 1.6-mile-long segment of 16S03, Carveacre Road, is currently passable only by high-clearance, 4-wheel-drive vehicles. It is severely eroding and impacting sensitive biological resource areas, and its use presents unacceptable fire hazards and safety risks. Its decommissioning would also render an additional 2.6 miles of 16S03 inaccessible to motorized use by the public. Administrative use of this additional length would continue, given its gated connections to other roads at both ends.

Definitions

Definitions are provided for the following terms that are referenced in Table 2 and Chapter 3:

Brushing for cover involves spreading of cut and/or chipped material/slash on the route to increase ground cover and/or disguise the route from being visible. It does not involve ground disturbance.

Outsloping of the trail surface is reconfiguring the trail surface to slope out so runoff drains across and off the trail surface versus being concentrated on the trail surface.

Stormproofing the trail surface involves constructing drainage control features that improve the trails resistance to damage during large storms. This mainly involves improving surface drainage. Activities may include construction of drainage control structures, such as waterbars; leadout ditches; armored spillways, ditches, and low water crossings; upgrading culvert sizes; outsloping; and placement of boulders, check dams, and over-side drains; armoring trail surface, etc.

Tilling and ripping of the trail surface is mixing and shattering of the trail soils to break up compaction and concentration of flow. When utilizing this method, operators should avoid creating slots parallel to the slope that may concentrate runoff. Ripping and tilling should be completed on contour or drained off site to avoid concentration of flow.

Chunking of the trail surface is breaking up and movement of the trail surface into 1 to 1½-foot mounds (or higher) set at odd intervals. The purpose of chunking is to break up compaction and flow paths down the trail surface.

Scarification of the trail surface includes any activity that disturbs the trail surface and disrupts drainage patterns. This can include chunking, ripping and tilling the trail surface/soils. The intent is to break up compaction and concentration of flow.

Hand earthwork involves ground disturbing work to be completed through hand crews and hand held equipment, with potentially minor use of wheel barrels and ATVs to transport material. Hand earthwork may include construction of drainage control structures, such as waterbars; leadout ditches; armored spillways, ditches, and low water crossings; and placement of boulders, check dams, and over-side drains; etc. Actions may also include raking, removal of berms, stabilization of gullies, placement of erosion control (wattles, silt fencing, straw bales, erosion control matting, mulching, slash, sandbags, etc.), seeding with native seed, and/or spreading of cut and/or chipped material/slash on the route to increase ground cover and/or disguise the route from being visible.

Earthwork involves ground disturbing work to be completed with mechanical equipment such as excavators, bulldozers, or similar equipment. Earthwork may include actions described in hand earthwork. Activities include construction of drainage control structures, such as waterbars; leadout ditches; armored spillways, ditches, and low water crossings; outsloping; and placement of boulders, check dams, and over-side drains. Actions may also include recontouring cut and fill slopes, eroded and/or disturbed areas; removing outside berms and culverts; filling in of ditches and gullies; ripping the route surface; and/or chunking the route surface. Decommissioned routes will have erosion control and debris (slash, boulders, organic matter, or erosion control materials) added to provide cover and block access. Erosion control methods may include placement of wattles, silt fencing, straw bales, erosion control matting, mulching, slash, and/or sandbags; seeding with native seed; and/or

spreading of cut and/or chipped material/slash on the route to increase ground cover and/or disguise the route from being visible. Some routes being added to the system may require (in addition to stormproofing) surface armoring, such as chip sealing, aggregate, and/or paving.

Extensive Earthwork and Restoration includes actions described in earthwork but may also include extending the area of impact outside the road prism up to 20 feet from the road prism edge. These sites require more intensive efforts to restore hydrologic function and soil productivity. More intensive efforts may include recontouring of the hillside, filling in of throughcuts and gullies with imported/transported fill, grade stabilization in diverted streams or at stream crossings, re-establishment/stabilization of channels, removal of large amounts of fill, and additional erosion control.

Design Features

Design features have been incorporated into the project to mitigate or reduce adverse impacts and achieve desired outcomes. These measures were guided by the direction in the Forest Plan, project-specific objectives, and concerns identified by the Forest Service and the public during scoping:

- Should any previously unrecorded cultural resources be encountered during implementation of this project, all work would immediately cease in that area and the Forest Heritage Program Manager (HPM) would be notified immediately. Work could resume after approval by the HPM, provided any recommended Standard Protection Measures were implemented. Should any cultural resources become damaged in unanticipated ways by activities proposed in this project, the steps described in the Regional Programmatic Agreement for inadvertent effects would be followed.
- Should the project boundaries or activities be expanded beyond the current area of potential effect, such as for routes requiring "extensive restoration and earthwork," National Historic Preservation Act Section 106 compliance for this project would be incomplete until additional cultural resource review was completed. The HPM would be kept informed of the status of various stages of the project, so that subsequent field work could proceed in a timely fashion.
- Prior to decommissioning unauthorized routes, high priority invasive weeds would be identified and removed in order to prevent their spread. Ground disturbing equipment would be thoroughly cleaned of debris before performing earthwork to prevent the introduction of new invasive weeds into the project area. The vegetative restoration of routes with identified invasive species would be monitored annually for at least three years.
- Decommissioning activities at three sites in Hauser Canyon would not occur during the breeding season (March 1 to August 1); or Least Bell's Vireo surveys would be conducted to determine if this species is present within or immediately adjacent to the project area between March 1 and July 1.
- Thirty-two routes in Arroyo Toad habitat would be surveyed prior to and monitored during decommissioning activities.
- Routes where Jacumba Milkvetch, Heart-leafed Pitcher Sage, and Felt-leaved Monardella may occur would be surveyed prior to decommissioning activities.
- Limit maximum speed on unpaved roads to 25 miles per hour to minimize fugitive dust.
- Organic matter at project restoration and decommissioning sites would be retained at the site and be redistributed across the disturbed area (FSH 2509.18).

- Soil cover (on disturbed areas) following decommissioning and restoration activities would be maintained at levels of at least 50 percent of the soil surface in upland area and at least 71 percent in the Riparian Conservation Areas (RCA) (98 feet for intermittent streams and 50 feet for ephemeral streams). Soil cover would consist of rocks, litter, organic matter, low-growing plants, and woody debris. (FSH 2905.18)
- Mechanical equipment use would require ground conditions dry enough to prevent soil compaction, rutting, runoff of sediments to streams, or disturbance (in excess of disturbance needed to restore site). (FSH 2509.18, BMP 2.3, AqEco-2).
- Mechanical equipment refueling would occur outside of the RCA and would have spill containment measures in place during operations. For small quantities (5 gallons or less), fueling of gas-powered machinery would not occur within 25 feet of any body of water or stream channel to maintain water quality. (Road-10, BMP-2.11).
- Staging of equipment would occur outside the RCA (AqEco-2).
- Riparian vegetation would be protected during operations where possible (AqEco-2).
- Decommissioned and restoration sites would be stabilized, restored, and revegetated to a more natural state as necessary to protect and enhance National Forest System (NFS) lands, resources, and water quality (BMP 2.7).
- Sites added to the system would be stormproofed and added to the regular schedule of maintenance. (BMP 2.3, BMP 2.4).
- Sites would have erosion control plans for short and long-term recovery (BMP-2.13).
- Stream crossings would be adequately sized and stabilized (BMP 2.8).
- All other relevant Forest Service best management practices would also be used.

Table 2. *Proposed Action by route, listed by District from south to north and alphabetically by map location (Appendix B) within each District. Route numbers appear on the maps.*

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Anderson/Capitan Grande Reservation	SUA114	0.3	Decommission	63' of barrier needed at rocks just S of RCA; 21' at Reservation boundary; extensive earthwork and restoration throughout
Anderson/Capitan Grande Reservation	SUA114-0.26L-1	0.3	Decommission	21' barrier; earthwork throughout
Anderson/Capitan Grande Reservation	UND313	0.2	Decommission	21' barrier at boundary; extensive earthwork and restoration throughout; pull ineffective barrier further W and reinstall at boundary
Anderson/Capitan Grande Reservation	UND314	1.0	Decommission	21' barrier at SW boundary; extensive earthwork and restoration throughout; 4 vehicles off the road at property boundary (on NFS) need removal
Anderson/Capitan Grande Reservation	UND314-0.44L-1	0.3	Decommission	technical mountain bike trail needs extensive earthwork and restoration throughout
Anderson/Capitan Grande Reservation	UND324	0.4	Decommission	42' barrier at rock outcrop closest to boundary; extensive earthwork and restoration throughout
Anderson/Capitan Grande Reservation	UND8020	0.1	Decommission	previously decommissioned but needs 42' barrier extension and earthwork throughout
Anderson/Capitan Grande Reservation	UND8023	0.2	Decommission	only half of loop on NFS; 21' barrier (E) and 42' (W) at boundary and earthwork throughout
Anderson/Capitan Grande Reservation	UND8294	0.1	Decommission	extensive earthwork and restoration throughout
Anderson/Capitan Grande Reservation	UND8296	0.1	Decommission	extensive earthwork and restoration throughout
Bear Valley	16S12-3.70L-1	0.7	Add for Public Use	Add to System as Motorized Trail; needs stormproofing
Bear Valley	16S12-1	0.5	Decommission	dirt bikes are being lifted over existing barrier; backup fence needs mending or barrier needs to be raised

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Bear Valley	16S12-1.25L-1	0.1	Decommission	dirt bike trail needs 21' of barrier; hand earthwork
Bear Valley	16S12-1.59R-1	0.1	Decommission	105' barrier needs to be added to existing barrier; hand earthwork
Bear Valley	DRD500001-1	0.1	Decommission	21' barrier needs to be added to existing barrier; earthwork throughout
Bear Valley	SUA-133	0.2	Decommission	2 x 21' barrier and earthwork throughout
Bear Valley	SUA-POO-1	0.3	Decommission	extensive earthwork and restoration throughout
Bear Valley	SUA-POO-2	0.3	Decommission	extensive earthwork and restoration throughout
Bear Valley	UND447	0.4	Decommission	105' barrier; earthwork throughout
Bear Valley	UND450	0.1	Decommission	21' barrier on each end; earthwork throughout
Boulder Creek Road South	15S26-0.47R1	0.2	Decommission	hill climb needs earthwork
Boulder Creek Road South	UND125	0.1	Decommission	earthwork throughout; already protected by gate
Boulder Creek Road South	UND375	0.0	Decommission	earthwork needed; already protected by gate
Boulder Creek Road South	UND8026	0.2	Decommission	replace gate with 21' of barrier; extensive earthwork and restoration throughout
Buckman Springs	16S12-5.85R-1	0.1	Decommission	existing fence breached by dirt bikes; needs mending or 63' of barrier
Buckman Springs	16S12-6.014L-2	0.8	Decommission	330' barrier from large redshank in N to upright boulders in S, with gate for helipad; 21' x 2 to fortify existing barrier in N; extensive earthwork and restoration throughout; 450' of barrier and hand earthwork on far side of road
Buckman Springs	UND842	0.4	Decommission	extensive earthwork and restoration throughout; mining at end; no claim posted
Buckman Springs	UND9070	0.4	Decommission	21' barrier at crest of first hill; earthwork up to far side of stream (not on loop past)

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Buckman Springs	UND9073	0.3	Decommission	660' barrier; earthwork throughout
Buckman Springs	UND9075	0.1	Decommission	E half naturally decommissioned; W needs earthwork
Buckman Springs	UND9076	0.0	Decommission	earthwork throughout
Buckman Springs	UND9077	1.0	Decommission	2 x 21' barrier at spot closest to road; 42' at N-most entry; earthwork throughout (except in mapped arch site), unless keeping
Buckman Springs	UND9084	0.0	Decommission	42' barrier; earthwork throughout
Buckman Springs/Long Valley	16S12-6.68L-1	0.0	Decommission	dirt bike gate go-round; barrier needs 21' extension
Carveacre	16S03	1.6	Decommission	earthwork throughout steep portion that connects to Lyons Valley Road
Corte Madera	16S17-0.84R-1	0.0	Decommission	dirt bikes getting around gate; 21' barrier needed on each side (or 3-4 boulders)
Corte Madera	SUA22	0.2	Decommission	overgrown 2-track; occasional use by horse, truck, and Border Patrol; inform landowners and install signage at each end
Corte Madera	UND847	0.4	Decommission	overgrown 2-track; occasional use by horse, truck, and Border Patrol; inform landowners and install signage at each end
El Cajon Mountain	13S10-16.8R1	0.2	Add for Administrative Use	Add to System as actual segment of the Westside Truck Trail, not an unauthorized route, and stormproof
El Cajon Mountain	13S10	0.2	Decommission	earthwork throughout; signage needed to keep admin vehicles on actual road
El Cajon Mountain	13S10-15.72L1	1.1	Decommission	earthwork only on steep segment
El Cajon Mountain	13S10-15.77L1	0.3	Decommission	overgrown, will naturally revegetate
El Cajon Mountain	13S10-15.93L1	0.3	Decommission	earthwork throughout

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
El Cajon Mountain	13S10-16.8R2	0.4	Decommission	old road around large stock pond; earthwork throughout; extensive earthwork and restoration in places
El Cajon Mountain	13S10-17.03L1	0.2	Decommission	earthwork throughout
El Cajon Mountain	13S10-17.03L2	0.5	Decommission	earthwork throughout
El Cajon Mountain	13S10-17.15L1	0.1	Decommission	earthwork throughout
El Cajon Mountain	UND138	0.2	Decommission	earthwork throughout
El Cajon Mountain	UND782	0.1	Decommission	will naturally revegetate
El Cajon Mountain	UND783	0.5	Decommission	will naturally revegetate
El Cajon Mountain	UND784	1.2	Decommission	earthwork throughout
El Cajon Mountain	UND785	0.3	Decommission	extensive earthwork and restoration in places
El Cajon Mountain	UND8135	0.2	Decommission	will naturally revegetate
El Cajon Mountain	UND8137	0.3	Decommission	earthwork throughout
El Cajon Mountain	UND8137-0.02L1	0.4	Decommission	earthwork throughout
El Cajon Mountain	UND8137-0.1L1	0.1	Decommission	will naturally revegetate
El Cajon Mountain	UND8139	0.9	Decommission	earthwork throughout
El Cajon Mountain	UND8139-0.15R1	0.2	Decommission	earthwork throughout
Hauser Wilderness	17S08	2.0	Decommission	shown as System road (S. Boundary) - remove from System; 441' of barrier at S end, including gate on SDG&E pole access, plus 21' at a rock gap; 63' on N end, 60 yards from end; extensive earthwork and restoration throughout
Hauser Wilderness	17S08-3.96L-1	0.1	Decommission	5 imported boulders at entrance; no earthwork

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Hauser Wilderness	17S12	2.0	Decommission	63' barrier on E end; 210' on W; extensive earthwork and restoration throughout, including two stream crossings
Hauser Wilderness	17S12	1.5	Decommission	210' barrier on W end, just above swale just W of main drainage; 42' on E end at existing gate; extensive earthwork and restoration throughout
Hauser Wilderness	17S12-5.92L-1	0.5	Decommission	105' barrier at W end; 21' at E end
Hauser Wilderness	17S12-Spur	0.1	Decommission	earthwork throughout
Hauser Wilderness	UND371	0.2	Decommission	leads to old earthen dam, abandoned well, and trough; metal debris halfway down; earthwork throughout
Hauser Wilderness	UND566	0.7	Decommission	126' barrier at top end (S); extensive earthwork and restoration throughout
Hauser Wilderness	UND568	0.3	Decommission	126' barrier at warning sign; brush for cover
Hauser Wilderness	UND569	0.5	Decommission	5 imported boulders at S end; 42' barrier at N; earthwork for all but southernmost 200 yards
Hauser Wilderness	UND8102	0.8	Decommission	swing gate needs to be replaced by barrier; hand earthwork
Hauser Wilderness	UND865	1.1	Decommission	swing gate needs to be replaced with barrier; earthwork throughout
Hauser Wilderness	UND865-1.06L-1	0.1	Decommission	earthwork throughout
Japatul Valley Road	15S28	1.6	Decommission	intermittent earthwork needed throughout; extensive restoration of some sites
Kitchen Creek Central/Sheephead	15S18-Spur 1	0.1	Decommission	remove barrier; extensive earthwork and restoration throughout; replace barrier
Kitchen Creek Central/Sheephead	15S18-Spur 2	0.0	Decommission	294' barrier from end of hang gliding launch pad to existing barrier

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Kitchen Creek Central/Sheephead	UND173 - SDC KCR Connector	1.1	Decommission	cattle trail to private lands; 147' of barrier needed, including cattle gate or bollards; earthwork 250 yards to the stream plus the loop adjacent to Kitchen Creek Road
Kitchen Creek Central/Sheephead	UND8426	0.1	Decommission	extensive earthwork and restoration throughout
Kitchen Creek Central/Sheephead	UND8436	0.2	Decommission	extensive earthwork and restoration throughout
Kitchen Creek North/Wooded Hill	15S09-2.46L	0.2	Add for Administrative Use	Add to System for pumphouse access; already behind locked gate; needs stormproofing
Kitchen Creek North/Wooded Hill	15S09-2.46L	0.3	Add for Non-Motorized Use	Add to System as non-motorized trail; stormproof with hand crew and stabilize stream crossing
Kitchen Creek North/Wooded Hill	15S10A Spur	0.3	Add for Non-Motorized Use	Add to System as non-motorized trail; turns into singletrack at first drainage and connects to 15S09-2.46L; replace gate at back of group campground with 8 bollards; earthwork to narrow to first drainage plus stormproofing
Kitchen Creek North/Wooded Hill	15S17-1.44L-1	0.1	Add for Public Use	Add to System as dispersed camping spur; earthwork throughout to stormproof; 188' of barrier to delineate campsite
Kitchen Creek North/Wooded Hill & Pine Creek	UND162	0.1	Add for Administrative Use	Add to System as primary driveway for Kemp ranch house
Kitchen Creek South	UND9531	0.7	Add for Non-Motorized Use	add to System as non-motorized trail; 21' barrier with horse gate; 2,000' wire fence; earthwork throughout
Kitchen Creek South	15S17A-0.11R1	1.1	Decommission	21' barrier just past private land entrance in N; extend helibase fence to meet barbed wire further S; earthwork throughout
Kitchen Creek South	CAMERON TK TR-1.74R-1	0.0	Decommission	42' of barrier and earthwork throughout

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Kitchen Creek South	CAMERON TK TR-2.34R-1	0.1	Decommission	315' barrier along road; earthwork throughout; signage needed on road: "stay on road"
Kitchen Creek South	Kitchen Creek 1	0.1	Decommission	needs wire fence for length of road (0.75 miles); earthwork throughout; 5 imported boulders on entrance
Kitchen Creek South	Kitchen Creek 2	0.1	Decommission	210' barrier along pullout; earthwork throughout; wire fence for entire distance between helipad and helibase (0.75 miles)
Kitchen Creek South	Kitchen Creek 3	0.2	Decommission	earthwork throughout; 5 imported boulders on entrance
Kitchen Creek South	UND379	0.1	Decommission	mend 45' gap in barbed wire; earthwork throughout; boulders on entrance
Kitchen Creek South	UND525	0.0	Decommission	105' barrier and earthwork throughout
Kitchen Creek South	UND527	0.0	Decommission	earthwork throughout
Kitchen Creek South	UND8323	0.5	Decommission	21' barrier just past apiary; extensive earthwork and restoration throughout
Kitchen Creek South	UND9065	0.2	Decommission	earthwork throughout; 5 imported boulders on entrance
Lake Morena	UND9549	0.4	Add for Non-Motorized Use	add to System as non-motorized trail; 21' barrier with horse gate at entrance behind trailhead; 4,200' of wire fence along road; intermittent earthwork
Lake Morena	17S02A-0.27R-1	0.4	Decommission	4 boulders at N end, close enough together to block dirt bikes; hand earthwork throughout
Lake Morena	17S07-3.23R-1	0.0	Decommission	84' barrier on E side; 42' on W side; brush for cover
Lake Morena	17S08-0.45R-1	0.0	Decommission	21' barrier in S; earthwork throughout
Lake Morena	UND330	0.3	Decommission	21' barrier 100 yards above boundary; extensive earthwork and restoration in places
Lake Morena	UND333	0.1	Decommission	42' barrier at boundary; extensive earthwork and restoration in places

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Lake Morena	UND335	1.3	Decommission	21' of barrier in N at boundary; extensive earthwork and restoration in places
Lake Morena	UND335-0.25R-1	0.0	Decommission	21' barrier at E end
Lake Morena	UND335-0.31R-1	0.0	Decommission	21' barrier at E end
Lake Morena	UND340	0.5	Decommission	place 4 boulders at W end (behind locked gate); raise horse gate on E end; extensive earthwork and restoration in places
Lake Morena	UND342	0.8	Decommission	extensive earthwork and restoration in places
Lake Morena	UND370	0.1	Decommission	63' barrier in S, 84' in N; place boulders to stabilize dam spillway; earthwork throughout
Lake Morena	UND382	1.3	Decommission	raise horse gate on S entry; extensive earthwork and restoration in places
Lake Morena	UND553	0.7	Decommission	motorized use of Pacific Crest Trail; earthwork throughout; extensive earthwork and restoration in places
Lake Morena	UND555	0.1	Decommission	21' barrier at boundary; earthwork throughout
Lake Morena	UND560	0.0	Decommission	earthwork throughout
Lake Morena	UND565	0.1	Decommission	earthwork throughout
Lake Morena	UND572	0.9	Decommission	extensive earthwork and restoration throughout
Lake Morena	UND601	0.3	Decommission	63' barrier on each end on the property line; extensive earthwork and restoration throughout
Lake Morena	UND602	0.3	Decommission	21' barrier at W end; 147' in E, at first defensible location on NFS (manzanita to manzanita); earthwork throughout; DRD101109-1 is inaccurately mapped - see notes
Lake Morena	UND9090	0.0	Decommission	earthwork throughout

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Lake Morena	UND9091	0.0	Decommission	714' barrier behind turnaround; earthwork throughout
Lake Morena	UND9549-0.20R-1	0.4	Decommission	earthwork throughout on main trail
Long Valley	UND502	0.1	Add for Administrative Use	Add to System for helispot access; stormproof; fix pavement where OHVs are driving onto it, decommission one entry (21' barrier and earthwork) and gate the other
Long Valley	16S15-0.98R-1	0.0	Decommission	barrier listed for UND9095 is sufficient for this one too; earthwork throughout
Long Valley	16S15-1.15R-1	0.4	Decommission	dirt bikes only; 162' barrier on W end; hand earthwork throughout
Long Valley	16S15-1.24R-1	0.0	Decommission	231' barrier and earthwork throughout
Long Valley	16S15-1.38R-1	0.0	Decommission	63' barrier
Long Valley	16S15-1.53R-1	0.1	Decommission	dirt bikes only; 21' barrier at each end
Long Valley	16S15-1.65L-1	0.2	Decommission	dirt bikes only; 126' barrier at E end
Long Valley	16S15-1.78R-1	0.0	Decommission	leads to Bear Valley; extend existing barrier on both sides of Long Valley Loop Road by 168' (N) and 105' (S); stabilize stream crossing
Long Valley	16S15-1.97R-1	0.0	Decommission	leads to Corte Madera Ranch; needs 100 yards extension of barbed wire; carsonite sign on road; recommend private property sign on gate (in addition to existing no trespassing signage)
Long Valley	16S15-3.79R-1	0.2	Decommission	dirt bikes riding stream channel and RCA; 861' barrier needed; earthwork throughout
Long Valley	16S15-4.18R-1	0.0	Decommission	21' barrier at N, 42' next S, 42' at S; earthwork throughout
Long Valley	16S15-6.10R-1	0.1	Decommission	dirt bikes only; 273' barrier; hand earthwork throughout
Long Valley	16S16-0.04R-1	0.4	Decommission	none; to be addressed by other recommendations

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Long Valley	SUA171	0.1	Decommission	63' of barrier; earthwork throughout
Long Valley	SUA171	0.0	Decommission	21' barrier
Long Valley	SUA172	0.1	Decommission	barrier noted for additional route will close this one too; no earthwork required
Long Valley	UND486	0.0	Decommission	dirt bikes only; 63' barrier; hand earthwork
Long Valley	UND488	0.0	Decommission	hand earthwork
Long Valley	UND490	0.1	Decommission	hand earthwork
Long Valley	UND490-0.06R-1	0.0	Decommission	hand earthwork
Long Valley	UND492	0.1	Decommission	hand earthwork
Long Valley	UND500	0.5	Decommission	dirt bikes riding stream channel; 126' barrier at S origin; 84' (E) and 21' (W) at road crossing; 2 x 21' at N end; earthwork throughout
Long Valley	UND504	0.0	Decommission	will naturally revegetate
Long Valley	UND507	0.2	Decommission	will naturally revegetate
Long Valley	UND509	1.0	Decommission	100' barrier on NW end; 60' on SE end; earthwork throughout
Long Valley	UND9095	0.1	Decommission	84' (extending the Legacy 147') on the upstream side (N); 63' on the downstream side (S); 126' further S; earthwork outside of channel
Long Valley	UND9096	0.2	Decommission	105' barrier; brush for cover
Long Valley	UND-Trail130	0.4	Decommission	leads to RCA; 21' of barrier
Long Valley	UND-Trail57	0.2	Decommission	will naturally revegetate
Mount Laguna	15S20B	0.8	Add for Administrative Use	Add to System for admin water tank access; stormproof; gate wide open, should be closed; add horse gate

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Mount Laguna	UND389	0.3	Add for Non-Motorized Use	Add to System as non-motorized trail; needs stormproofing by hand earthwork
Mount Laguna	UND-Trail17	0.4	Add for Non-Motorized Use	Add to System as non-motorized trail; replace gate with barbed wire on S end
Pine Creek	14S05-7.6R1	0.1	Add for Administrative Use	Add to System for access to pumphouse and troughs; needs gate
Pine Creek	14S05-6.61L-1	0.0	Add for Public Use	Add to System as dispersed camping spur
Pine Creek	14S05-6.25R1	0.1	Decommission	399' barrier; earthwork to stream crossing; 362' on SE side of road; 462' on NW; 378' x 2 further down road
Pine Creek	14S05D-Extension	1.0	Decommission	barrier already in place; extensive earthwork and restoration needed throughout
Pine Creek	Pine Creek 1	0.0	Decommission	42' barrier (or 2 hazard trees) to close spur that approaches stream; leave and stormproof loop pullout
Pine Creek	Pine Creek 2	0.1	Decommission	399' barrier; earthwork throughout
Pine Creek	Pine Creek 3	0.1	Decommission	252' + 21' barrier along Pine Creek Road; earthwork throughout
Pine Creek	Pine Creek 4	0.0	Decommission	earthwork throughout
Pine Creek	UND8114	0.2	Decommission	21' barrier needed at each end; earthwork throughout
Pine Creek	UND872	0.9	Decommission	effective barrier in place; extensive earthwork and restoration throughout
Pine Creek	UND985	0.2	Decommission	place 21' barrier to leave a single campsite near the road; earthwork to end
Pine Creek	UND985	0.1	Decommission	315' barrier along Miner's Road; extensive earthwork and restoration throughout
Tule Springs	UND-Trail81	2.6	Decommission	21' barrier; earthwork only for first 600 yards

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Boulder Creek Road	UND114-2	0.2	Add for Non-Motorized Use	Add to System as non-motorized trail; 21' barrier to prevent vehicle access to RCA; stormproofing throughout
Boulder Creek Road	UND102	0.1	Add for Public Use	Add to System as viewpoint; existing barrier needs 147' extension on uphill side to road
Boulder Creek Road	UND114	0.2	Add for Public Use	Add to System as dispersed camping spur; needs stormproofing
Boulder Creek Road	13S08-10.95R-1	0.1	Decommission	21' barrier just before borrow site; earthwork throughout
Boulder Creek Road	13S08-8.83R-1	0.1	Decommission	231' barrier, including gate; earthwork throughout staging area and start of permitted route to apiary
Boulder Creek Road	Boulder Creek 1	0.0	Decommission	place 14 boulders to block access
Cedar Creek	13S06-11.6L1	0.5	Decommission	168' barrier; earthwork to where it reenters the RCA
Cedar Creek	13S06-5.2R1	0.3	Decommission	previously closed; reinforce existing barrier using on-site boulders
Cedar Creek	River Gorge 1	0.3	Decommission	357' barrier from stream channel to boundary, set back from road; earthwork throughout
Cedar Creek	UND191	0.5	Decommission	earthwork to RCA; hand earthwork for remainder
High Point	High Point 1	0.3	Decommission	42' barrier midslope; earthwork only on initial steep climb
Inaja/Upper San Diego River	UND384	3.2	Decommission	gate at boundary should be replaced with 21' of barrier; previously and then naturally decommissioned beyond confluence; earthwork down to confluence turnaround plus hand work beyond to mainstem crossing
Inaja/Upper San Diego River	UND384-SPUR2	0.1	Decommission	earthwork throughout; 600' wire fence
Inaja/Upper San Diego River	UND384-SPUR3	0.0	Decommission	earthwork throughout; 250' wire fence
Indian Flats	PCT-SPUR-PRD	0.7	Add for Non-Motorized Use	Add as Non-Motorized Trail; connects PCT to BLM land; accesses spring from PCT; heavily used by horses; stormproofing throughout

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Indian Flats	UND148	0.0	Add for Public Use	Add to System as actual road rather than the steep section; SE intersection needs to be widened by 10'; armor road surface
Indian Flats	9S05-4.70L-1	0.1	Decommission	42' barrier; earthwork throughout
Indian Flats	9S05-5.25R-1	0.1	Decommission	42' barrier set back from road; earthwork throughout
Indian Flats	9S05-6.98R1	0.0	Decommission	63' barrier; stabilize stream crossing; brush entrance
Indian Flats	9S05A	0.0	Decommission	21' barrier at top (E) and 42' at bottom (W); extensive earthwork and restoration throughout
Indian Flats	UND149	0.1	Decommission	21' barrier at base of road prism; extensive earthwork and restoration throughout; old water tank (6' diameter, 6' long) should be removed
Indian Flats	UND268	0.5	Decommission	earthwork throughout
Indian Flats	UND51	1.1	Decommission	21' barrier at boundary (top of throughcut); earthwork throughout
Indian Flats	UND55	0.0	Decommission	21' barrier at midpoint; earthwork throughout
Indian Flats	UND856	0.1	Decommission	earthwork throughout
Pamo Valley	UND105	0.2	Add for Administrative Use	Add to System for water tank access; needs barrier measurement and gate; not needed beyond intersection with UND115
Pamo Valley	UND106	0.0	Add for Administrative Use	Add to System for water tank access
Pamo Valley	UND115	0.0	Add for Administrative Use	Add to System for water tank access
Pamo Valley	12S07-1.27R-1	0.1	Add for Public Use	Add to System as viewpoint access; needs stormproofing and realignment
Pamo Valley	UND887	0.0	Decommission	315' barrier; remove old concrete crossing; earthwork throughout

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Pamo Valley	UND9003	0.1	Decommission	126' barrier; earthwork throughout
Pamo Valley	UND94	0.1	Decommission	place 5 boulders (available on-site) to prevent renewed vehicle incursions; be sure to leave room for an engine to turn around; pull 6 posts and barbed wire
Tule Springs	14S07-6.35L1	0.3	Decommission	63' barrier
Tule Springs	14S07-6.79R-1	0.4	Decommission	42' barrier; earthwork throughout
Tule Springs	UND720A	0.8	Decommission	only SE-most 300 yards needs extensive earthwork and restoration; Tule Springs Road needs gate with 84' of barrier on each side at Pine Grove; trough in Recommended Wilderness needs removal
Tule Springs	UND720B	0.8	Decommission	420' barrier
Tule Springs	UND735	0.1	Decommission	will naturally revegetate
Tule Springs	UND736	0.5	Decommission	will naturally revegetate
Tule Springs	UND740	0.4	Decommission	ends at stream crossing; 21' of barrier; 20' x 40' foundation and massive abandoned well need removal
Tule Springs	UND741	0.1	Decommission	will naturally revegetate
Tule Springs	UND742	0.6	Decommission	E end in use to stream crossing, will naturally revegetate; naturally decommissioned to the next stream crossing; W end needs 21' barrier and hand earthwork to 2nd stream crossing
Tule Springs	UND744	0.1	Decommission	will naturally revegetate
Tule Springs	UND745	0.5	Decommission	42' barrier; earthwork throughout
Tule Springs	UND747	0.2	Decommission	first half will naturally revegetate; second half is already naturally decommissioned

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Will Valley	UND386	0.5	Decommission	replace gate with 42' barrier at boundary; earthwork throughout
Will Valley	UND386-0.67L-1	0.1	Decommission	earthwork throughout; fence boundary with Will Valley; place 7 bollards on W end
Bedford	BD-2	0.1	Decommission	21' barrier at bottom; earthwork throughout
Bedford	BD-4	0.2	Decommission	63' barrier at top, 21' in middle, 42' at bottom; earthwork throughout
Bedford	BD-5	0.1	Decommission	63' barrier at top, 84' at bottom; earthwork throughout
Bedford	BD-7	0.2	Decommission	294' barrier, including gate; stormproofing needed; permitted route to apiary
Bedford	UND-Trail301	0.2	Decommission	42' barrier at top, 21' at bottom; earthwork throughout
Bedford	UND-Trail302	0.6	Decommission	63' barrier at top; 105' at bottom + 21' at top of guzzler; earthwork throughout
Elsinore Peak	7S04-Spur	0.0	Decommission	needs gate at bottom of Hixon Truck Trail
Fox Spring/Lucas Canyon	UND418	0.5	Add for Non-Motorized Use	Add to System as non-motorized trail; needs stormproofing and minor realignment
Long Canyon/Ortega Highway	UND8405	0.3	Decommission	240' barrier (preferably wood); earthwork throughout
Long Canyon/Ortega Highway	UND8406	0.3	Decommission	barriered by UND8405; earthwork throughout
Long Canyon/Ortega Highway	UND8408	0.3	Decommission	barriered by UND8405
Margarita Peak	UND9120	0.4	Add for Non-Motorized Use	21' barrier and horse gate; earthwork throughout, retain and stormproof a non-motorized System trail
Margarita Peak	8S01-3.54L-1	0.0	Decommission	gate go-round needs 21' barrier; brush for cover
Margarita Peak	8S01-5.95R-1	1.1	Decommission	dirt bike trail along Wilderness boundary; 21' barrier

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
North Main Divide	UND8706	0.1	Add for Administrative Use	Add to System for helipad and water tank access; needs gate and 63' of barrier on each side
North Main Divide	3S04-10.05R-1	0.2	Decommission	63' barrier at each end; earthwork throughout
North Main Divide	3S04-5.26L-1	0.0	Decommission	gate go-round needs 42' barrier at bottom (SW) and a carsonite sign at top
North Main Divide	3S04-5.86L-1	0.2	Decommission	126' barrier; earthwork throughout
North Main Divide	SKYLINE-SPUR1	0.7	Decommission	21' barrier (SW) and 63' (NE); extensive earthwork and restoration throughout
North Main Divide	SKYLINE-SPUR2	0.2	Decommission	42' barrier; extensive earthwork and restoration throughout
North Main Divide	UND11	0.3	Decommission	old dozer line behind FS gate; earthwork throughout
North Main Divide	UND5	0.4	Decommission	no barrier needed (behind locked gate); hand earthwork needed down to first intersection
Silverado Canyon	5S04-0.33L-1	0.1	Decommission	168' barrier on E side; 63' on W side and excavate tank trap further; no earthwork needed on route
Silverado Canyon	5S04-0.45R-1	0.0	Decommission	42' barrier on S side of existing gate; 2 sections perpindicular to each other to prevent dirt bikes from getting around the gate
Silverado Canyon	5S04-5.25R-1	0.1	Decommission	63' barrier on downslope end; 21' in middle; 21' upslope; earthwork throughout
Trabuco Canyon	UND201	0.3	Add for Non-Motorized Use	Add to System as non-motorized trail; needs hand earthwork, cleared to top of first eroded section; connects to other non-System trails, leaves from marked County trails
Trabuco Canyon	6S13-2.86L-1	0.1	Decommission	first stream crossing: replace 7' barrier on N side; place 2 additional boulders on S side
Trabuco Canyon	6S13-3.08R-1	0.1	Decommission	105' barrier, behind 2 trees

Map Location	Route Number	Length (miles)	Action Type	Proposed Action
Trabuco Canyon	6S13-3.66R-1	0.1	Decommission	second crossing: 5 boulders or dam pieces across stream channel; 42' of barrier just upstream along road
Trabuco Canyon	6S13-4.54R-1	0.0	Decommission	fourth stream crossing: 42' of barrier just upstream along road
Trabuco Canyon	6S13-5.56L-1	0.0	Decommission	trailhead at end of road: extend barrier by 21' to keep dirt bikes off trail; 84' barrier along base of slope, behind sycamore
Trabuco Canyon	TC Pvt Spur	0.0	Decommission	21' barrier including gate; private landowner permission granted to prevent unauthorized motorized access to the National Forest
Wildomar/South Main Divide	SUA28	0.1	Add for Non-Motorized Use	42' barrier with horse gate, place boulders at ends of barrier; earthwork throughout to narrow and stormproof; retaining a non-motorized System trail
Wildomar/South Main Divide	SUA28-SPUR	0.1	Decommission	foot/horse trail to RCA needs hand earthwork
Wildomar/South Main Divide	UND8243	0.1	Decommission	horse trail; hand earthwork throughout
Wildomar/South Main Divide	UND8248	0.1	Decommission	horse trail; descent to creek needs hand earthwork
Wildomar/South Main Divide	UND8250	0.1	Decommission	horse trail; descent towards creek needs hand earthwork

2.3 - Comparison of Alternatives

This comparison of alternatives provides a summary of the effects of implementing each alternative. Information in the table is focused on instances where different levels of effects or outputs can be distinguished quantitatively or qualitatively among alternatives.

Table 3. *Comparison of Alternatives.*

	Alternative 1 (No Action)	Alternative 2 (Proposed Action)
Soils and Water	Soil erosion, water quality issues, and riparian habitat degradation would persist on unauthorized routes throughout the project area.	Soil erosion, water quality issues, and riparian habitat degradation would be reduced throughout the project area, through decommissioning of many routes and stormproofing and maintenance of those being added to the System.
Air Quality	Unauthorized routes in the project area would continue to generate low levels of both emissions and dust, which would not be expected to cause any significant local or regional air quality impacts.	Unauthorized route decommissioning and stormproofing in the project area would generate low levels of both emissions and dust, which would not be expected to cause any significant local or regional air quality impacts.
Biological Resources	The endangered, threatened, sensitive, and management indicator species would continue to be adversely affected by unauthorized routes, along with the spread of invasive weeds and increased fire risk associated with the routes.	The Proposed Action is expected to have no effect on threatened or endangered species and would not be likely to result in a trend toward federal listing or a loss of viability for sensitive animal species. The decommissioning of unauthorized routes would improve habitat conditions for threatened, endangered, sensitive, and management indicator species, and would result in the control of several high priority invasive weeds.
Recreation and Public Safety	Recreationists seeking intact areas would continue to be negatively affected by OHV use of unauthorized routes.	The Proposed Action would bring the National Forest into better alignment with the Land Management Plan, by providing a variety of OHV opportunities on designated trails, including a new trail, while addressing resource issues and use of unauthorized routes. One System Road, Carveacre, would no longer be available for public motorized use.
Cultural Resources	Damage would continue to occur to 29 known prehistoric and historic sites through ongoing OHV use.	Along with design features that address cultural resources (p. 7), this finding determines that there would be no direct, indirect, or cumulative effects to cultural resources under the Proposed Action.

3 - ENVIRONMENTAL CONSEQUENCES

This chapter provides an overview of the physical, biological, and social environments of the project area and the potential changes to those environments that would result from implementing each of the alternatives. Included in this analysis is an assessment of the cumulative effects of the alternatives on the physical, biological, and social environments. This chapter also presents the scientific and analytical basis for comparison of the two alternatives presented in chapter 2 of the EA.

3.0.1 – Scope of Cumulative Effects Analysis

This section describes the scope of cumulative effects used for analysis of the two alternatives for the physical, biological, and social environments. Cumulative impacts are those impacts resulting from the incremental impact of an action when added to other past, present, or reasonably foreseeable actions. The cumulative effects are summarized within each resource section.

Because this project would occur across all three Ranger Districts, the Cleveland National Forest as a whole is the appropriate scope for cumulative effects analysis. The project would be implemented over the next five years, and so that is the appropriate temporal scope for the analysis.

Activities to be considered for cumulative effects analysis include:

- Continued operation and maintenance of existing roads, trails, trailheads, campgrounds, and other Forest Service facilities.
- Ongoing recreational activity across the National Forest.
- Special use authorizations including utilities and a variety of other uses.
- Recent wildfires, including the effects of the massive 2003 and 2007 fires.
- Fuels management projects in multiple areas.
- Ongoing invasive species management and aquatic organism passage projects.
- Development and activities on private inholdings and adjacent lands.

3.1 - Physical Environment

This section evaluates impacts of the two alternatives to soils, water, and air quality.

3.1.1 – Soils and Water

The watershed designations used by the Forest Service come from the National Hydrologic Database maintained by the United States Geologic Survey. The project lies within 30 different hydrologic unit code 12 (HUC) subwatersheds. The project area is a very small percentage of the overall subwatersheds' acreage.

In total, there are approximately 213 miles of perennial stream and 2,380 miles of seasonal stream (primarily intermittent and does not include all ephemeral channels) in the project subwatersheds. Along streams, lakes, wetlands, seeps, springs and other hydrologic features are riparian areas that are managed as riparian conservation areas (RCAs). RCAs are a key component in protecting fish, water quality, and wildlife habitat. The primary RCA management emphasis is on protecting and, where necessary, restoring the condition of riparian and aquatic habitats. Activities in RCAs have more restrictions as riparian areas tend to support more sensitive habitats. Widths of RCAs for various hydrologic features are listed in Table 4.

***Table 4**. Riparian Conservation Areas.*

RCA type	Width of the Riparian Conservation Area
Perennial Streams	328 feet on each side of the stream, measured from the bank full edge of the stream.
Seasonally Flowing/Intermittent Streams	98 feet on each side of the stream, measured from the bank full edge of the stream.
Stream in Inner Gorge (Gorge slopes of 70% or more)	Top of inner gorge.
Lakes, ponds, wetlands, seeps, and springs	328 feet from edge of feature or riparian vegetation, whichever is greater.
Extended Riparian conditions: • Perennial stream with riparian condition extending more than 164 feet from edge of streambank. • Seasonal stream with riparian conditions extending more than 33 feet from edge of streambank.	328 feet from edge of feature or riparian vegetation, whichever is greater.
Other hydrological or topographic depressions without a defined channel (meadows, vernal pools)	RCA width and protection measures determined through project level analysis.

Elevation of the project area ranges between approximately 280 to 3,960 feet. Precipitation across the project area sites are dominated by rain, and generally accumulate between 15 to greater than 30 inches annually.

The two soil series that cover the majority of the project area are La Posta (~52 acres) and Cieneba (~40 acres). The rest of the soil series have less than 24 acres each. The majority of soils have developed from bedrock weathered in place (mostly igneous and some metamorphic) with lesser soils comprised of alluvium (transported material). Erosion hazard ratings for the two main soils series range from Moderate to Very High. For road building, all soils in the two series rate as Severe erosion hazard.

The California Regional Water Quality Control Boards (San Diego region, Santa Ana region, and Colorado River Basin region) designate the beneficial uses for all surface and ground waters through each region's basin plan. These beneficial uses, of which recreational and ecosystem uses were the most common in the project area, were included in the analysis of effects and are documented in the project record.

Forest Roads and Unauthorized Routes

Roads are the number one anthropogenic contributor of sediment to streams and have been found to change both soil properties and hydrologic behavior; however, road segments vary as to the amount they impact watershed resources depending on amount of use, proximity to water, design, slope, and composition. Sediment production usually increases with an increase in traffic. Hydrologically connected roads expand the drainage network, increasing peak flows, bank instability, and sediment delivery. For roads within the RCA, close proximity to water increases the likelihood of hydroconnectivity.

Roads can be designed to minimize impacts through stormproofing, implementation of Best Management Practices (BMPs), aggregate surfacing, relocation, and decommissioning. The objectives of stormproofing roads are to improve drainage of roads to handle runoff from large storms (50 to 100 year-sized storms) and minimize road related damage to the hydrologic system. This helps

minimize maintenance and increases the life of roads. Aggregate surfacing and revegetation of bare soil, road ditches, and road prisms reduce the amount of sediment produced by roads and ditches by trapping sediment and stabilizing slopes. Surfacing roads has been found to reduce road related sediment production by more than an order of magnitude (Coe, 2006). Relocation and decommissioning of routes is a long-term management action to reduce road impacts and is sometimes necessary. Decommissioning can result in a short-term impact, such as an increase in sediment production; however, there is a long-term benefit after the formerly roaded area has recovered and regained vegetative cover.

Best Management Practices

BMPs are an agreement between the U.S. Forest Service and the State and Regional Water Boards to control nonpoint source discharges by implementing control actions certified by the State Water Board. The Regional Water Board enforces compliance with BMP implementation to ensure that water quality is protected. The objectives of BMPs are to meet road needs for users while minimizing disturbance and protecting water quality, aquatic organisms, riparian areas, and downstream beneficial uses. Forest system roads are typically built to follow BMP standards, stormproofed, and surfaced when fiscally feasible. BMPs are generally not implemented on user-created routes.

RCAs and Routes

RCAs are a key component in protecting aquatic/riparian dependent species, water quality, and wildlife habitat. RCAs include areas adjacent to streams and other aquatic habitat where the primary management emphasis is on protecting and, where necessary, restoring the condition of riparian and aquatic habitats. Typically, the RCA provides corridors for wildlife and acts as a buffer to prevent impacts to water quality, such as sediment delivery. Riparian vegetation, ground cover, and permeable soils facilitate water infiltration, slow runoff, retain sediment, and in turn, decrease peak flows within a stream. A lack of vegetation, lack of ground cover, and increased soil compaction can increase peak flows and sediment delivery, and negatively affect fish habitat downstream, water quality, and stream health. Roads are compacted, exposed surfaces that can increase peak flows by expanding the existing drainage network. Roads within the RCA have a higher likelihood of impacting watershed resources because of proximity to water resources. Increased peak flows can cause channels to incise, decrease bank stability, increase sediment production, and lead to lower groundwater tables.

Stream Crossings

Stream crossings are the most common location for sediment delivery from roads. Sediment delivery at crossings occurs from bare, hydrologically-connected, inboard road ditches, road surfaces and from crossing fill around culverts eroding into stream channels. The majority of sediment appears to be delivered from road surface and road fill slope materials that are detached and transported to the channel in road ditches after heavy road use, wet season road use, or precipitation events of great enough intensity to produce runoff. Graveled road segments tend to deliver less sediment and protect the road surface. Additionally, revegetating, rocking or armoring of inboard ditches can help minimize ditch sediment production. Research indicates that surfacing at the crossings may reduce delivery of sediment to channels by 10-25 times the existing condition. Most user-created routes do not have surfacing at stream crossings nor have they been designed to reduce sediment delivery.

Routes and Beneficial Uses

Increased sediment delivery to streams from routes has negative affects to aquatic organisms and beneficial uses. Aquatic organisms (fish, macroinvertebrates) have difficulty adjusting to chronic

increases in sediment. Chronic sediment levels can reduce species diversity and suffocate or bury egg masses. Reduced species diversity of macroinvertebrates creates a less robust ecosystem. Increased fine sediment fills in pools, reducing summer refugia for aquatic species. Many aquatic species have temperature restrictions outside of which they cannot survive. In the project area, many streams are intermittent with only a few pools remaining year round that provide aquatic habitat. When pools are filled in or made shallower, water temperatures increase and there is less protection from preditors. Increased water temperatures can result in less dissolved oxygen available for aquatic species. As water evaporates, chemical characteristics (such as salts and mineral concentrations) can increase.

Increased sediment can also lead to filling in of reservoirs, negatively affect water clarity, negatively affect variety of aquatic species used for recreation (fishing), and increase flooding potential in depositional areas. Many of the project subwatersheds have downstream reservoirs that supply municipal water for nearby populations.

Site Specific Conditions

Common causes for resource damage observed on the project trails are related to use, poor location, poor drainage, compaction, lack of maintenance, and exploratory driving. These issues have caused reduced soil productivity and vegetative cover, increased erosion, and unstable slopes. They have also caused stream channel diversions, altered hydrologic processes related to concentration of flow and hydroconnectivity, increased sedimentation in streams, and damage to sensitive areas.

Sediment production usually increases with an increase in traffic. Driving on a native surface route or across the soil surface displaces particles on the soil surface, breaks down rock and organic matter, and chronically increases the supply of transportable material. This material can be mobilized during runoff events, especially if the route has concentrated flow. Transportation of route surface material on the project routes is evidenced by the multitude of sediment plumes on and just off most route surfaces in drainage paths (gullies, rills). Several routes have tread loss and are now the lowest spot on the terrain, artificially creating a drainage path. Implementation of best management practices in planning and design of routes helps to minimize the impact of trails and roads on resources and beneficial uses. The majority of routes surveyed were not constructed using best management practices nor have they been maintained.

Poor locations observed on surveyed routes include places such as in or adjacent to stream channels, on steep slopes, or on difficult to drain terrain. In many cases, trails have experienced tread loss, becoming the lowest point on the terrain and in turn have become a drainage course for runoff during precipitation events. Concentration of flow in the trail surface alters the natural hydrologic processes in the area related to infiltration, runoff, and erosion. Concentrated flows have more erosion power and are typically connected to stream channels, delivering more sediment to channels than the natural sediment delivery regime. The additional runoff from concentrated route drainage can also change channel characteristics such as bank stability and flooding as the additional runoff increases the size of peak flows.

The Proposed Action includes 20.4 miles of routes within the RCA. These calculations were completed using the NHD layer that does not capture all the seasonal drainages on the forest. Many trails cross or are parallel to unmapped ephemeral drainages not represented in this calculation. Unlike upland areas, routes in the RCA lack a buffer to deposit sediment before reaching a stream course. Because of proximity, a route in the RCA is more likely to be hydrologically connected to a stream and to have increased sediment delivery to a stream. Even if a trail in a RCA or crossing a RCA has drainage control structures in place to minimize resource damage, trails adjacent to and

crossing RCAs are more likely to deliver increased amounts of sediment than roads outside the RCA because of proximity.

Several surveyed routes observed in the RCA have rutting, compaction, concentrated flow, are hydrologically connected, and have erosion. Drainage paths off these routes typically have sediment plumes and runoff that reaches the channel. Additionally, several surveyed trails are located in the channel and have resulted in direct damage to the stream channel banks and bed, soils, and riparian vegetation.

Poor drainage on the trail surface is very common on most of the surveyed routes as routes are linear features that can easily be converted to runoff paths. Many lack drainage control structures that can minimize resource damage related to runoff and most were not constructed using best management practices. Some of the trails have drainage control structures but have not been maintained allowing the structures to lose effectiveness. Poor drainage increases concentration of flow on the trail surface, which in turn increases erosion and potential for sediment delivery to streams.

Other problems partially related to poor drainage include stream channel diversions. Several routes were observed diverting stream channels at crossings down the trail surface away from the natural flow path. This increases erosion on the route surface and generally leads to the creation of large gullies across the hillside. Stream channel diversions result in large amounts of road fill, route sediment, and hillside sediment from gully formation to be delivered to the channel.

Compaction of the trail surface causes long term changes to soil productivity and hydrologic processes. Almost all trails in the project are compacted and exhibit the effects of compaction. Compaction is the process of collapsing soil under pressure, reducing porosity and permeability and damaging soil structure. Porosity and permeability are essential for a healthy soil, as pores within the soil allow the exchange of air and water at depth that is critical for microorgansims, macroinvertebrates and plant growth. Compaction reduces porosity and permeability necessary for infiltration and increases runoff, which can contribute to increased concentration of overland flow and erosion. Compaction can alter flow paths in the soil and lead to dewatering of areas where water is diverted from. Some of the trails observed in the project that have been compacted exhibit gullies where historically there may not have been runoff paths. These sites probably had higher infiltration that has been reduced due to compaction.

Other observed resource damage included wet season use of routes resulting in rutting and soil displacement. Much like the discussion on compaction above, rutting destroys soil structure, permeability and porosity. Compaction is most likely to occur when soils are wetter. When the soil is fully saturated and water is ponded (during the wet season), soil is physically displaced as water cannot compact under pressure. Porosity in damaged soils is generally lost. Rutted areas on the surveyed routes lack vegetation and have decreased soil productivity. In some locations, existing rutting and ponding has caused users to widen the route to avoid the ponded area. Widening the route surface further increases the area of disturbance and area contributing to runoff.

Lack of maintenance on existing drainage control structures has allowed some of the routes to degrade. Some of the routes have existing drainage control structures, such as waterbars, dips, over-side drains, and culverts; however, because the routes are non-system routes, they are not on the Forests schedule for maintenance and repair. On routes needing maintenance, dips and waterbars have filled. Surface drainage has eroded around over-side drains creating gullies on the fill slope. Culverts have been buried and drainage either flows over the trail surface or is diverted down the trail surface. Failure of drainage control structures increases concentration of flow, erosion, and sedimentation. Trail use without periodic maintenance increases the probability of failure.

Exploratory driving off both non-system routes and system routes was common at many of the surveyed sites, as several of the surveyed sites were initially created through exploratory driving. Exploratory driving creates new routes with the potential to be in poor locations, have poor drainage, and result in compaction. Observed exploratory driving was typically seen in channels or the adjacent RCA, which are the most sensitive areas providing the most needed habitat. These routes have damaged vegetation (riparian and upland species), disturbed stream banks and stream beds, increased sedimentation downstream of disturbed sites, and decreased soil productivity.

Road Density

Subwatersheds with higher road densities have higher risks of chronic sediment delivery. A shortcoming of road density calculations and using them as an indicator of watershed health is that stormproofing, BMP implementation, surfacing, and drainage improvements are not reflected in road density calculations despite the fact that these actions reduce chronic sediment related to roads.

Most of the road densities in the project subwatersheds on FS land are below 2 miles per square mile. A couple of watersheds have higher road densities; however, this is related to the FS owning very few acres in the watershed (ex. Dan Price Creek-Santa Ysabel Creek).

ERAs from Roads

Equivalent Roaded Acres (ERA) is a model used to determine watershed cumulative effects. This model equates the amount of disturbance caused by past, present, and foreseeable future activities and natural disturbance to the amount of impact caused by a native surface forest road. Activities and events are assigned varying coefficients (0 to 1) that represent amount of disturbance per acre compared to the amount of disturbance of one acre of native surface road. Roads have been found to be the highest anthropogenic contributors of sediment to streams and are thus assigned a disturbance coefficient of 1. Roads are estimated to be permanent features on the landscape; other activities are assigned recovery coefficients. Subwatersheds are assigned thresholds of concern (TOC) that represent a critical value and are set based on watershed specific conditions, such as anadromous fish, listed species, beneficial uses, and physical characteristics (soil types, slope gradients, etc). The TOC represents a value of ERA where the potential for adverse cumulative effects increases and adverse water quality effects become very likely. A typical TOC for most watersheds is between 12 and 17%.

Because this project is limited to road management and decreasing road density, this analysis focuses on the ERAs of the existing road and trail system and how the Proposed Action will affect the road ERA value. The calculated road ERA value doesn't include roads on non-FS lands. FS routes contribute very little percent ERA with the majority of watersheds having less than 1% ERA from routes on FS land.

Direct and Indirect Effects of Alternative 1: No Action

There would be no change to road density and the existing trends of resource damage would continue indefinitely. Needed routes that would be added to the system and improved under the Proposed Action would not be added to the maintenance and repair schedule or have additional stormproofing; thus they would continue to degrade. Impacted RCAs in the project area would not be allowed to recover and would continue to degrade as long as use persisted. Unmanaged exploratory driving could continue to increase the area impacted by OHV use. ERAs related to roads and road densities would remain the same and may increase due to exploratory driving. Current trends in effects to beneficial uses would continue.

Direct and Indirect Effects of Alternative 2: Proposed Action

Soil Compaction and Soil Productivity

Soil compaction would be reduced through route decommissioning, restoration, and prevention of exploratory driving. Chunking and scarifying the ground surface and restoration of sites would enhance soil productivity by breaking up compaction, increasing soil permeability, and reestablishing pore space for water, air, and plant growth. Soil structure formation will take time to reestablish; however, removing vehicle use will allow the process to start. Brushing and adding organic debris to disturbed sites will not only reduce erosion but will reintroduce organic matter to depleted soils. Reducing exploratory driving will prevent further damage to soil productivity and soil structure. Soil productivity is the first step toward restoring habitat at a disturbed site.

Decreased compaction would improve infiltration, groundwater recharge, and could improve soil moisture. Increasing soil infiltration capacity would positively affect other hydrologic process such as reducing artificially high runoff and erosion rates related to routes.

Sediment

Overall, the Proposed Action would result in localized long-term reductions of chronic erosion and sedimentation related to the treated routes. There may be short-term (less than five years) increases in sediment related to implementation of the project (decommissioning, stormproofing, other soil disturbance); however, there would be a long-term benefit to watershed resources as the impacted sites recover and stabilize. Decommissioned sites would stabilize through reestablished vegetation, improved hydrologic processes, and eliminated motorized use. Routes added to the system would be stormproofed and maintained using best management practices. When implemented, best management practices have been found to be effective at reducing sediment related to Forest activities. Effects would not be measurable at the HUC 6 watershed scale.

Several characteristics of the surveyed routes (poor location, proximity to the RCA, poor drainage, stream channel diversions, compaction, and wet season use) are contributing to increased sediment and erosion. The Proposed Action would address surveyed sites according to the management recommendation for each site, either adding the route to the system as a non-motorized trail or road, or decommissioning the site.

As mentioned, driving on a native surface route or across the soil surface displaces particles on the soil surface, breaks down rock and organic matter, and chronically increases the supply of transportable material. Decreasing the number of roaded miles and managing road use (road closures) will reduce the supply of transportable material created by motor vehicle use.

Sediment on routes added to the system would be reduced through stormproofing, maintenance and repair. As discussed before, several routes concentrate runoff on the route surface. Stormproofing

works to disperse flow and prevent concentrated runoff, decreasing the erosive power of road drainage. It also includes disconnecting road related runoff from stream crossings and reducing potential for stream channel diversion. This reduces potential for sediment delivery and for erosion/gully formation.

Routes decommissioned would no longer have motorized vehicle use and existing drainage and chronic erosion issues would be addressed through site restoration. The linear route features would no longer exist to concentrate flow and alter hydrologic processes. Chunking, scarification, and dispersal of cover in the form of rock, and/or wood and plant debris will increase surface roughness, groundcover, and infiltration. Surface roughness decreases the potential for concentration of flow and erosion of the soil surface. Ground cover will protect the ground surface from raindrop erosion and soil sealing. Infiltration will prevent increased runoff that can increase erosion. Additionally, the number of stream crossings would be reduced, reducing chronic sediment delivery related to these stream crossings. Stream crossings have the highest potential for sediment delivery on roads.

Of particular importance are the routes identified for treatment that are located in the RCA. Treatment of sites in the RCA would have a beneficial effect on sedimentation caused from the routes. Because of proximity, these sites are more likely to contribute sediment and to be hydrologically connected. As mentioned in Site Specific Observations, several routes were found to be located in the stream channel, damaging stream banks, the stream bed, and riparian vegetation. Decommissioning these routes and preventing motorized use would allow the impacted channels to stabilize, reducing sedimentation. Riparian vegetation would reestablish and assist in stabilizing the channel banks. Erosion related to motorized use would decrease, and natural sediment transport regimes would reestablish.

Short term impacts of project implementation would be minimized through best management practices and project design. BMPs would be implemented to ensure compliance with the Clean Water Act. They have been approved by the State Regional Water Quality Control Board. Best Management Practices Evaluation Program is annual monitoring and reporting that the SRWQCB requires for ground disturbing activities. This project would be included in the sampling pool.

Hydrology

Overall, the Proposed Action would result in improved hydrologic processes currently impacted by the Proposed Action routes; however, these effects would not be measurable at the HUC 6 watershed scale.

Several characteristics of the surveyed routes (poor location, proximity to the RCA, poor drainage, stream channel diversions, compaction, and wet season use) are contributing to alteration of natural hydrologic processes such as infiltration, runoff, peak flows, and channel characteristics. The Proposed Action would address surveyed sites according to the management recommendation for each site, either adding the route to the system as a non-motorized trail or road, or decommissioning the site.

Hydrologic processes on routes added to the system would be improved through stormproofing, maintenance and repair. Stormproofing works to disperse concentrated road runoff, slowing water and increasing potential for infiltration (off the road surface). It also includes disconnecting road related runoff from stream crossings and reducing potential for stream channel diversion. All of these actions reduce the increase in peak flow discharge that can result from concentration of runoff on roads and connection to streams. When peak flows are returned to a more natural range, so is the flooding potential. Channel stability increases as well.

Hydrologic processes on decommissioned routes would be improved as the linear route features would no longer exist to concentrate flow and alter hydrologic processes. Site restoration would improve infiltration, porosity and permeability. Runoff related to concentration of flow on the route surface and compaction would be reduced. Improved hydrologic processes will support vegetative regrowth, which will further stabilize the site. Groundcover added to the disturbed soils would slow runoff. Slowing runoff and increasing infiltration would decrease peak flows and channel instability. Overall, rehabilitation of hydrologic processes including dispersal of road surface drainage and disconnecting road drainage from channels would have a positive effect on local hydrology and stream habitat.

Cumulative Effects

The Proposed Action would not result in measureable effects at the HUC 6 watershed scale. Localized effects would be beneficial to watershed resources, as currently impacted RCAs would be allowed to recover and there would be a net decrease in road density.

Changes to Road Density

A total of ~70 miles of route are proposed for decommissioning. Because the routes are spread across the National Forest, there is not a significant decrease in road density in each of the subwatersheds. The two subwatersheds with the majority of routes to be decommissioned include Morena Reservoir-Cottonwood Creek and El Capitan Reservoir-San Diego River.

The Proposed Action includes decommissioning of approximately 18 miles of routes within the RCA, which will directly protect the RCAs that are currently being impacted by motorized access. These routes are more likely to negatively impact water quality and beneficial uses because of proximity to stream courses and sensitive habitat.

Changes to Road ERAs

The changes to ERAs, which measures at watershed scale, are not significant and only equal to a minor reduction in the percent ERA. Morena Reservoir-Cottonwood Creek subwatershed has a decrease of 0.2%, which is the greatest decrease in ERA of the project affected subwatersheds. In this project analysis, only the ERA value of decommissioned routes contributed to a change in percent ERA. The addition of existing routes to the system did not affect the ERA value because the pre-project ERA value includes all roaded acres (system and non-system routes) on FS land in the calculation. The existing and post project ERA value for an existing non-system routed added to the system would be the same value. It is also important to note that stormproofing of existing routes is not included in the ERA calculation as the calculation only looks at roaded acres and does not consider drainage improvement. All the sites added to the system would be stormproofed to improve drainage.

Impacts to Beneficial Uses

At the HUC 6 watershed scale, project activities will not result in significant negative or positive effects to beneficial uses. At the localized scale, activities will result in positive impacts to beneficial uses that rely on improved water quality and habitat.

3.1.2 – Air Quality

This project falls within the boundaries of the San Diego Air Basin and the South Coast Air Basin. According to the Regional Trends and Forecasts from the ARB Almanac 2013 for the San Diego Air Basin, "emissions are concentrated mainly in the western portion of the County." Additional air pollution from outside areas such as the adjacent South Coast basin and Mexico can be present. The South Coast Air Basin is extremely populated and "is home to more than 43% of California's population." More than half of the Proposed Action will take place within the San Diego Air Basin.

The San Diego Air Basin and South Coast Air Basins are currently designated in a mix of attainment statuses for several pollutants. Some pollutant concentrations may meet federal standards but not state standards. Carbon monoxide, nitrogen dioxide, and sulfur dioxide are in attainment for both state and federal standards in both basins, as is lead in the San Diego Air Basin. A tabular representation of each pollutant's status can be found in Table 5 (San Diego) and Table 6 (South Coast).

Table 5. *Federal and State Air quality attainment status for the San Diego Air Basin. Areas classified as "attainment" meet the established standards of the applicable ambient air quality standard. Areas of "nonattainment" do not meet the standards and may have additional restrictions due to this status.*

Criteria Pollutant	Federal Designation	State Designation
Ozone (8-hour)	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
PM_{10}	Unclassifiable	Nonattainment
$PM_{2.5}$	Attainment	Nonattainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	(no federal standard)	Attainment
Hydrogen Sulfide	(no federal standard)	Unclassified
Visibility	(no federal standard)	Unclassified

Information from California Air Resources Board: http://www.arb.ca.gov/desig/adm/adm.htm

Table 6. *Federal and State Air quality attainment status for the South Coast Air Basin. Areas classified as "attainment" meet the established standards of the applicable ambient air quality standard. Areas of "nonattainment" do not meet the standards and may have additional restrictions due to this status.*

Criteria Pollutant	Federal Designation	State Designation
Ozone (8-hour)	Nonattainment	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment	Attainment
Lead	Nonattainment	Attainment
Sulfates	(no federal standard)	Attainment
Hydrogen Sulfide	(no federal standard)	Unclassified
Visibility	(no federal standard)	Unclassified

Information from California Air Resources Board: http://www.arb.ca.gov/desig/adm/adm.htm

Sensitive receptors are people, places, or things that could be impacted from smoke generated by the implementation of this project. There are several sensitive receptors within a 10 mile vicinity of the project. See Table 7 for a description of sensitive receptors and the estimated distances to the project.

Table 7. *Potential sensitive receptors within and near the project.*

Potential Sensitive Receptor Type	Description	Approximate Distance (miles)
Highways / Major Routes	I-15	2
	91	1.5
	I-8	Less than 1
	79	Less than 1
Communities (selected examples, several more exist)	Alpine	Less than 1
	Holcomb Valley	3
	Warner Springs	3.75
	Corona	4.5
	Lake Elsinore	6
	Lakeside	7
	Ramona	8.5
	Campo	5
	Mt. Laguna	4
Recreation Areas	Several recreation facilities within each community.	
Wilderness Areas	San Mateo Canyon	Less than 1
	Agua Tibia	6
	Pine Creek	1
	Hauser	Less than 1

Direct and Indirect Effects of Alternative 1: No Action

Under the No Action alternative, no treatments would be conducted. Direct and indirect effects include current emissions and air quality trends for the project area. Under this scenario, it is reasonable to assume that OHV use and management in the project area would continue to generate low levels of both emissions and dust, which would not be expected to cause any significant local or regional air quality impacts.

Direct and Indirect Effects of Alternative 2: Proposed Action

Implementing the treatments of Alternative 2 would result in emissions and therefore a temporary reduction in air quality. However, the impacts from vehicle and machinery emissions will be spread out over many days with low intensity impacts. Conservative modeling results indicate that air quality standards will not be exceeded during implementation of the project from activities conducted under this Proposed Action. In addition, a decrease in routes may improve air quality by reducing fugitive dust from vehicle travel on decommissioned routes. Table 8 compares federal conformity thresholds to the project's emissions.

Table 8. *Alternative 2 total modeled emissions (vehicles and equipment) compared to the annual federal conformity thresholds for nonattainment areas. The model was run conservatively and results were rounded-up to three decimal points. Implementation would take place over several years.*

Proposed Action Emissions by Pollutant Types (tons/year) Total							
PM 2.5	PM10	CO	CO2	CH4	NOx	ROG	SO2
0.001	0.043	5.413	900.712	0.084	7.058	0.934	0.033
Nonattainment Conformity Thresholds Measured in tons/year							
100	70	100	N/A	N/A	100	N/A	100
Project Emissions Meet Thresholds?							
Yes	Yes	Yes	-	-	Yes	-	Yes

Cumulative Effects

Past, present, and reasonably foreseeable activities were reviewed to determine cumulative effects to air quality using the federal conformity thresholds. This project's emissions are under all threshold levels indicating that emissions are insignificant relative to other emissions. This project is expected to be completed over several years and impacts will occur in that timeframe. Altogether, the Proposed Action is not expected to cause any significant local or regional air quality impacts.

3.2 - Biological Environment

This section evaluates the effect of the No Action and Proposed Action alternatives on Threatened, Endangered, and Sensitive species, Management Indicator Species (MIS), Migratory Birds, and Weeds. See the Biological Evaluation/Assessment, MIS report, Migratory Bird Report, and Weed Risk Analysis for the more detailed analyses. These documents are included in the project record.

3.2.1 - Threatened and Endangered Species

Six federally listed threatened and endangered species have the potential to occur within or adjacent to the project areas including four animal species – Least Bell's Vireo, California Gnatcatcher, Arroyo Toad, and Laguna Mountains Skipper – and two plant species – San Bernardino Bluegrass and Thread-leafed Brodiaea. Critical habitat occurs within or adjacent to the project areas for five of these species, all but Least Bell's Vireo.

Direct and Indirect Effects of Alternative 1: No Action

Under the No Action Alternative it is reasonable to assume that continued unauthorized OHV routes will expand. Impacts associated with this increased and unmanaged use will result in resource damage to habitat and disturbance to plants and wildlife. Unmanaged recreation within this relatively small geographical area will eventually result in significant negative impacts to soil, vegetation and water quality within the area. Negative environmental impacts associated with unmanaged recreation within this area include: direct disturbance and/or destruction of wildlife, vegetation destruction through creation of unauthorized trails, litter and waste, and increased potential of wildfire through unauthorized vehicle and associated activities. Potential negative indirect and cumulative effects to federally listed threatened and endangered species from the No Action alternative include the continued disturbance and degradation of their habitats from unauthorized motorized use within these areas which reduces habitat suitability for wildlife species.

Direct and Indirect Effects of Alternative 2: Proposed Action

Least Bell's Vireo

No negative direct or indirect effects to this species are expected from the Proposed Action alternative. There are three unauthorized routes that occur within or adjacent to known occupied or historically occupied vireo territories. All three of these sites are within Hauser Canyon. Potential direct effects to vireos at these sites are limited to noise disturbance during decommissioning activities. No riparian habitat or vegetation is proposed for removal or disturbance and a limited area (.07 miles) of route restoration is proposed. To avoid impacts to this species, it is recommended that decommissioning activities at these three sites do not occur during the breeding season (March 1 to August 1); or vireo surveys are conducted to determine if this species is present within or immediately adjacent to the project area between March 1 and July 1.

No negative indirect effects from the action alternative are expected to this species. Beneficial indirect effects to this species from the Proposed Action include eliminating the continued use of these unauthorized routes which contribute to habitat degradation and species disturbance. No critical habitat for this species occurs within the proposed project areas.

California Gnatcatcher

No negative direct or indirect effects are expected to the California Gnatcatcher from the proposed project. No proposed routes requiring restoration earthwork contain suitable coastal sage scrub habitat and are largely unvegetated roadbed. Beneficial indirect effects to this species from the Proposed Action include eliminating the continued use of these unauthorized routes which contribute to habitat degradation and species disturbance.

A total of 23 unauthorized routes occur within designated gnatcatcher Critical Habitat. No long-term or permanent negative effects are expected because the routes are located within unsuitable or marginally suitable habitat, routes are mostly unvegetated and there are limited earthwork activities proposed. Beneficial effects to Critical Habitat include the elimination of continued unauthorized motorized use and the re-establishment of native vegetation within the routes.

Arroyo Toad

Potential negative direct effects to arroyo toads from the action alternative include the accidental death, injury, or disturbance to individual toads from the decommissioning earthwork. This impact is expected to be minimal with a low probability of occurrence due to the site conditions of the routes (compacted roadbed) and limited area of disturbance within riparian areas or suitable toad habitat. Three routes totaling 0.25 miles or 0.36 acres intersect with suitable habitat where toads may occur and 29 routes totaling 3.75 miles intersect with Critical Habitat. To avoid potential direct effects to arroyo toads, these sites will be surveyed prior to and monitored during decommissioning activities.

There are no known potential negative indirect effects from the action alternatives to this species or its habitat. Beneficial indirect effects to this species from the Proposed Action include eliminating the continued use of these unauthorized routes which contribute to habitat degradation and species disturbance.

Laguna Mountains Skipper

No negative direct or indirect effects are expected to the Laguna Mountains Skipper from the proposed project. No proposed routes requiring decommissioning earthwork are located within occupied or suitable Skipper habitat. Only one route (UND386) is proposed for decommissioning earthwork, and the remaining routes are being converted to trail or added to administration only roads. Proposed decommissioning actions within the historic Skipper occurrence locations include restoration of approximately 0.50 miles (0.75 acres) of old road bed on Palomar Mountain and adding a route as administrative use on Mount Laguna. No decommissioning earthwork is proposed on the four routes that occur within designated Critical Habitat; three are being added to the Forest road system as administrative use only and one route is being converted to non-motorized trail.

Beneficial indirect effects to this species from the Proposed Action include eliminating the continued use of these unauthorized routes which contribute to habitat degradation.

San Bernardino Bluegrass

No negative direct or indirect effects are expected to this species from the proposed project. No occurrences of this plant are known within any of the proposed routes. One route (UND162) on Mount Laguna is within designated Critical Habitat. No effect to Critical Habitat is expected as this route is an existing driveway 0.08 miles in length and is proposed to be added to the Forest Road system. Approximately 0.03 miles of this route is within Critical Habitat.

Thread-leafed Brodiaea

No negative direct or indirect effects are expected to this species from the proposed project. No occurrences of this plant are known within any of the proposed routes. One route (8S01-3-54L-1) along Margarita Peak Road on the Trabuco Ranger District is within designated Critical Habitat. This route is a pull-out approximately 0.02 miles in length. Decommissioning includes the placement of 21 feet of barrier to block access with no earthwork proposed. The site consists of bare disturbed ground.

3.2.2 Regional Forester's Sensitive Species

The project area contains potential habitat for 15 Regional Forester's sensitive species, including 8 animal species – Gray Vireo, Orange-throated Whiptail, San Diego Mountain Kingsnake, San Diego Ringneck Snake, Coastal Rosy Boa, Red-diamond Rattlesnake, California Legless Lizard, and San Diego Horned Lizard – and 7 plant species – Jacumba Milkvetch, Heart-leafed Pitcher Sage, and Felt-leaved Monardella.

Direct and Indirect Effects of Alternative 1: No Action

Under the No Action Alternative it is reasonable to assume that continued unauthorized OHV routes will expand. Impacts associated with this increased and unmanaged use will result in resource damage to habitat and disturbance to plants and wildlife. Unmanaged recreation within this relatively small geographical area will eventually result in significant negative impacts to soil, vegetation and water quality within the area. Negative environmental impacts associated with unmanaged recreation within this area include: direct disturbance and/or destruction of wildlife, vegetation destruction through creation of unauthorized trails, litter and waste, and increased potential of wildfire through

unauthorized vehicle and associated activities. Potential negative indirect and cumulative effects to sensitive species from the No Action alternative include the continued disturbance and degradation of their habitats from unauthorized motorized use within these areas which reduces habitat suitability for wildlife species.

Direct and Indirect Effects of Alternative 2: Proposed Action

Gray Vireo

Potential negative direct impacts to this species are limited to short-term disturbance from route restoration and decommissioning activities. No negative indirect effects are expected to these species from the Proposed Action. Positive indirect and cumulative effects to this species from the Proposed Action include reducing the number of unauthorized OHV routes and activities which will reduce impacts and disturbance to this species and its habitat.

Orange-throated Whiptail, San Diego Mountain Kingsnake, San Diego Ringneck Snake, Coastal Rosy Boa, Red-diamond Rattlesnake, California Legless Lizard, and San Diego Horned Lizard

Potential negative direct effects to these species from the Proposed Action include the potential loss of individuals from decommissioning and restoration (heavy equipment) activity. This is not expected to be significant due to the limited area and duration of individual route decommissioning activities and unsuitable habitat conditions within the routes. There are no known potential negative indirect effects from the action alternatives to this species or its habitat. Beneficial indirect and cumulative effects to this species from the Proposed Action include eliminating the continued use of these unauthorized routes which contributes to potential mortality and habitat degradation.

Jacumba Milkvetch, Heart-leafed Pitcher Sage, and Felt-leaved Monardella

Potential negative direct effects to these species from the Proposed Action include the potential loss of a limited number of individuals from decommissioning and restoration (heavy equipment) activity. This is not expected to be significant due to the limited area of impacts from route decommissioning activities and unsuitable habitat conditions within the routes. These three species have been documented within the general area of four routes. To avoid impacts to these species, routes where these species may occur will be surveyed prior to decommissioning activities. There are no known potential negative indirect effects from the action alternative to the milkvetch or pitcher sage.

Potential negative indirect effects to the monardella include the closing and restoration of two routes (UND386 and UND386-0.67L-1) on Palomar Mountain which may provide the preferred disturbed habitat conditions for this species.

Beneficial indirect and cumulative effects to these species from the Proposed Action include eliminating the continued use of these unauthorized routes which contributes to potential mortality and habitat degradation.

San Diego Milkvetch, Laguna Mountains Aster, Orcutt's Linanthus, and Moreno Currant

No negative direct or indirect effects are expected to these species or their habitats from the Proposed Action. These species are not documented within the unauthorized route areas, and habitats within the unauthorized route locations are generally unsuitable for plant occurrence. Beneficial indirect and cumulative effects to these species from the Proposed Action include eliminating the continued use and/or expansion of these unauthorized routes which contributes to potential mortality and habitat degradation.

3.2.3 – Management Indicator Species

The project area contains potential habitat for 10 Management Indicator Species including 4 animal species – Mountain Lion, Mule Deer, Arroyo Toad, and Song Sparrow – and 6 plant species – Engelmann Oak, Big-cone Douglas Fir, Coulter Pine, California Spotted Owl, California Black Oak, and White Fir. Potential effects to Arroyo Toad are described in Section 3.2.1 rather than here.

Direct and Indirect Effects of Alternative 1: No Action

Potential negative indirect and cumulative effects to Management Indicator Species from the No Action alternative include the continued disturbance and degradation of suitable habitat from continued unauthorized motorized use which impacts vegetation and reduces habitat suitability for wildlife and plant species.

Direct and Indirect Effects of Alternative 2: Proposed Action

The Proposed Action would have no measureable negative direct, indirect, or cumulative effects to any Management Indicator Species because no activities are proposed that would fragment, reduce, or negatively impact vegetation or habitat conditions for the identified and/or representative species. The Proposed Action would benefit all listed Management Indicator Species by reducing the number of unauthorized routes within sensitive habitat areas, thus reducing wildlife species disturbance, habitat degradation and associated changes to natural processes such as hydrology, vegetation composition, and fire frequency.

3.2.4 – Weed Risk Analysis

Isolated populations of highly invasive yellow starthistle, tamarisk, and Spanish broom, exist within the project area, including along several unauthorized routes.

Direct and Indirect Effects of Alternative 1: No Action

Continued OHV use of unauthorized routes within the project area under the No Action alternative could result in the introduction of new invasive weed species as well as the spread of existing infestations.

Direct and Indirect Effects of Alternative 2: Proposed Action

The decommissioning of unauthorized routes would not contribute to the spread of invasive weeds, due to the incorporation of prevention measures into the Proposed Action, and would also greatly reduce the future potential establishment of invasive weeds in these areas. For additions to the road and trail Systems, maintenance and monitoring would increase the likelihood of prevention, early detection, and rapid response to new infestations relative to the existing condition.

3.3 - Social Environment

This section evaluates impacts of the two alternatives to recreation and public safety and cultural resources.

3.3.1 – Recreation and Public Safety

The Cleveland National Forest Motorized Travel Management decision of November 12, 2008, prohibited cross-country motor vehicle travel by the public off designated National Forest System roads, trails, and areas, as depicted in Cleveland National Forest Motor Vehicle Use Maps.

Unauthorized routes throughout the project area are unmaintained and often quite steep, and their use does not constitute recreation due to its illegal nature.

Direct and Indirect Effects of Alternative 1: No Action

There would be no direct or cumulative effects to recreation or public safety under the No Action alternative. Safety issues would persist, and the recreational experiences of those seeking primitive recreation opportunities or intact scenery within the project area could be further impacted by the expansion of unauthorized routes.

Direct and Indirect Effects of Alternative 2: Proposed Action

The Proposed Action would have both short and long term effects on recreation and public safety, and these effects would be positive for both motorized and non-motorized recreationists in the project area. The Proposed Action would not have any cumulative effects on recreation and public safety.

Recreational opportunity would be lost for the current users of Carveacre Road (16S03), who are technical riders with highly capable OHVs. Meanwhile, recreational opportunity would be created through the addition to the System and maintenance of 7 relatively short routes for motorized public access and 10 routes as non-motorized trails. The motorized routes include a motorized trail off Bear Valley Road that would be accessible to many green-sticker vehicle riders looking for a more challenging ride. The other 6 would provide vehicle access to dispersed camping sites and viewpoints in desirable locations. The 10 non-motorized trail additions are those unauthorized routes that lead to desirable locations but where vehicle access would have adverse resource impacts. Their improvement and maintenance would improve recreational opportunity in these areas.

For non-motorized recreationists, more intact scenery and less noise and sign of human activity would improve the recreational experience throughout the project area in the vicinity of unauthorized routes. For some that prefer to walk on wider, road-like trails, the restoration of unauthorized routes could detract from their recreational experience, while it could improve the experience of those seeking more primitive experiences. The Proposed Action would not alter the Recreational Opportunity Spectrum or Scenic Integrity Objective ratings for any lands within the project area.

The decommissioning of unauthorized routes throughout the project area would avert safety issues associated with the use of trails that were neither designed nor maintained, are not patrolled, and are often quite steep. Another safety concern associated with the motorized use of unauthorized routes is increased wildfire ignitions due to dispersed campfires and vegetation or rocks scraping the undercarriages of vehicles. On the other hand, the addition of several National Forest System Roads for administrative use would improve safety by ensuring that wildfire suppression facilities are maintained and accessible.

Altogether, the Proposed Action would improve recreational opportunity and experience and public safety on the Cleveland National Forest.

3.3.2 – Cultural Resources

Direct and Indirect Effects of Alternative 1: No Action

Direct, indirect, or cumulative effects to cultural resources under the No Action alternative would consist of the damage to 29 prehistoric or historic sites throughout the project area that are crossed by unauthorized routes. Direct impacts would result from ground disturbance by the vehicles themselves, while indirect impacts would include ongoing soil erosion and resultant exposure of cultural

resources, exploratory vehicle use off the unauthorized route, and looting of cultural artifacts. Cumulative effects would consist of these effects combined with other effects to cultural resources due to recreation, fuels, special uses, facilities, and resource projects.

Direct and Indirect Effects of Alternative 2: Proposed Action

All areas where the Proposed Action would occur have been surveyed for the presence of cultural resources, and 29 prehistoric or historic sites were found to be crossed by unauthorized routes.

Direct Effects to Historic Properties: The potential for direct effects to historic properties associated with the proposed project would include ground disturbance associated with the proposed extreme surface roughening for decommissioned route restoration, the use of a mechanical excavator or hand tools to loosen compacted soils and prevent further erosion, and the installation of pipe-rail barriers to prevent re-entry of decommissioned unauthorized routes by motorized vehicles. These activities have the potential to have a direct effect on historic properties that are within or directly adjacent to the segments of unauthorized routes for which decommissioning is the proposed management recommendation. The potential for direct effects to historic properties also exists for ground disturbing maintenance actions that may occur in the future for unauthorized routes that would be added to the National Forest System for Administrative or Public Use, which would both allow for the ongoing use of these routes by motor vehicles.

Indirect Effects to Historic Properties: The potential indirect effects to historic properties would be limited for unauthorized routes proposed for decommissioning, as the proposed decommissioning and barrier construction would reduce rather than increase the potential for effects to historic properties in the vicinity by limiting OHV access and erosion within and in the vicinity of restored unauthorized routes, and that the Standard Protection Measure of “Flag and Avoid” would be implemented for all known sites during all restoration and barrier installation implementation. There would be a potential for indirect effects associated with unauthorized routes proposed for administrative or public use, but the Standard Protection Measure of “Flag and Avoid” would be implemented for all known sites during any future road maintenance activities, which would avoid the potential for effects to historic properties.

Cumulative Effects to Historic Properties: Potential cumulative effects to historic properties would be reduced by the implementation of the proposed project. The proposed barrier construction and decommissioning of unauthorized routes would reduce rather than increase the potential for cumulative effects to historic properties. Unauthorized routes that may currently have the potential for having effects on historic properties associated with their ongoing use would be decommissioned in association with the proposed project. Implementation of the required Standard Protection Measures, including avoidance and monitoring will avoid potential effects to historic properties during implementation of ground disturbing activities associated with the restoration of decommissioned routes or any future maintenance of routes added for motorized use.

The analysis finds that there would be no adverse effect to historic properties by implementation of this project where Standard Resource Protection Measures would be used to protect, manage, or maintain historic properties in a manner that avoids adverse effects (p. 7).

The analysis of the Proposed Action complies with Section 106 of the National Historic Preservation Act of 1966, as amended in accordance with provisions as amended in accordance with the provisions of the *Programmatic Agreement among the U.S.D.A. Forest Service, Pacific Southwest Region (Region 5), the California State Historic Preservation Officer, the Nevada State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Processes for*

Compliance with Section 106 of the National Historic Preservation Act for Management of Historic Properties by the National Forest of the Pacific Southwest Region (RPA 2013).

4 - PERSONS, GROUPS, ORGANIZATIONS, AND AGENCIES CONSULTED

The Forest Service consulted the following Tribes; Federal, State, and local agencies; and organizations during the development of this EA:

ID TEAM MEMBERS:

Bleadorn, Spencer	former Recreation and Lands Officer, Descanso Ranger District
Christiansen, Donn	former Descanso District Ranger
Fredrickson, Bjorn	former Recreation and Lands Officer, Palomar Ranger District
Friedlander, Joan	former Palomar District Ranger
Fudge, Emily	Forest Hydrologist
Harvey, Steve	former Forest Archaeologist
Heys, Jeff	Forest Planner
Nick, Andrea	Southern California Province Air Resource Specialist
Quintana, Devin	Forest GIS Specialist
Rodriguez, Jake	Recreation and Lands Officer, Trabuco Ranger District
Vance, Darrell	Trabuco District Ranger
Wells, Jeff	Forest Wildlife Biologist
Winter, Kirsten	Forest Biologist

TRIBES

Viejas Band of Kumeyaay Indians

FEDERAL, STATE, AND LOCAL AGENCIES:

U.S. Department of Homeland Security, Border Patrol
State of California, Division of Off-Highway Motor Vehicular Recreation

5 - REFERENCES

USDA Forest Service, 2005. *Land Management Plan: Cleveland National Forest*. San Diego, CA. Available online at: http://www.fs.usda.gov/detail/cleveland/landmanagement/planning/

USDA Forest Service, 2012. National Best Management Practices for Water Quality Management on National Forest System Lands. FS-990A.

USDA Forest Service, 2015a. Air Quality Report. Forest-wide Unauthorized Route Decommissioning. Cleveland National Forest files.

USDA Forest Service, 2015b. Biological Assessment and Evaluation. Forest-wide Unauthorized Route Decommissioning. Cleveland National Forest files.

USDA Forest Service, 2015c. Cultural Resource Management Report. Forest-wide Unauthorized Route Decommissioning. Cleveland National Forest files.

USDA Forest Service, 2015d. Hydrology Report. Forest-wide Unauthorized Route Decommissioning. Cleveland National Forest files.

USDA Forest Service, 2015e. Management Indicator Species Report. Forest-wide Unauthorized Route Decommissioning. Cleveland National Forest files.

USDA Forest Service, 2015f. Noxious Weed Risk Assessment. Forest-wide Unauthorized Route Decommissioning. Cleveland National Forest files

APPENDIX A: RESPONSES TO COMMENTS

Access

1) General opposition statements to closing roads per the Travel Management Plan.

The vast majority of routes proposed for decommissioning through this project are already closed to motorized public use through the Motorized Travel Management decision of 2008. Only two National Forest System Roads would be closed through this project: 1) An impassable, administrative, 2-mile-long segment of 17S08, South Boundary Road, is severely eroding. A passable road through private lands connects to both of its ends, and so it is not needed. 2) A steep, 1.6-mile-long segment of 16S03, Carveacre Road, is currently passable only by high-clearance, 4-wheel-drive vehicles. It is severely eroding and impacting sensitive biological resource areas, and its use presents unacceptable fire hazards and safety risks. Its decommissioning would also render an additional 2.6 miles of 16S03 inaccessible to motorized use by the public. Administrative use of this additional length would continue, given its gated connections to other roads at both ends.

2) Your job is to maintain the roads, not close them.

See response to comment 1.

3) Please continue to maintain historic access roads and provide access to the lands that we love and pay to maintain.

See response to comment 1. Public access to unauthorized routes would not be eliminated by the Proposed Action. Motorized access, by contrast, would be eliminated.

4) Historical roads could conceivably be protected by historical preservation laws. Those roads deserve protection and research, not closure. Closing them would be a tragic loss of historical value.

Parallel with the NEPA process, the Forest has conducted the Section 106 process in compliance with the National Historic Preservation Act of 1966, as amended (36 CFR 800). As part of that process,

we have considered effects to historic properties that may be eligible for the National Register of Historic Places. To summarize the findings, no adverse effect to historic properties is expected from implementation of the Proposed Action.

5) These roads are needed by the Forest Service in case of any emergency and/or Forest maintenance services.

The vast majority of unauthorized routes are not needed by the Forest Service. The few that are needed by the Forest Service are proposed as additions to the National Forest Road System through this project (p. 5).

6) This project flies in the face of RS2477, which is in full effect for any road, trail, or path in existence prior to 1974 – and can easily be proven through existing FS maps. RS2477 also states that *any* road, created for *any* purpose, is granted right-of-way by Congress – and thus these are not "Unauthorized Routes."

The County of San Diego has asserted no RS2477 claim for these particular routes.

7) Use of the funding from the California Off-Highway Vehicle (OHV) Grants Program is a slap in the face. The funding is to create and maintain Off-Highway Vehicle (OHV) sites and access, not to close roads.

The funding obtained by the Cleveland National Forest from the California OHV Grants for this project was specifically set aside for restoration of damage caused by OHVs and are not available for OHV planning, operations, or maintenance.

8) The FS has already closed far too many roads and we recreationists have been squeezed into smaller and smaller 'corridors' in your foolish attempt to return the land to some idealistic state of perfection.

See response to comment 1. The desired conditions of the Cleveland National Forest are laid out in its Land Management Plan, which was revised in 2005 through a public process.

9) Another reason I oppose the closures is if our access points are taken away it will leave the few remaining areas extremely crowded. I like to enjoy our public lands to get away from the crowds and city life. If the old routes are taken away it means there will be more congestion, trash, and take away from the "outdoor experience."

See response to comment 3. Access points would not be taken away by the Proposed Action. See also the Recreation and Public Safety analysis on pp. 42-43.

10) The San Diego Chapter of the National Wild Turkey Federation is a strong supporter of their "Save the Habitat, Save the Hunt" initiative, which directly affects wildlife and the habitat for all. Roads which improve access availability should be a priority, not a consideration for closure.

See responses to comments 1 and 3.

11) Several of these roads provide hunting access and allows groups like Quail Forever, San Diego Chapter to access and maintain wildlife drinkers on public lands.

See response to comments 1 and 3. Wildlife drinkers and guzzlers could still be accessed and maintained without motorized access.

12) These closures will affect Quail Forever's access to a wildlife drinker up behind the Buckman Springs Rest Stop. It will also close the old "deer camp road" just to the east that provides hunting access. These roads are marked *UND844* and *UND889* on the closure maps.

These two unauthorized routes were mistakenly included in the scoping map despite that they were previously authorized for decommissioning through the Descanso District Unauthorized Route Decommissioning 2014 Decision Memo. They were decommissioned in the summer of 2015.

13) There are several roads designated for closure at Buckman Springs Road & Bear Valley Road that provide hunting access. One of those road closures will block Quail Forever's access to a drinker box and wildlife drinker.

See responses to comments 1, 3, and 11.

14) The road slated for closure off of the Cameron Truck Trail, *UND9531*, provides Quail Forever access to a guzzler as well as Cameron Spring. It also allows hunters to park off of the Cameron Truck Trail.

See responses to comments 1, 3, and 11. A parking area along Cameron Truck Trail would remain after implementation of the Proposed Action.

15) It looks like an access road of off Kitchen Creek Road when dog training is allowed, *UND9065* is slated for closure as well as two further up marked *UND8323 & 15S17A-11R1*. These last two provide Quail Forever access to a drinker box and a wildlife drinker and hunting access east and south.

See responses to comments 1, 3, and 11.

16) There is a road designated *UND518* along Long Valley Road slated for closure that may provide access to a wildlife drinker as well as restrict hunting access.

See responses to comments 1, 3, and 11.

17) Many of the roads on the closure map lead to springs and other water containers for wildlife. I have hiked to many of the springs on the map and have cleaned them up every year. If you take away access to clean and maintain the springs and water containers for wildlife, many animals will suffer during our droughts.

See responses to comments 1, 3, and 11.

18) There is another hunting access road at *UND865* in the Four Corners area slated for closure. This good passable road allows access south and is regularly used. What's the rational for closure?

See response to comment 1. This particular route also enters the Hauser Wilderness, where motorized vehicles are prohibited.

19) There are several offshoot roads along the *Tule Springs Road* slated for closure. The area already has no public access? It is included in the "No Name" Wilderness that was designated a couple of years ago. I asked the USFS to allow me into the area back in 2012, via *Tule Springs Road*, to look for three wildlife drinkers but never heard back from the Forest Service after my initial inquiry.

See responses to comments 1, 3, and 11. There is no public motorized access to this area.

20) We need access to what is ours to enjoy, respect, and save for generations to come after us.

See response to comment 3.

21) The public should never lose access to public lands.

See response to comment 3.

22) Not everyone can hike into the National Forest to experience it. Disabled people in particular need vehicle access. Federal ADA laws protect individuals with disabilities access and that access can not be removed, hampered, or diminished to gain this access without violation of the individuals Civil Rights.

There is currently no legitimate access to unauthorized routes, and so the Proposed Action would not affect access for these routes. With regard to the System roads that would be decommissioned by the project, see response to comment 1 for the reasons and note that motorized access would be eliminated for all people, not just disabled people.

23) Without people the forest becomes a vast impregnable jungle of brush.... The authorities out here always say they will keep trails clear and open for travel but it never seems to happen..... Miners and prospectors are a god-send when it comes to accessible trails.

See responses to comments 1 and 3. The unauthorized routes are neither roads nor trails and therefore have no need for maintenance.

24) I have heard from many of my constituents who have concerns with the manner in which this effort is proceeding and the adverse affect it can have on recreational access to our forest lands, which I know you understand is a high priority for our area in San Diego County.

See response to comment 3. The use of unauthorized routes by motor vehicles is an illegal activity and therefore does not constitute recreational access. The Cleveland National Forest will continue to provide legitimate recreational access to the public, while protecting sensitive resources.

25) These closures will significantly and unreasonably curtail reasonable levels of access to forest lands by me, my family, and friends due to physical limitations that many of us face as part of routine life.

See response to comment 1. There are many legitimate motorized opportunities available across the Cleveland National Forest.

26) With these proposed closures, I will not be able to reasonably access lands that I have hiked, bird watched, and hunted free range organic pesticide free wild game for many years. I have long suffered from a lower back fracture and pain in my L 7 and suffered from knee pain and swelling following a knee operation 30 years ago. The inability to drive to these general areas unreasonably limits access.

See responses to comments 1, 3, 24, and 25.

27) With these proposed closures, my aging father will not be able to reasonably access many parts of the forest to hike with me because of the road closures would dramatically limit reasonable access for an individual that can only walk and hike short distances. The inability to drive to these general areas unreasonably limits access.

See responses to comments 1, 3, 24, and 25.

28) With these proposed closures, the young children of my friends will not be able to reasonably access many parts of the forest to hike with us because of the road closures would dramatically limit reasonable access for young children that can only walk and hike short distances.

See responses to comments 1, 3, 24, and 25.

29) There is a distinct age and activity preference discrimination to these sorts of closures.

See responses to comments 1, 3, 24, and 25.

30) I oppose the Cleveland NF decommissioning project, it is wrong and it works against the poor and middle class!

It is unclear how the project “works against the poor and middle class.”

31) While it is understood that the forest has a variety of considerations when evaluating whether a route can remain open, the list of reasons in the scoping letter did not address access. When routes go to places with resources such a mines, viewpoints, streams or lakes, the forest should look for ways to keep the route open, or failing that, find an alternate routes that can be opened. We hope the forest will apply standard authorizing criteria to all the identified routes, not close them simply because they are not in the Forest inventory.

See responses to comments 1 and 3. Unauthorized routes are not proposed for decommissioning "simply because they are not in the Forest inventory." See the Purpose and Need section on p. 2 for the reasons behind the Proposed Action.

32) The proposal takes a simplistic, forest-based approach that views public access to county areas as detrimental for California, when in fact they vary wildly across the state. Finally, the Forest Service does not properly evaluate the cumulative effects of the proposal. Among other things, it does not properly evaluate the impact of increased lack of public recreational access.

See responses to comments 3 and 24.

33) I would like to suggest an alternative to the closure. Ask the groups using this access to help maintain the roads and do the cleanups. We know that there are some who break the rules, but we would rather work with you and clean up their problems, than be restricted from our endeavors.

See responses to comments 3 and 23.

34) Most of the forest lands in San Diego are extremely thick with tick infested brush. If the public cannot walk and hike on old roads and trails there will be no way to enjoy our public lands without getting covered with ticks.

See responses to comment 3. National Forest System Roads and Trails provide recreational opportunities with reduced tick exposure.

35) If the old roads and trails are taken away the fire danger will be increased. The last thing we need is more thick brush. The old roads at least provide fire breaks and access for fire fighters to travel through our public lands.

Wildland firefighters do not use unauthorized routes for motorized travel, except in the event of emergencies, when they may be opened for use, if needed, by heavy equipment regardless of their status.

36) I see this as an irresponsible act to put the national forest in danger of uncontrollable wild land fire. This would be due to the roads no longer available to get heavy equipment to remote site where the possibility of disastrous fires might occur.

See response to comment 36.

37) We pack in and out, remove dangerous metals safely from the land, and actively volunteer to clean the land when others pollute our precious homeland. Please reconsider your actions to close more roads in the Cleveland National Forest. Please consider the recreational miner and the good we do when we do have access to these great lands.

See responses to comments 1 and 3. Volunteer stewardship of National Forest System lands is greatly appreciated. People who wish to access areas under the authority of the General Mining Act do have a right of reasonable access. The level of activity will generally determine what kind of access is

reasonable. The need for large equipment to develop a deposit may require road construction or reconstruction, whereas the use of small equipment such as pans, sluices or even dredges may only require access by foot. The need for vehicle access through a closed road may require a gate, reconstruction, reclamation and requisite bonding, all of which would be authorized under a plan of operation (36 CFR 228).

38) Miners are entitled access to their Federal Mining Claims under the Mining Law of 1872.

See response to comments 3 and 37. Miners engaged in activity authorized by the General Mining Act do have a right of reasonable access, commensurate with the level of activity proposed. For decommissioned routes, this may require authorization through a mining plan of operation which could require gates, maintenance standards, reconstruction standards, a reclamation plan, and a bond.

39) Stop closing OUR roads, stop putting up gates and obstructions to OUR valid mining claims and prospective mineral areas, start regulating intrusive and destructive motor vehicles. This means restrict vehicles that are destroying our roads and trails under the guise of "recreational" purposes and support vehicles that are there rebuilding roads and trails for economic purposes.

See responses to comments 1, 37, and 38. Decommissioned routes could be reopened and used if required for reasonable access authorized under a plan of operation.

40) Whatever roads are being considered for closure need to have alternative routes for the miners to access their claims before closing any roads.

See responses to comments 1, 3, 37, 38, and 39.

41) It is an unnecessary burden to require miners to manually carry in mining equipment and supplies to their claims.

See responses to comments 37, 38, and 39. Reasonable vehicular access could be authorized through a mining plan of operation, and could include use of all-terrain vehicles, high-clearance vehicles, or the like. Authorization could be provided under a plan of operation.

42) If you stop a miner from mining his claim, you could be liable for takings.

See responses to comments 3, 37, 38, 39, and 41. The Proposed Action would not stop any miner from mining his or her claim. Reasonable access can be provided through a plan of operation.

43) Recent court decisions have shown that mining is a protected activity and local regulations cannot limit travel or access to a federally registered mining claim.

See responses to comments 3, 37, 38, 39, 41, and 42.

44) After looking at your map on the Routes I have a question on UND 509 (T16S, R4E, sec. 25) also known as Long Valley Trail. Our group, S.P.M.A. , has a valid Mining Claim (SPMA Long Valley) with a notice of Intent that uses this trail as an access road to our claim. We

also have on file a Special Use Permit for this trail at your office. Why is this UND route on this map when it was pulled from last years Barrier proposal ??

See responses to comments 3, 37, 38, 39, 41, and 42. The unauthorized route in question is not permitted for motorized use. In response to public concerns, it was removed from a prior decommissioning project on the condition that the applicant seek alternative access to their mining claim from outside of the riparian conservation area. Given that no alternative access has been sought, the route is once again proposed for decommissioning.

45) Also looking at the same map, I see you are going to decommission another route- UND 9077-79 (T16S, R5E, Sec. 19,20). I am confused on this route since multiple groups use the route. S.P.M.A. uses it to access their claim (SPMA Starlight) . Also Cal Fire can use this route to fight fires on the upper reaches of the hill since the route ends at the 3/4 mark of the hill height and there is a nice flat area for equipment and personal to fight fires. Finally I have seen Border Patrol /Homeland Security vehicles use the route to watch for illegal activity on the valley below.

See comments 1 and 3. See responses to comments 3, 37, 38, 39, 41, 42, and 63. The unauthorized route in question is in a highly sensitive area.

Recreation management

46) Specifically, the concerns I have received, and share, center on the fact that this project is seemingly being conducted with a priority on a wholesale closure of unauthorized routes as opposed to the full and thorough inspection of the routes with the goal of incorporating as many into the forest inventory as possible.

See responses to comments 1 and 3. “Incorporating as many into the forest inventory as possible” would not meet the Purpose and Need for the project (p. 2).

47) The authorized routes are quite dull to drive on and often these parallel 4x4 routes give the forest user a little feeling of actually being in a wild forest, and often the view of the surrounding area is better from these routes.

One motorized trail in particular is proposed to be added to the National Forest System to provide a more interesting and scenic ride off Bear Valley Road, a popular OHV destination. The Cleveland National Forest has many Level 2 roads and two OHV areas that are not viewed by most drivers to be “dull to drive on.” And while the motorized user of unauthorized routes may experience a “wild forest,” others recreating in the area may have the opposite experience due to the motorized trespass.

48) Hikers can benefit also as the motorized use helps control the encroachment of common plants that can harbor deadly rattle snakes on the sides of the otherwise narrow trails.

Rattlesnake encounters should be expected and precautions taken whenever recreating on the Cleveland National Forest.

49) We suggest that you consider the following, as part of the Environmental Assessment prepared for the project:
    1. Extended monitoring. There could be few decommissioned routes that will still attract OHV interest 5 years after closure, but if monitoring could be optionally extended beyond 5 years at any problem closure site it might be possible to ultimately retrain or outlast the uncooperative OHVers.
    2. Use of state of the art technology. Game trail camera and drone camera surveillance technology could be a cost effective method for collecting data about success and failure of closure sites. Imagery could also be valuable for educational, training and other purposes.
    3. Create substitute virtual OHV route trips to meet OHVer demands for routes to explore. (This would need partnership with the video game industry.)
    4. Authorized drone trails. This could create a novel recreational activity that might mitigate perceived reduction of OHV opportunities. Have designated trails and/or free-flight zones where drones can be flown safely and legally.

The Proposed Action would neither prohibit nor require monitoring beyond five years. The use of game trail cameras and drone cameras are currently infeasible, since there is no budget to support their purchase. Virtual OHV trips and authorized drone trails are interesting ideas for our recreation staff to consider, but their creation falls outside the scope of this analysis.

50) We think the greatest challenge for completing a successful project will be communicating with and educating the public, while attempting to keep persistent OHV enthusiasts from re-entering closed sites, while also trying to teach and train all other OHVers to respect and observe the authorized sites and boundaries for their activities throughout the Forest.

Public communication is extremely important for this project, and to that end the Proposed Action includes signage for each site while our management approach includes regular patrols by Forest staff.

51) Enhanced signage would help to ensure that riders are aware of routes that are not authorized.

Signage would be installed at each site to direct riders to authorized areas for vehicle use.

52) My only concerns will be how to keep your work intact and avoid more of these types of incursions. Appropriate signage that shows the open routes and available route maps are one of the best ways to help, in my opinion. Showing clear designated routes will encourage the responsible users to stay on the correct trail. You will probably have to have some sort of barriers in some spots, but the more "positive" signs showing arrows and "open", the better.

See response to comment 51.

53) Enforcement of the existing authorized route plan is a major issue to address.

See response to comment 50.

54) Sufficient funds have to be allocated to enforcement to stop the usage of unauthorized routes and the damage to surrounding properties. Forest Service personnel are competent professionals dedicated to carrying out the mission of the Forest Service as reflected in the Forest Plan that was developed over many years of public input. Unless enforcement of the authorized route designations is given a high priority and adequate funding is provided for this purpose, a fundamental pillar of the Forest Plan will be undercut.

See response to comment 50.

55) Penalties for using unauthorized routes should be hefty enough to make an impact on a rider.

Fines for motorized access off designated roads and trails average $150 and could range up to $500, but violators could also be held accountable for much greater restoration costs.

56) Issuing Permits that entail identification cards/placards that are highly visible would help with enforcement (done all the time for fishing from boats in the rivers of the West).

Such a permit need would fall into the jurisdiction of the State of California and so is outside the scope of this analysis.

57) Engaging the responsible leaders and enthusiasts of the ORV community to assist in educating and, where necessary, self-policing ORV riders who disregard the authorized route limitations will be an important part of this process. I imagine most ORV riders are very happy to pursue their recreation within the established rules that govern the varied use of the Forest by the public. If legal, reasonable use of the Forest is not fostered by the ORV community, the public opposition to this use of the Forest will only grow.

Cleveland National Forest staff are continually working to engage OHV leaders and communities in rider education and stewardship. This does not reduce the need for the decommissioning project.

58) The scoping letter states that "unauthorized routes contribute to other illegal activities on the forest, such as dumping, target shooting and dispersed campfires..." this logic could be also used for authorized routes. If this criteria were to be strictly followed, every single route in the forest would need to be closed. I am sorry that there is target shooting, dumping and dispersed campfires, but those are not the fault of the routes and should not be used as excuses to close them.

The difference between unauthorized routes and authorized routes in the context of illegal activities results from the lack of patrol and enforcement by Forest staff, the searching out of such areas by those with something to hide, and the lack of maintenance that can lead to fire starts.

59) U.S. Border Patrol Challenges and Concerns:

- Border Patrol Agents use many of these routes in the course of their duties.
- Inability to access certain areas can significantly increase the time it takes for an agent to detect, classify, and resolve illegal activity.
- Closing the routes used in some of these areas will increase response time to emergency situations.

- The closures are intended to curb unauthorized off-road activity by the public who will likely attempt to circumvent these measures, potentially creating more issues for agents on patrol as well as for the USFS.
- Maintain positive relationship with the U.S. Forest Service.

The Cleveland National Forest appreciates the need for the U.S. Border Patrol to execute its mission on the National Forest, the level of detail provided in its scoping comments, and the office and field meetings that followed their submission. The Proposed Action has been modified in response to U.S. Border Patrol concerns but not to the degree originally requested. Instead, where critical motorized access was identified in the field, the decommissioning proposals were eliminated, whereas less critical routes in particularly sensitive resource areas remain proposed for decommissioning. Nowhere should this lead to significant delays in responses to illegal activity or emergencies. The likelihood of attempts to circumvent decommissioning efforts was incorporated into project planning and does not negate the need for the Proposed Action. Finally, unauthorized routes that the U.S. Border Patrol needs for its operations should be permitted by the U.S. Forest Service and maintained by the U.S. Border Patrol, but that need falls outside the scope of this analysis.

60) The following unauthorized routes off of Skye Valley Road are critical to Border Patrol operations:

- UND8561
- UND865
- UND8102
- UND8103
- UND8104
- UND8106
- UND8107
- UND8108
- UND8109
- UND833

It is operationally very important for the El Cajon Station (ECJ) to maintain its current access to the routes listed above. They are connected by road 17S06 and form two (separate) continuous routes that provide their agents access to a remote yet desired traffic area for smugglers. In one month alone nearly three dozen undocumented aliens (UDAs) were apprehended in or immediately south of this area with almost twice that many apprehended in zones that lead directly to Hauser wilderness. Because of these routes an agent can respond to groups of UDAs in the area much quicker. The response time decreases from 4-5 hours to approximately 45 minutes. In this area of rugged, steep and dangerous terrain this time saving measure is critical for many reasons. Rapidly accessing Hauser Canyon has saved lives when searching for UDAs who have been deserted by their guides and left to fend for themselves. The Border Patrol has received many calls from other agencies reporting that UDAs are in distress (via 911 calls). With the very high temperatures during the summer months a quick response is critical for both the agents' welfare and the UDAs', not to mention other first responders who may be summoned to assist with a rescue operation. This area is one that is preferred by smugglers/foot guides due to the difficulty of apprehending people before they can find a route past the agents and because the natural environment provides a lot of cover to

obscure them from sight. It should also be factored in that when agents can quickly apprehend UDAs in this area there is a decreased amount of impact being made to the wildness by virtue of the UDAs' travel being halted. Without these routes agents would be forced to start at one end of the wilderness area and walk east or west until the UDAs are apprehended. Additionally, these two trails allow agents the ability to quickly get to and maintain a high observation point known as "Fisherman's Point." This high point allows agents to have a view of almost the entire canyon. Being able to monitor Hauser Canyon without actually having to walk into it limits the Border Patrol footprint in and along the canyon. Being posted at visible high point is also a method of deterring smugglers from traversing that area.

See response to comment 59. Many of the routes listed here were found upon field visits to no longer exist on the ground. The two primary routes (UND865 and UND8102) that lead to the rim of Hauser Canyon were found to be severely eroding. Moreover, these routes lead to the heart of the Hauser Wilderness, where motorized vehicles are prohibited. Border Patrol agents on foot with handheld scopes could reach these viewpoints within 5 to 10 minutes of the time required to drive there. It is acknowledged that they would not be as visible for deterrence without vehicles, that handheld scopes are not as powerful as truck-mounted scopes, and that Border Patrol agents can benefit the Wilderness through apprehension efforts. Nevertheless, these routes are proposed for decommissioning due to their resource impacts.

61) A second set of routes south of Hauser Wilderness is also critical:

- 17S12
- UND569
- UND570

Routes 17S12 and UND569 form a lengthy east/west route on the southern side of Hauser Canyon. This allows the agents to travel near Hauser Wilderness on already established routes instead of creating an alternate path every time they are in pursuit of individuals. This string of routes is also critical for apprehending subjects before they are able to get into the wilderness (please note the apprehension figures in the above paragraph). Agents make every effort to get to UDAs before they are able to enter the wilderness, thus avoiding further disruption/damage to the wilderness by both agents and UDAs. Route UND570 leads to a critical high vantage point that agents use to both spot and deter UDAs from entering the canyon.

See response to comment 59. Based on an office meeting and field visit with Border Patrol staff, several segments of the listed routes were eliminated from the Proposed Action for decommissioning. Specifically, UND570 is no longer proposed for decommissioning, nor are several segments of 17S12. These were eliminated from the Proposed Action since they are critical for Border Patrol operations. The segments of 17S12 that remain proposed for decommissioning were not needed to access the critical locations for Border Patrol operations. UND569 is a redundant route to 17S08, South Boundary Road, would save less than a minute of driving time, and lies in a particularly sensitive area. It therefore remains proposed for decommissioning.

62) The following unauthorized routes on Horsethief Ridge are on/near an authorized road that is critical to Border Patrol operations:

- UND449
- UND451

This road on Horsethief Ridge that is accessed by a gate at the south end of Martin Ranch Road is very important to Border Patrol operations in Horsethief Canyon, Secret Canyon, Espinosa Trail, and Pine Valley. Border Patrol needs continued access through this gate in order to access the ridge. The two unauthorized routes listed along this ridge road are not in and of themselves critical. The concern is that their blockage could impede access to the entire ridge. The aforementioned canyons and trails are major egress routes that UDAs utilize to attempt to bypass both the State Route 94 and 1-8 freeway checkpoints run by the Border Patrol. The canyons on either side of Horsethief Ridge act as funnels that guide UDA groups to the 1-8 which is used as a pick-up point by the transportation node of the smuggling organization. Each month dozens of UDAs attempt to travel through this area. Access to this ridge road is critical as a tactical advantage when attempting to apprehend them before they escape at the freeway. It is also vital in order to perform rescues in the area.

These routes are not included in the Proposed Action.

63) The following unauthorized, interconnected routes parallel to Buckman Springs Road are critical to the safety of Border Patrol Agents in pursuit of UDAs:

- UND9073
- UND9077

This short route (referred to by agents as Cottonwood Valley Trail) provides agents access to search for evidence of and to track illega l activity south of Buckman Springs Road. Losing access to this trail would result in agents performing this task from the blacktop, thus putting themselves and the public unnecessarily at risk. This section of Buckman Springs Road sees numerous vehicle accidents (some fatal), has a narrow shoulder, and ices over during the winter months. This route is not one that agents overuse but it is critical to their safety when illegal activity has been previously detected on/near the trail. UDAs frequently use this route and Buckman Springs Road as a means of circumventing Border Patrol's traffic checkpoints on Old Highway 80 and the 1-8 Freeway.

See response to comment 59. A field visit with Border Patrol staff revealed that the listed routes were not critical to their operations after all, since this stretch of Buckman Springs Road has a wide shoulder, and the primary unauthorized route parallels the road in very close proximity to it. Because they lie in a particularly sensitive area, these routes remain proposed for decommissioning.

64) There are three additional unauthorized routes that Campo Station needs to maintain access to:

- 17S12
- UND569
- UND566

Two of these routes are the same routes that the El Cajon Station requires access to as well.

Campo Station uses them to enter the southeast end of Barrett Lake and the southern parts of Hauser Creek and Cottonwood Creek. The ability to retain access to these roads allows agents to pursue and apprehend UDAs prior to entering Hauser Canyon where the terrain and the poor radio communications are an officer safety concern. Route 17S12 serves as a crossover road that will save agents significant time to interdict illegal activity before it can make it into Hauser Canyon. More importantly, agents, UDAs, and hikers have had to be rescued from this area. Route UND569 connects to 17S12 and it helps agents respond westbound more quickly. Continued access to these routes decreases the response time to perform rescue operations. Route UND566 is not absolutely critical to operations but it is used at times when agents are unable to apprehend UDAs before they successfully enter the canyon.

See response to comments 59 and 61. Route UN566 is extraordinarily steep and eroded, making it impassible by motor vehicle, and so it remains proposed for decommissioning.

65) There are numerous gates listed on maps DRDSouth_UNA_Resource_Ranking_Scoping_FVM and PRDSouth_DRDNorth_UNA_Resource_Ranking_Scoping_FVM that are critical to the Border Patrol's mission. It is unclear by looking at the map the type of gate or blockage that is being considered. There is currently a downed tree at the access gate labeled "M" on Appendix B that is hampering patrol efforts. Border Patrol would like for that tree to be removed so that access is restored. These gates are absolutely necessary for patrol operations. Appendix A-D identifies the critical gates/access points. It is imperative that these particular routes are not blocked by immoveable barriers such as boulders and logs. If these gates need to remain locked Border Patrol can add a lock and agents will ensure that the gates are locked behind them.

The gates shown on the scoping maps are not part of the Proposed Action and so would not be affected by the project. Continued partnership on gate management is appreciated.

66) There were unauthorized routes in the Newton-Azrak (Murrieta) station area of responsibility but none were identified as being critical to operations.

This confirmation is appreciated.

67) In the process of reviewing the Unauthorized Route Decommissioning Project I found the method used by the Forest Service to depict the routes and their identifiers to be clear and easy to understand. The fact that we were able to magnify the image to the degree necessary to view the route numbers without distortion was very helpful. While the maps were large and it took some time to familiarize myself with the route locations, it did not take long to fully understand how to use/read the maps.

This supportive comment is appreciated.

68) The Special Operations Supervisor at the Campo Station asked me to share with you that some of the current gates are being circumvented by smugglers as well as recreational OHV users. He has video and photographic evidence that he can provide if you would like me to obtain it for you. Fortifying the existing gates would not only assist you with your project, it

would help Border Patrol Agents secure and patrol the area more effectively. The following are the gates that were specifically mentioned:

Bear Valley Gate - Being circumvented by motorcycles and ATVs
Lower and Middle Kitchen Creek Gate - Being circumvented by motorcycles (on weekends)
Thing Valley Gate at Fred Canyon Road intersection - Rocks placed by USFS have been moved by locals so they can ride their motorcycles through the area

This information and offer of assistance are greatly appreciated.

Resource Concerns

69) At Mile 15 where the county put a miniature mountain of dirt - what we call the McCoy trail head and definitely needs another name.. oh yea the BjornFried overlook.... You guys put a barricade there at a time when the dirt covered part of the issue. Once the dirt was gone there are people going around it and shooting, shooting oak trees. Additionally they are driving around it and way up on the hill to the east there to sit and watch for whatever they are hunting, even car camp hidden up there. Extending that barricade would be high on the list as this is not a wise location for a shooting range. The whole pasture areas from mile fourteen and fifteen has a lot of vulnerability to hunters and offroaders going up on the hill and connecting with SDG&E's access and getting into Cedar Gorge, or just making a mess right there. It is also vulnerable to hunters driving onto the pasture to the south and east side.

The Proposed Action includes the addition a short segment (UND102) to the National Forest Road System as a parking area off of Boulder Creek Road, along with extension of the existing barrier on the north side back to the road. The existing barrier and barbed wire was found to be functional to the east and south.

70) We appreciate this effort. The former decommissioning in the Palomar region a few years ago made a significant difference to the quality of the land.

This supportive comment is appreciated.

71) At mile 14.8 on Boulder Creek Road there is already some steel barricades. Hunters have been able to go right around this and drive up on to the top of the hill overlooking the McCoy Ranch area. Additionally there is considerable target shooting. This is an inappropriate and dangerous combination.

No new barrier needs or signs of vehicle trespass were observed in this area.

72) At mile 13.5 and the green Forest Service gate leading up the hill and reconnecting with Boulder Creek Road about mile 14.5 SDG&E uses half of this road. When the TL626 is decommissioned all of the associated roads should be decommissioned to. There is some illegal offroading that extends into the northern half of this that is not SDG&E. this should be stopped now. On both sides of Boulder Creek Road for the mile between 13.5 and 14.8ish offroaders and especially hunters randomly decide to tear down the fence if there even is one and drive across the meadows. This area needs some restrictions from this.

Permitted SDG&E access roads in this vicinity are proposed for decommissioning via the SDG&E Master Special Use Permit and Permit to Construct Powerline Replacement EIR/EIS that is nearing a final decision at the current time. No additional barrier needs or signs of vehicle trespass were observed in this area.

73) The access road to TL626 from the McCoy Ranch to the Weflen ranch that goes across Boulder Creek Road needs to be decommissioned NOW as well as the TL626 access road that goes across Cedar Creek . This has been well acknowledged as a clean water act issue for both streams. The issues are very similar and not good for the streams. SDG&E needs to manage whatever 12kv portions of their line that are to remain by air or foot. However because these are to be 12kv in the future we are adamant that they should be underground and continue to be a fire and environmental hazard above ground. Nevertheless these stream crossing areas are a league of their own and need to be closed as a priority. Likewise you need to assure that there is no local access offroading going on there.

See response to comment 63.

74) At Tule Springs there are a number of user created roads that were significantly expanded in the pig search frenzy. The only access was from reservations, not necessarily by local tribes people. While we agree that Native Americans have access to sacred Sites, the type of access and offroading that is going on in the Tule Springs, Dubois Road, Tule Springs Road areas is far from Sacred. This is not appropriate and these user offroading areas need to be closed off. Tribal elders should be alerted as well.

Multiple unauthorized routes are proposed for decommissioning in this vicinity, and the Viejas Band of Kumeyaay Indians has assisted with and kept informed about the project.

75) The offroaders should be kept off of SDG&E access roads. As mentioned they should all be removed with a 12kv underground.

See response to comment 63.

76) Green Sticker Vehicles should not be allowed on Boulder Creek Road and signage should reflect this. I do not favor Green Sticker vehicles on Cedar Creek Road and I would argue that that option was not provided legal review during the Road Review a few years ago. In every open house before the decision I was told that Cedar Creek Road was NOT for Green sticker type offroading. There is no real area for trailers and portions of the road are quite dangerous for this activity as well as being a terrible place for noise and environmental impacts.

Green Sticker Vehicle appropriateness and management falls outside the scope of this analysis.

77) One of the best moves in all of the Forest is the closure at Smith Pond. This was one of the most far reaching impacts in a good way to date. Unfortunately a USFS employee un-de-commissioned the road months after it was all raked out and decommissioned. It has been closed off again but the rehab is slow. PLEASE make sure all employees are onboard and not doing this!!!!!

Forest staff are being made aware of this project, and the Proposed Action includes signage to clearly show where restoration is occurring.

78) ON eagle peak road at the pond trail head the barricade is a farce as it would come right open. If you haven't found this yet please fix. I personally rather liked this at the pond but I won't argue.

This work is already authorized by the 2009 Upper San Diego River Unauthorized Routes Decommissioning Project Decision Memo and so falls outside the scope of this analysis.

79) The road along the rim of Hauser Canyon in a yellow area you are now labeling "Recommended Wilderness"—I'm a tad surprised but I won't argue. Christmas Card for life if this is really true! There are a number of issues in this region. This road was on the old topos when I first whent there but very over grown. When it approached on the westleg to the lake and then turns east there is a dog leg north that definitely should not be there. I think I am the first to go to that overlook and it is breathtaking but it never had a road to it. It was difficult to find the continuity there but now it appeared to be well trodden. This all needs some review with the Border Patrol. It would be out of sync with wilderness but not necessarily with IRA status. I DO think it should be definitive with the Border Patrol as they have acted on their own a lot in BLM and this should not carry over the the USFS. They should Pay for a permit if they want road access. To date I'm sure that was not happening.

The Forest Service has consulted with US Customs and Border Patrol about the routes that surround Hauser Canyon, and their input has been incorporated into the Proposed Action.

80) There are some very serious offroading issue IN the Hauser Wilderness . These should be given priority closure. They are not on you map but if you look on Google maps they are clearly there.

Two primary routes in the Hauser Wilderness are proposed for decommissioning: UND865 and UND8102. No other unauthorized routes were found there that need to be addressed at the current time.

81) There is an offroad trail in the center of Pat's canyon and another where someone has lifted your barricade out of the ground to access Dry canyon and can now go quite a ways. Their route goes in the middle of a stream with a lot of tadpoles when there is water. There is a lot of bogus offroading there and south through Rattlesnake Canyon.

There were few known unauthorized routes in this vicinity, and the survey need surpassed the amount of time available on the part of the project interdisciplinary team, and so this area was not surveyed.

82) There is additionally a portion of Pats Canyon between Sunrise and Barber Mt Road that is exceptionally fragile and unique. I hope you are monitoring from time to time.

See response to comment 81.

83) There is a parallel road to the Barret lake Road that should not be there. It may be a Boulder Patrol created route. The access road in there to Sunrise is disgusting. This tower should have been accessed by air or foot.

See response to comment 81. Access roads permitted to SDG&E for the Sunrise Powerlink are beyond the scope of this project.

84) Also the road to the upper San Diego River Gorge should be a priority closure.

This unauthorized route (UND384) is proposed for decommissioning.

85) Ideal spot for additional gates. Multiple old fences in area to tie gates into. In the area between UND735 and UND736 along Tule Springs Rd.

The Proposed Action includes the installation of barrier and a gate at Pine Grove to prevent the unauthorized use of Tule Springs Road to the east rather than the suggested placement.

86) Please add additional gates shown in blue to restrict offroad vehicle racing from adjacent Native American land. New gates would act as further restrictions when gates are compromised. Tule Springs area has no oversight to stop repeat unauthorized road establishment.

See response to comment 85.

87) Mile 10 Boulder Creek road. Please add pipe fencing to this area. Small turnout historically used for beehives has since become a huge gravel yard, landing strip, place to spin your tires, etc. Unauthorized road to right goes down to turn around area which frequently has illegal campfires and target shooting since it is out of sight. Some people even drive further east into the small meadow. Additional pictures will show current situation. Area has plentiful native bunch grass that is been disturbed.

The Proposed Action includes the partial decommissioning of this site (13S08-8.83R-1), including barrier along the road with a gate to allow apiary access for the permittee.

88) This unauthorized route was done by gold miners in 2014 who repeatedly cut the barbed wire fence on the south side of Boulder Creek/North side of Boulder Creek Road to drive in gold mining equipment on CNF land. Entrance is partially blocked now with branches. Please replace old fence along Boulder Creek riparian area. See additional photos of area.

The Proposed Action includes the decommissioning of this route (Boulder Creek 1) through the placement of boulders to block access.

89) Please install barrier and gate blocking McCoy Ranch road in CNF section. Please include gate and access for property owners, but limit the public vehicles that race up and down these roads. McCoy ranch road is privately maintained in the CNF forest section, yet the public does all the damage. Controlled access at this point would also limit meadow off road damage.

The gating of this permitted road would be the responsibility of the permittees, not the US Forest Service, since no vehicle trespass was observed originating from the road.

90) Please repair, replace, and or install as needed fencing along Boulder creek road in the meadow near mile 14. See blue lines on map. This section gets several vehicles a year who think they can drive cross country through the meadow to get to a better spot. The meadow currently has some old fencing in spots, but was never properly fenced when this section became CNF land. An additional photo showing vehicle tracks through meadow has been submitted.

No new barrier needs or signs of vehicle trespass were observed in this area.

91) Area circled in red is access point for private inholding that has turned into parking area, campfire area, spin your tires in the dirt area. Please evaluate this riparian meadow area. Please allow access to private land beyond, but block unauthorized vehicle use in the meadow. Location is south side of Boulder Creek Road south side of Boulder Creek.

This short unauthorized route was determined not to warrant the extent of barrier that would be needed to block access to it, and a gate would be the responsibility of the private landowner.

92) Boulder Creek crossing and Boulder Creek Road south side. Red Circle area and line are area's of unauthorized vehicle travel. Needs barriers and private property access gate.

See response to comment 91.

93) Location UND102. Unauthorized route around barrier. Illegal target shooting.

See response to comment 69.

94) Tire tracks through meadow mile 14 Boulder Creek Road near intersection of McCoy Ranch Road. Area needs a fence on both sides of the road in meadow area. Summer 2014.

No new barrier needs or signs of vehicle trespass were observed in this area.

95) Location UND114. Needs proper barriers. Unauthorized route leads to secluded area that has frequent illegal campfires. Please see additional two photos of this area.

The Proposed Action would add the first half of this route (UND114) to the National Forest Road System for public use and block vehicle access to the second half (UND114-2) while adding it to the National Forest Trail System for non-motorized use.

96) Unauthorized mining route 2014. Current state as blocked by local residents. Please block and fence CNF riparian area along south side of Boulder Creek and North side of Boulder Creek Road. See additional comments with map location added.

See response to comment 88.

97) This unauthorized route up mineral hill starts just outside private fence line on North side of private property along Boulder Creek Road near Johnson Creek. Route is purposely hidden by tree branches and several strands of unattached barbed wire.

Private landowner permission would be needed to survey this site and has not yet been obtained.

98) Location UND114. Area used for remote vehicle based camping utilizing UND114. Please note illegal campfire ring and with recent use, summer 2014.

See response to comment 95.

99) Tule Springs road at Pine grove on CNF land. Off highway vehicle full of people who appeared to be of Native American decent. Vehicle is roaring up and down all unauthorized routes in this area. This picture was taken after over an hour of racing around in and out of CNF and Indian land. Vehicle came from the west and returned to the reservation land west of the CNF after this picture was taken of them. This picture is clearly taken on CNF land, these law breakers told me I needed to leave and that I was not allowed to be there. March 2013.

The Proposed Action includes multiple decommissioning efforts along Tule Springs Road.

100) Tule Springs road in the CNF vicinity of Tule Springs has long been an illegal offroad playground for Native Americans and their friends. I approve of the proposal closures in this area and ask you go one step further and install additional locking gates every .5-1.0 mile along Tule Springs road on CNF lands. These additional gates will serve as additional protection to off road racing in this area. Tule Springs road is never patroled by any CNF officials, so additional barriers are needed.

See response to comment 85.

101) The unauthorized route UND 102 has illegal target shooters every few weeks. An unauthorized new road now extends north to get around barriers. See pictures of illegal target shooting, shot up Oak tree, and new road.

See response to comment 69.

102) Near location UND735 and UND736 on Tule Springs Road. Fence has been cut with new unauthorized route.

Both of these unauthorized routes were surveyed, and the barrier and gate proposed for Tule Springs Road at Pine Grove would block access and allow them to naturally revegetate.

103) Picture 1a. Unauthorized route off Boulder Creek Road south of trail head to Three Sisters Waterfall. This road was blocked prior to cedar fire with wood posts put in by CNF. Post burned out and this isolated canyon became a place to have illegal campfires, dump stolen cars, etc. Please block this unauthorized route.

The Proposed Action includes the decommissioning of this route (13S08-10.95R-1).

104) Near UND736 on Tule Springs road. Image shows illegal off road use. Note how unauthorized vehicle tracks turn and cross country travel into the chaparral.

See response to comment 102.

105) Tule Springs Road at Pine Grove. CNF illegal off road activity.

See response to comment 85.

106) McCoy ranch road at the intersection of Boulder Creek Road needs to be blocked to public access. Please maintain private property and SDG&E access. Road maintenance is only done by property owner with shovel. CNF users like to drive up and down in the mud and make a mess of these private roads. Closure of this private road infastructure on CNF land would stop further damage to surrounding meadow area.

See response to comment 89.

107) Please see red line drawn in. This illegal road was bulldozed maybe 7 years ago. Entrance is hidden, but located just outside private property boundary on boulder creek road. Someone was trying to create access to an iholding without CNF approval. Old green painted over real estate signs mark entrance. Further description of entrance to the road is in additional comments.

See response to comment 97.

108) The Proposed Action calls for field surveys to determine the final restoration methods for each route. However, it is stated: "... For most routes, restoration would be accomplished through extreme surface roughening ... to loosen compacted soils and prevent further erosion. ..." OCCNPS has three concerns with this method:

1. Depending on the route's slope and soil type, breaking up its surface may lead to greatly increased erosion during rain events. The roughened ground can easily become colonized by fast-growing, fast-drying non-native invasive plants, which would add corridors of flashy fuels throughout the areas that are supposed to be returned to their "desired condition." OCCNPS strongly recommends that the restoration sites and adjacent areas should be surveyed for existing non-native invasive plants and any found should be treated/removed before ground-roughening or other methods are begun. The ground-roughening equipment should be cleaned at an offsite location to ensure that it doesn't bring in invasive seeds from elsewhere. Likewise, any rocks or gravel that may be brought in should be cleaned beforehand.

2. "Seeding of native plant species" seems almost an afterthought to "... require different strategies to prevent resource impacts ..." for particular routes. OCCNPS strongly recommends that seeding or planting of appropriate native plant species in the restoration sites will greatly enhance the sites' natural recolonization by propagules from the surrounding native vegetation, and keep the sites from remaining open to colonization by invasives.

3. It is stated that: "... each site would be monitored annually for five years to ensure that the barriers remain effective ... and that soil erosion has been halted." OCCNPS strongly recommends that the monitoring include a specific maintenance plan to discourage invasives and encourage natives. Strong growth of native vegetation will be an effective barrier and erosion preventive.

The language of the Proposed Action has been adjusted to clarify that multiple methods will be used for restoration. The methods are specifically prescribed for each route by the Forest Hydrologist to reduce erosion. Surveys were conducted for invasive plants, and design features were included in the Proposed Action to require their treatment and the cleaning of equipment before earthwork would begin. The Proposed Action has also been adjusted to include seeding of native plant species where disturbance would exceed 10 feet in width, a threshold determined by the Forest Biologist for local vegetation to swiftly recolonize the disturbance. Where invasive plants were found along unauthorized routes, the vegetative restoration would be monitored, but this level of monitoring was not determined necessary for other routes.

109) The basalt-derived clay soils in the vicinity of Elsinore Peak are home to a suite of special-status native plants (see Table 1) in addition to the Federally-listed Munz' onion, making the area one of OCCNPS' favorite wildflower field trip sites. We are glad that the area's unauthorized vehicle routes are on the list to be studied for decommissioning. We ask that the area's flower-watching trails not be among those deemed redundant.

TABLE 1: Special-status native plants found on the basaltic soils in the vicinity of Elsinore Peak

botanical name	common name	CRPR
Allium lacunosum var. *lacunosum*	pitted onion	1B.1
Allium munzii	Munz' onion	1B.1
Brodiaea filifolia	thread-leaved brodiaea	1B.1
Brodiaea orcuttii	Orcutt's brodiaea	1B.1
Brodiaea santarosae	Santa Rosa basalt brodiaea	3
Chorizanthe polygonoides var. *longispina*.	long-spined spineflower	1B.2
Fritillaria biflora	chocolate lily	4.2
Harpagonella palmeri	Palmer's grappling hook	4.2
Microseris douglasii ssp. *platycarpha*	San Diego silverpuffs	4.2
Sibaropsis hammittii	Hammitt's clay-cress	1B.2
Toxicoscordion venenosum	meadow death camas	4.2

The unauthorized routes in the vicinity of Elsinore Peak were mistakenly included in the scoping map but were already decommissioned in the summer of 2015, as authorized by the Wildomar Off-Highway Vehicle Management Plan EA and Decision Notice signed in 2014.

110) We completely support the project to eliminate unauthorized routes on the Cleveland National Forest, and to restore the landscape resources to their best possible natural conditions at the selected sites. We agree that educating and directing motor vehicle users to legal opportunities should be part of the project (as stated in Purpose and Need, Scoping Letter), and also that signage and a 5-year monitoring period should be included (Proposed Action, Scoping Letter). The information included in the Scoping Letter about the project's Purpose and Need, the Proposed Action, and the guiding goals, strategy and standards of the Land Management Plan for the Forest provides a clear justification and mandate for the project activities. This project is a good example of professional civil service management and good stewardship of National Forest public resources for the greatest overall, balanced public benefit.

This supportive comment is appreciated.

Cultural Resources

111) The Rincon Band has concerns for the impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseno people. This is to inform you, your identified location is not within the Luiseno Aboriginal Territory. We recommend that you locate a tribe within the project area to receive direction on how to handle any inadvertent findings according to their customs and traditions.

All Tribes within the project area were notified about this project during scoping.

112) The San Diego County Archaeological Society believes that cultural resources need to be included in the analysis. While closing some routes may have favorable impacts to cultural sites located along any routes to be closed, and any unauthorized collecting at sites made accessible by those routes, it could also happen that the decommissioning activities themselves could result in adverse impacts. By including cultural resources in the analysis, such positive and negative impacts could be addressed.

Each unauthorized route proposed for decommissioning were surveyed by the Forest Archaeologist, and this Draft EA includes the resultant cultural resource section for analysis of potential effects.

NEPA Process

113) The time allotted for comments is far too short for public review and the maps are very hard to read and impossible to print full size.

The time period for scoping was within the ordinary range for a project of this sort. The new maps included in this Draft EA were developed in response to this concern for ease of use by the public.

114) Some of the concerns expressed to me include difficulties accessing information, both electronically and hard copy, as well as the public only being provided maps as opposed to specific route data, all coupled with an abbreviate amount of time for public review. Despite these challenges, it is my understanding that several user-groups have provided your office

with information on specific closures where such action would impede access to existing conservation resources such as wildlife drinkers and guzzlers, as well as resources for hunters, dog-training, and other recreational activities.

See response to comment 113. The project leader swiftly assisted any member of the public that expressed difficulty accessing information. Public scoping does not require detailed information about the Proposed Action, which was not available at that time. It is true that many such user-groups provided scoping comments.

115) Appendix H is referred to under subheads S11 and S12 as the source of criteria for TEPCS design and conservation practices, but there is no Appendix H attached or linked to the scoping letter. A search for Appendix H in CNF's LMP (online PDF) found a reference to Part 3, which in turn contained 9 mentions of Appendix H but not the Appendix itself or indication of how it may be accessed. As a rule of clear writing, when reference is made to a document or resource, a clear way to access it should be included. The same may be said re Appendix E, referred to under subhead S47.

Appendices E and H of the Cleveland National Forest Land Management Plan can be found on pages 65-66 and 71-75 of Part 3. A hard copy or CD may be requested of the Forest Planner, or the electronic file (in .pdf format) is available online at: http://www.fs.usda.gov/detail/cleveland/landmanagement/planning/.

116) Some of your maps are not clear. There are status color coded routes on your grid but I could not tell what they implied.

New maps were developed for this Draft EA. The color coding of the scoping maps reflected a preliminary ranking of importance using GIS data for sensitive resources.

117) The Forest Service should focus on decommissioning virtually all of the unauthorized routes, and not acquiesce to permitting some illegal, unauthorized routes to continue being used. Stated another way, the basic objective of this project should be that all unauthorized will be decommissioned, to be consistent with the existing Forest Plan. Any exception to this position should be required to be justified as an enhancement to the existing Forest plan. The current "purpose" of this project is described in the 2/17/15 letter from the Supervisor as being "to decommission the highest priority unauthorized routes….", which is much too weak, creates ambiguity as to what "priority" each illegal route is, and undermines a key provision of the existing plan.

It would be infeasible to include all unauthorized routes on the Cleveland National Forest in this analysis, and so prioritization of routes is essential. The Cleveland LMP does not preclude the addition of National Forest System Roads or Trails, and the Purpose and Need for the project was adjusted to reflect field discovery and line officer direction for where such additions were needed and acceptable. The Proposed Action does not permit any unauthorized routes to continue being used.

118) The authorized routes were established as part of the original plan, and all unauthorized routes are basically illegal.

Authorized routes were not established by the LMP. Instead, they were authorized by the Motorized Travel Management EA and Decision Notice of 2008.

119) To not decommission an unauthorized route is to encourage the continuing expansion of unauthorized routes. The message would be to some in the ORV community, that the way to get more routes is to create more unauthorized routes and then to be patient until the Forest Service basically accepts them.

There are multiple factors to consider for each particular unauthorized route beyond that of public communication. In some cases, routes decommission naturally; in others, decommissioning would require far greater investment than the resource benefit that would be gained. In still other cases, unauthorized routes are proposed for addition to the National Forest Road or Trail System. These factors were carefully weighed for each unauthorized route in the development of the Proposed Action.

120) The reality we have experienced historically, is that once an "accepted" route is established, there will be some users who will veer off into nearby areas and expand the routes.

The potential for exploratory vehicle use was considered in the development of the Proposed Action.

121) It is better to take a strong stance now and establish the precedent that unauthorized routes will not be tolerated, without amending the basic Forest Plan through a public process, than to postpone the hard decision until there are more unauthorized routes and the Forest Service has set a precedent that unauthorized routes can become permanent.

See response to comment 117. The Forest does not propose to amend the LMP through this project, since it is consistent with the LMP.

122) I recommend that CNF extend the duration of the subject process to arrange for a collaborative partnership with members of the local community of outdoor recreationists to objectively analyze the proposed road closure plan, while using appropriate maps, to insure a correct final disposition.

See response to comment 1. The Motorized Travel Management process of 2008 was the ripe time for the recreational users of the Cleveland National Forest to attempt to secure roads and trails for motorized use. This project primarily concerns the decommissioning of unauthorized routes with only minor adjustment of the National Forest Road and Trail Systems.

123) A quick way to facilitate the implementation of this approach would be for CNF to "reach-out-to" the San Diego County Wildlife Federation (SDCWF): a non-profit *amalgam* of local conservation-oriented clubs and organizations, as well as the local chapters of similar national organizations; which number in excess of twenty organizations with a combined constituency that stems from over 12,000 San Diego County households.

The Forest Service cannot provide any particular organization with special privileges outside the public process. The San Diego County Wildlife Federation and its members are welcome to provide input into project planning.

124) Boulder Creek Road is very problematic with the numbers of visitors to Three Sisters. This needs a cooperative Study / Solution with the County. My first priority would be to permit the Three Sisters trail since it is in a recommended wilderness.

This matter falls outside the scope of this project. A Draft Environmental Assessment is currently being prepared for Three Sisters Falls Recreation Management.

125) Your map should the trail leading from the Three Sisters Trail head which historically is called "The Turntable" –and I hope you keep the historical name—this trail is shown as being decommissioned. However your rangers park at the bottom of this saddle frequently. This should have a definitive decision. I would not get in the way of rescue usage or fire usage but routine should have a discussion and decision.

See response to comment 124.

126) In its place, I urge the Board to work with the community that enjoys and uses this area to create a program that will properly consider the entire environment, allow for more independent oversight, and incorporate the more natural science suitable for this regional environment.

This request falls outside the scope of the Purpose and Need for this project.

127) In Lakeland Village, we have a number of trails that date back to the 1930's. These trails are non-motorized. In recent years I have asked the Forest Service to choose one or more of these trails to encourage recreational activities in our area. My husband and I will help to maintain them. I was told we do not have walking trails into our beautiful forest from here.

See response to comment 126.

128) In the environmental analysis we would like a defined forest boundary with signage so that when we see homeless camping above our homes our citizens will know who to call.

See response to comment 126.

129) We would like the commission to authorize a trail from Lakeland Village into the forest.

See response to comment 126.

Appendix B. Proposed Action Maps

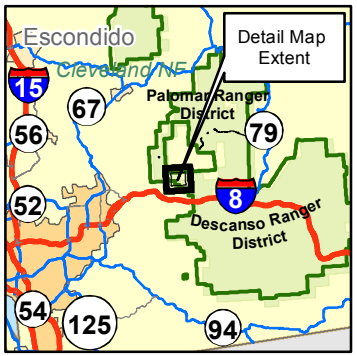
Cleveland National Forest

Forest-wide Unauthorized Route Decommissioning

Draft Environmental Assessment

Anderson Valley, Capitan Grande Indian Reservation Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Miles

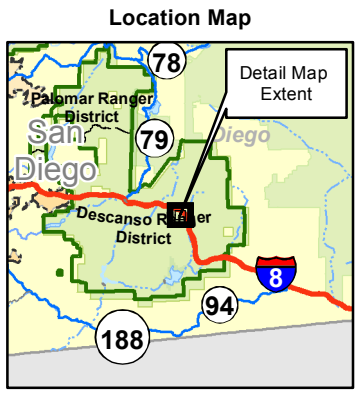
0 0.5

116°47'0"W 116°46'0"W 116°45'0"W

32°53'0"N 32°52'0"N

UND8294
UND314
UND313
UND324
UND314
UND314-0.44L-1
UND8296
SUA114-0.26L-1
SUA114
UND8023
UND8020
15S30-ANDERSON
RESERVATION BOUNDARY
INDIAN
CAPITAN
CAPITAN GRANDE INDIAN RES
Anderson Valley
CLEVELAND NATIONAL FOREST
Conejos
FSCOOP1
FSCOOP2

Bear Valley Area



Legend

Proposed Action

- Add for Public Use
- Consider for Permitted Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land

Miles

0 0.25

116°31'0"W 116°30'0"W

32°48'0"N

Laguna Junction

Water Tanks

Glencliff Fire Station

Prospect

Prospects

DRD500001-1

16S12-1.25L-1

16S12-1.59R-1

16S12-BEAR VALLEY

16S12-1

SUA-133

16S12-3.70L-1

UND450

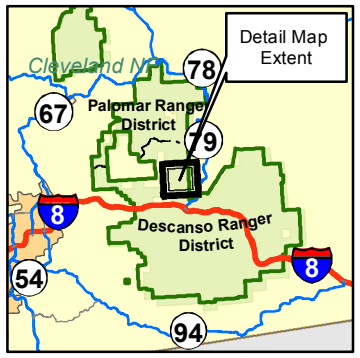
UND447

16S06-UNGALLO FLAT

74

Boulder Creek Road South Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

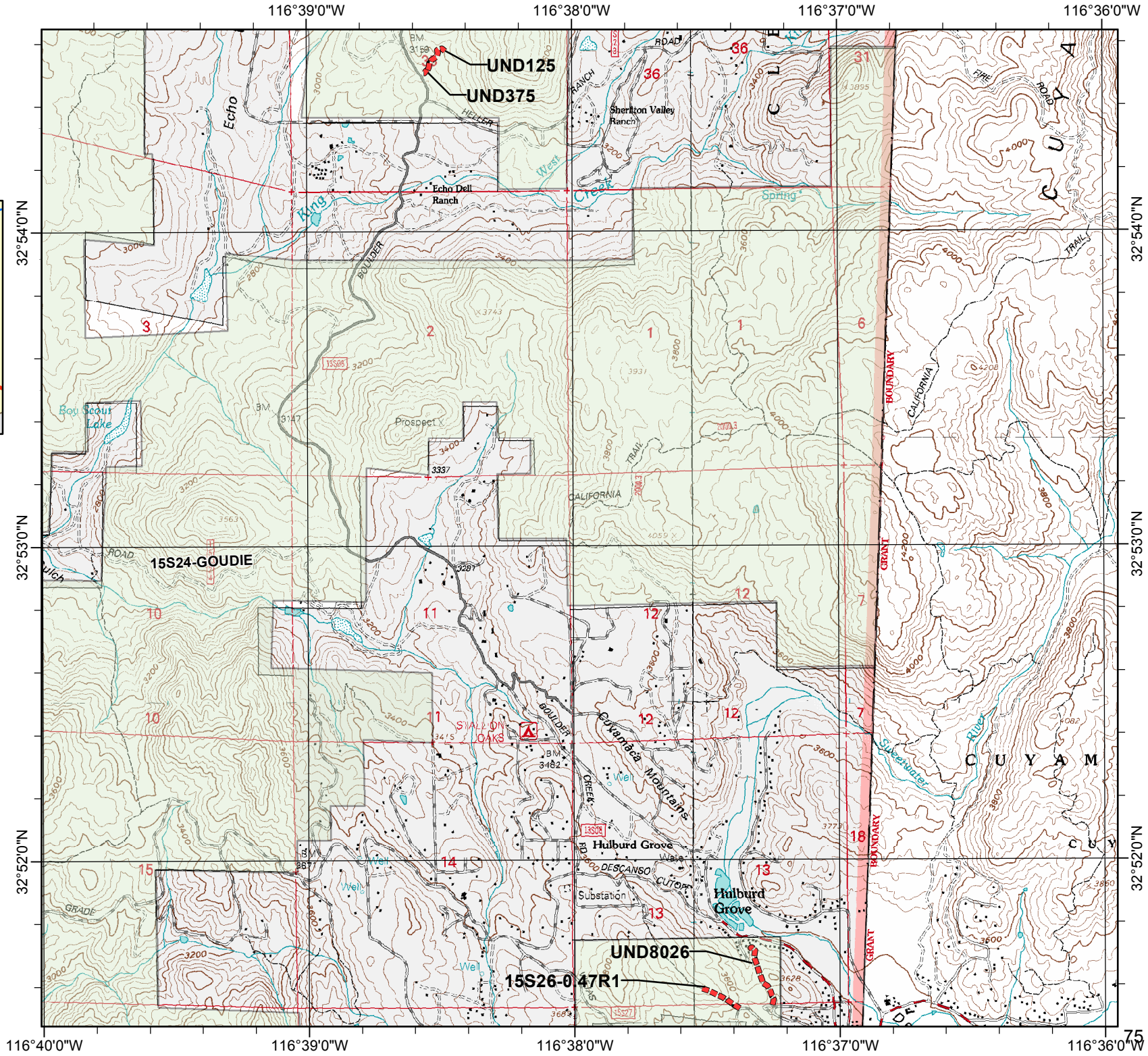
Ranger District Boundary

N

S

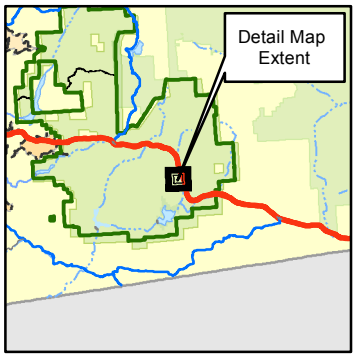
Miles

0 0.25 0.5



Buckman Springs Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Miles

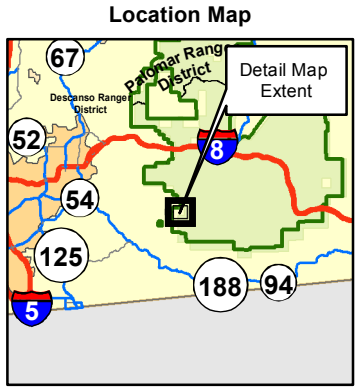
0 0.25

116°30'0"W 116°29'0"W

32°46'0"N 32°45'0"N

16S12-5.85R-1
16S12-6.014L-2
16S12-6.68L-1
UND842
UND9077
UND9073
UND9075
UND9076
UND9070
UND9084
BEAR VALLEY
Water Tank
Water
Prospects
ROAD
Fuzz 4104
BM 3313
BM 3280
BM 3254
BM 3248
BM 3417
OLD HWY 80
SPRINGS
Cottonwood
Creek
Valley
Rest Area
Dee 3203
BUCKMAN
BEAR VALLEY RD
Tulloch Ranch
19
20
30
29
3400
4000
3600
3800
3200

Carveacre Area



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Miles

0 0.25 0.5

116°44'0"W 116°43'0"W 116°42'0"W

32°44'0"N 32°43'0"N

36 31 1 6 5 12 7 8

16S03-CARVEACRE

CARVEACRE

17S09-WISECARVER

17S09

ROAD

Lawson Peak 3660

Prospect

Spring

VALLEY

SKYE

LYONS

JAPATUL

2161

Eichenlaub Ranch

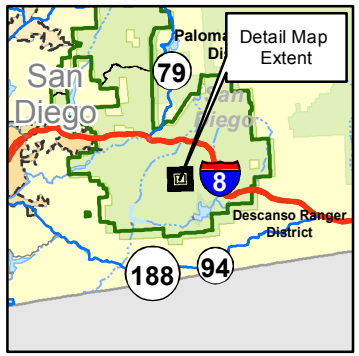
BM 2026

BM 2178

3600 3400 3200 3000 2800 2400

Corte Madera Area

Location Map



Legend

Proposed Action

- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

N

S

Miles

0 0.25

116°34'0"W 116°33'0"W

32°46'0"N 32°45'0"N

21 22 28 27

BM 3964

Valley

Water

4440 4063

ROAD

16S17

UND847

SUA22

16S17-0.84R-1

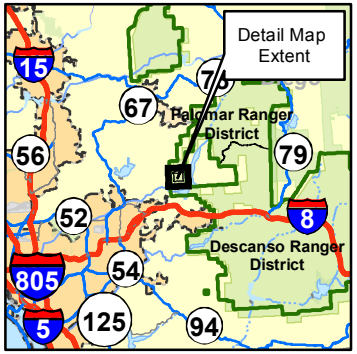
16S17-LOS PINOS

16S16-KERNAN

4000 3800

El Cajon Mountain Area

Location Map



Legend

Proposed Action

- Add for Administrative Use
- Decommission

Land Ownership

- USDA Forest Service
- Ranger District Boundary

N

S

Miles

0 0.25

116°49'0"W 116°48'0"W

32°55'0"N 32°54'0"N

El Cajon Mountain △3675

RANGER RANGER

PALOMAR DESCANSO

WESTSIDE

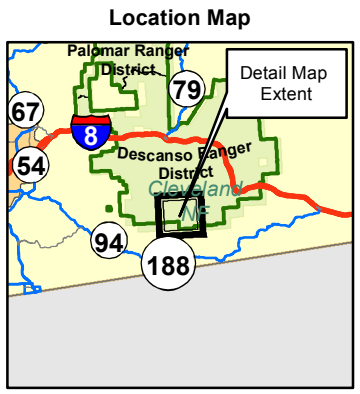
DISTRICT DISTRICT

31 32 6 5

13S10-15.72L1
13S10-15.77L1
13S10-15.93L1
13S10-15.72L1
UND784
UND785
UND783
UND782
UND783
13S10-16.8R1
13S10
UND784
13S10-17.03L1
UND8137-0.02L1
13S10-16.8R2
13S10-17.03L2
UND8135
13S10-17.15L1
UND8137-0.02L1
UND8139
UND8139
UND138
UND8137
UND8137-0.1L1
UND8139
UND8139-0.15R1

BM 2625 BM 2259 BM 1515 BM 1987 △SCOOP4

Hauser Wilderness Area



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Wilderness

N

S

Miles

0 0.25 0.5

116°38'0"W 116°37'0"W 116°36'0"W 116°35'0"W 116°34'0"W

32°42'0"N 32°41'0"N 32°40'0"N 32°39'0"N

17S04-CORRAL CANYON

17S06-SKYE VALLEY

UND865

UND8102

UND865-1.06L-1

17S12-Spur

17S12

17S07-HAUSER CREEK

UND568

17S12

UND566

17S08-SOUTH BOUNDRY

17S12-5.92L-1

UND569

17S08

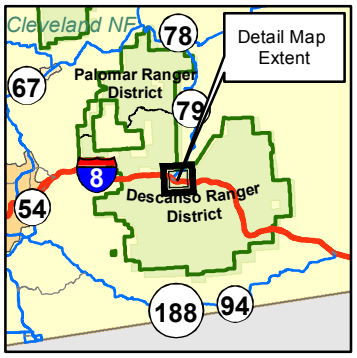
UND371

17S08-3.96L-1

17S08-SOUTH BOUNDRY

Japatul Valley Road Area

Location Map



Legend

Proposed Action

- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary
- Wilderness

N

S

Miles

0 0.25 0.5

116°38'0"W 116°37'0"W 116°36'0"W

32°50'0"N

32°49'0"N

15S33-WILDWOOD GLEN

15S28

15S25-LAS BANCAS-PINE CREEK TH

16S04-HORSETHIEF

GRIFFIN RD

Descanso Junction

Los Terrenitos

Descanso Detention Facility

Gaging Sta

Gaging Station

RIVERSIDE DR

Sweetwater

Lamina

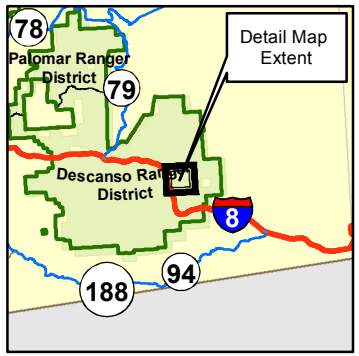
Canyon

Nelson

WILDERNESS

Kitchen Creek Central/ Sheephead Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

N

S

Miles

0 0.25 0.5

116°29'0"W 116°28'0"W 116°27'0"W

32°48'0"N 32°47'0"N 32°46'0"N

NATIONAL FOREST

UND173 -SDC KCR Connector

15S18-SHEEPHEAD MOUNTAIN

15S17-KITCHEN CREEK

15S18-Spur 2

15S18-Spur 1

UND8426

UND8436

16S08-FRED CANYON

Gibbets Flat

Seasonal

Horse Creek

Long Creek

Troy Creek

Fred Canyon

Crest

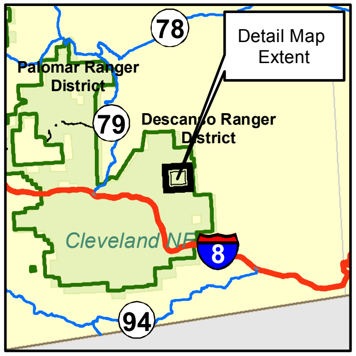
Old Hwy

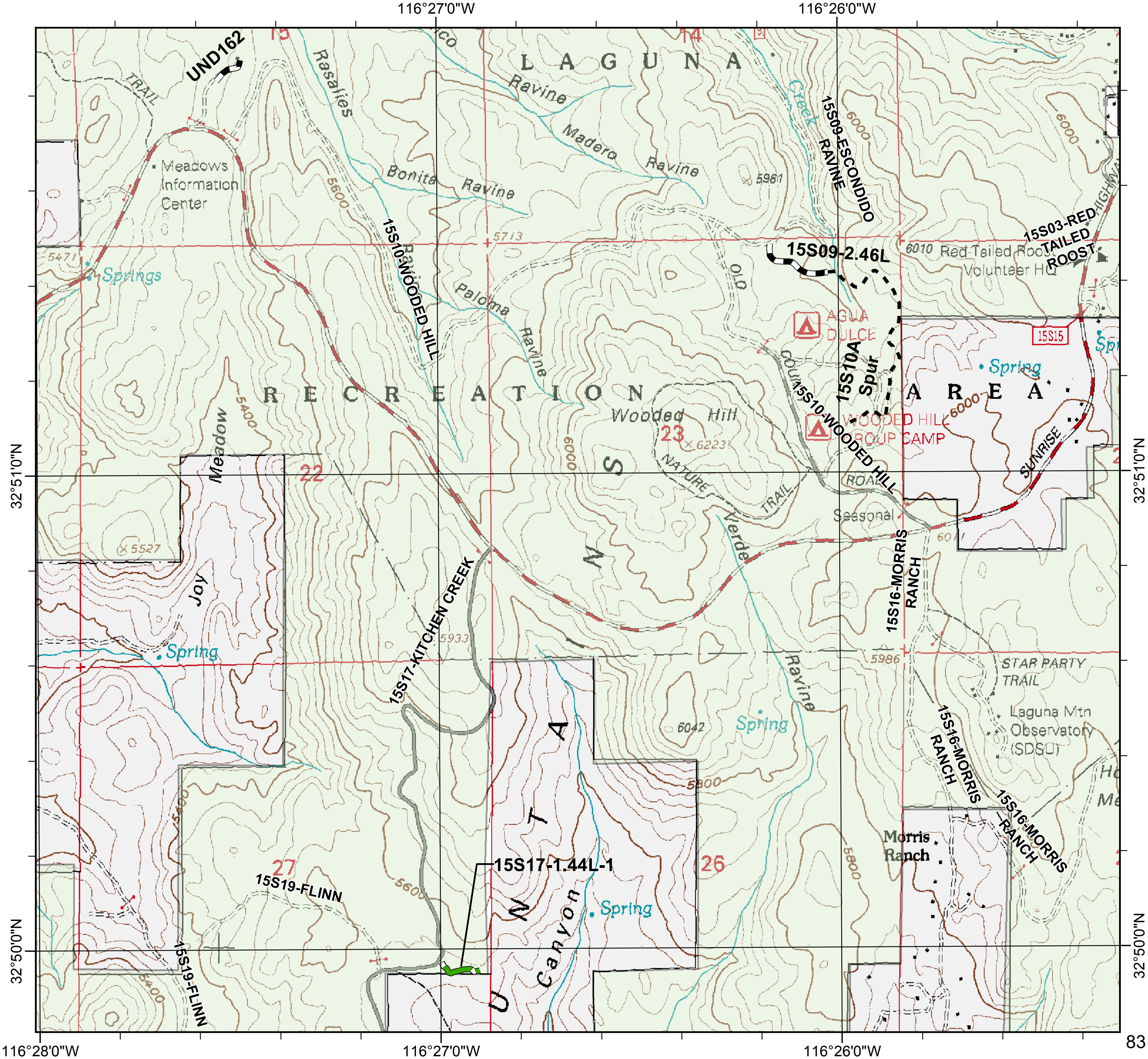
BM 3313

BM 3280

Kitchen Creek North/Wooded Hill Area

Location Map





Legend

Proposed Action

Add for Administrative Use

Add for Non-Motorized Use

Add for Public Use

Land Ownership

USDA Forest Service

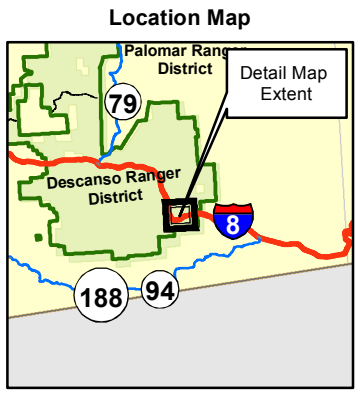
Non-Forest Land

Ranger District Boundary

Miles

0 0.25

Kitchen Creek South Area



Legend

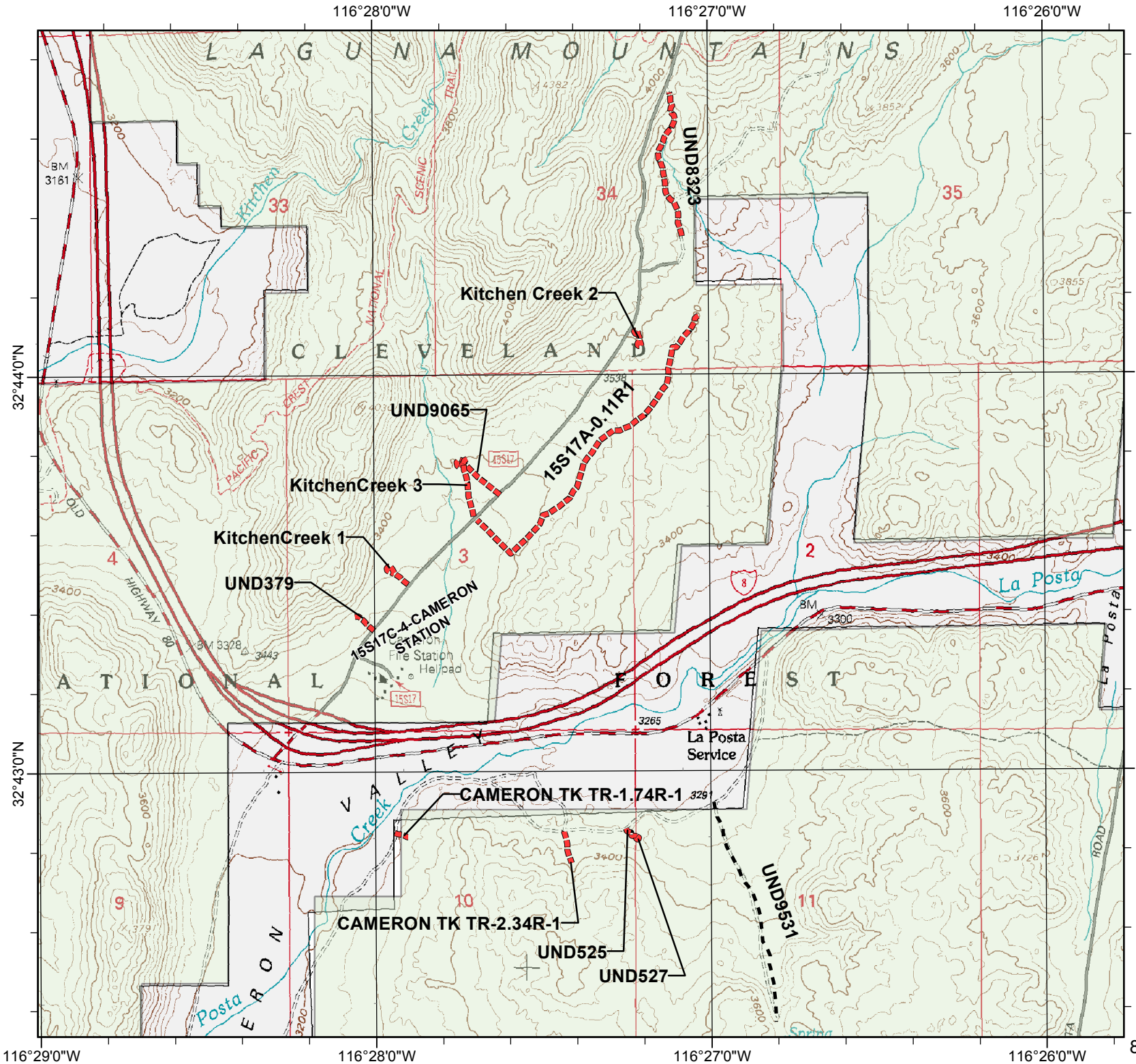
Proposed Action

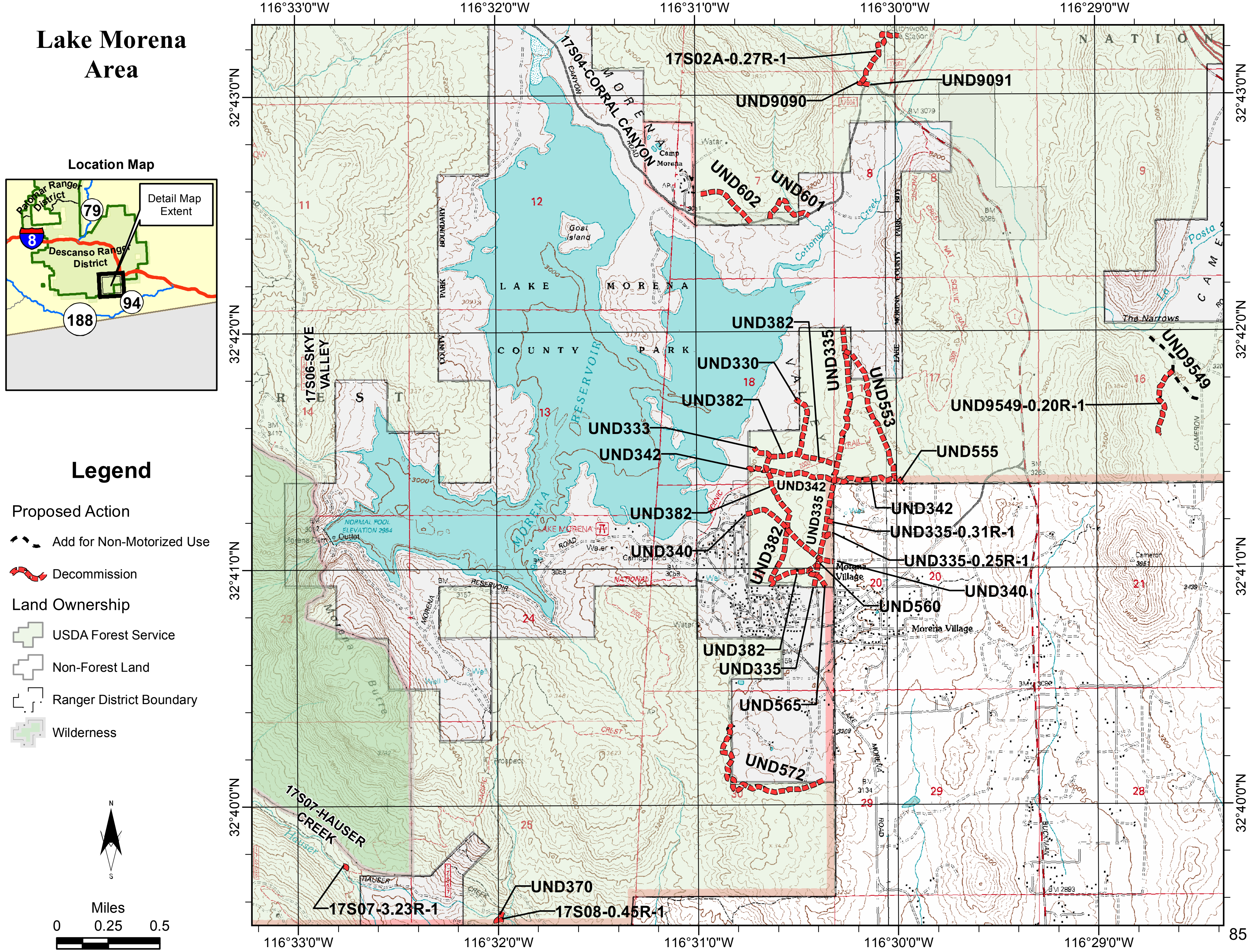
- Add for Non-Motorized Use
- Decommission
- Ranger District Boundary

Land Ownership

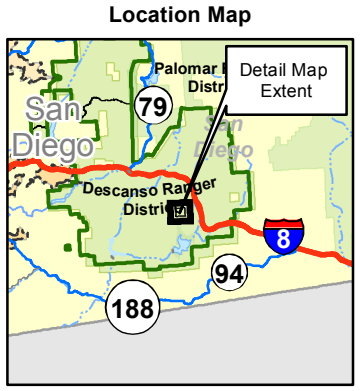
- USDA Forest Service
- Non-Forest Land

Miles
0 0.25 0.5




Lake Morena Area
Location Map
Palomar Ranger District
Descanso Ranger District
Detail Map Extent
8
79
94
188
Legend
Proposed Action
Add for Non-Motorized Use
Decommission
Land Ownership
USDA Forest Service
Non-Forest Land
Ranger District Boundary
Wilderness
Miles
0 0.25 0.5
116°33'0"W
116°32'0"W
116°31'0"W
116°30'0"W
116°29'0"W
32°43'0"N
32°42'0"N
32°41'0"N
32°40'0"N
17S02A-0.27R-1
UND9091
UND9090
17S04-CORRAL CANYON
UND602
UND601
UND382
UND330
UND335
UND553
UND333
UND342
UND555
UND340
UND335-0.31R-1
UND335-0.25R-1
UND560
UND565
UND572
UND9549
UND9549-0.20R-1
17S06-SKYE VALLEY
17S07-HAUSER CREEK
17S07-3.23R-1
UND370
17S08-0.45R-1
LAKE MORENA COUNTY PARK
Goat Island
Morena Village
Camp Morena
The Narrows

Long Valley Area



Legend

Proposed Action

- Add for Administrative Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

Miles

0 0.25

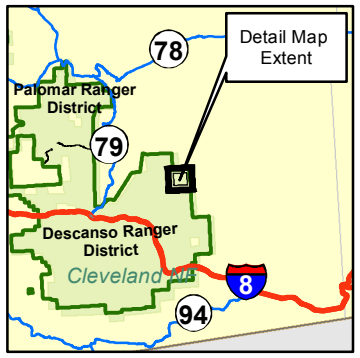
116°32'0"W 116°31'0"W

32°45'0"N

16S16-0.04R-1
16S15-1.24R-1
SUA172
UND490-0.06R-1
UND488
SUA171
16S15-1.53R-1
16S15-1.65L-1
16S15-1.78R-1
16S15-1.97R-1
UND502
UND509
UND-Trail130
16S15-1.15R-1
UND9096
16S15-0.98R-1
UND9095
16S15-4.18R-1
UND500
UND490
UND492
16S15-1.38R-1
UND-Trail57
UND504
UND507
16S15-3.79R-1
16S15-6.10R-1
16S15-LONG VALLEY LOOP
16S12-6.68L-1
16S12-BEAR VALLEY
16S16-KERNAN ROAD
LONG VALLEY ROAD
Buckman 4641
Prospects
OHV
25
30
31
36

Mount Laguna Area

Location Map



Legend

Proposed Action

- Add for Administrative Use
- Add for Non-Motorized Use

Land Ownership

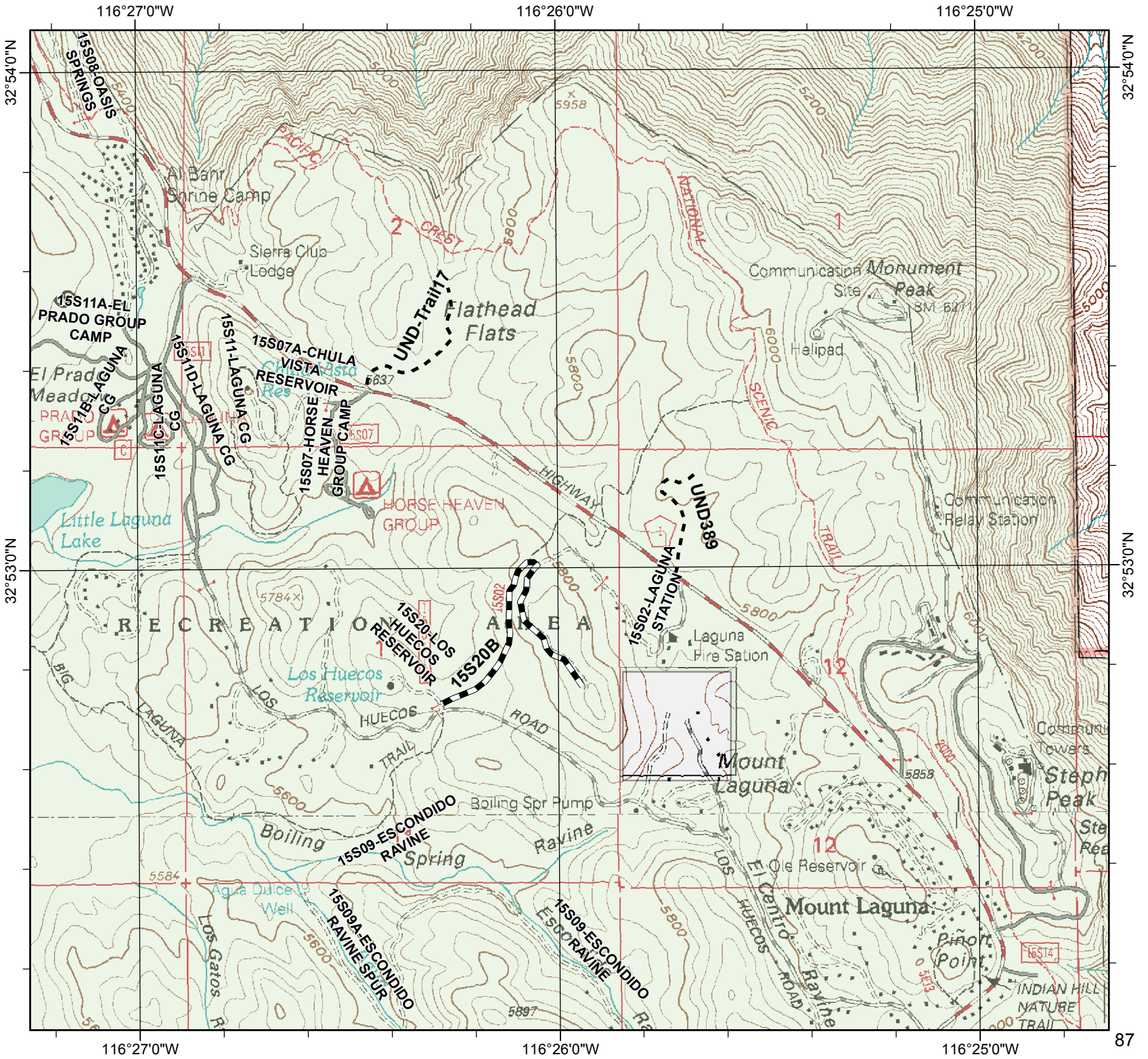
- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

N

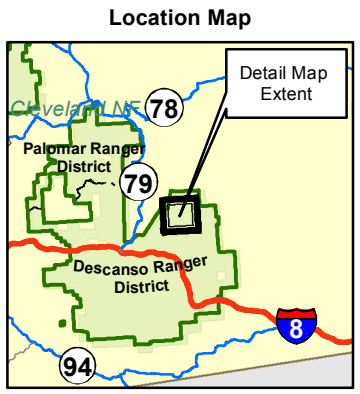
S

Miles

0 0.25



Pine Creek Area



Legend

Proposed Action

- Add for Administrative Use
- Add for Public Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

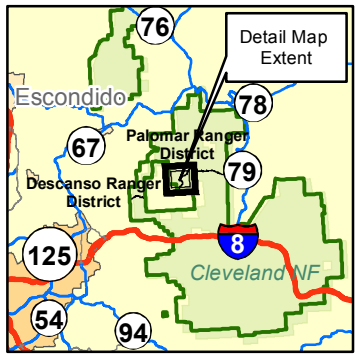
Miles
0 0.25 0.5

116°31'0"W 116°30'0"W 116°29'0"W 116°28'0"W
32°54'0"N 32°53'0"N 32°52'0"N

14S04-DEER PARK
14S05-PINE CREEK
14S05-6.61L-1
14S05-7.6R1
14S05-6.25R1
UND872
UND811A
UND985
15S21-MINERS
14S05D-Extension
Pine Creek 4
Pine Creek 3
Pine Creek 2
Pine Creek 1
UND985
UND162

Tule Springs Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Miles

0 0.25 0.5

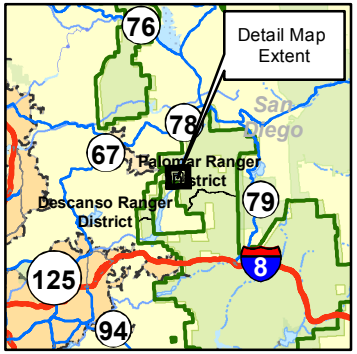
116°44'0"W 116°43'0"W 116°42'0"W

32°57'0"N 32°56'0"N

UND720B
UND720A
UND735
UND736
14S07-6.79R-1
14S07-6.35L1
14S07-TULE SPRINGS
UND741
UND742
UND740
UND745
UND744
UND747
UND-Trail81
14S10-SANDLOMAR DESCANSO
Rancho Alegria
Pine Grove
Tule Springs
Sand
INDIAN RESERVATION
DISTRICT ROAD
RANGER DISTRICT
N A T I O N A
13
17
18
19
20
25
29
30

Boulder and Cedar Creeks Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

N

S

Miles

0 0.25

116°44'0"W

116°43'0"W

32°59'0"N

35

36

2

1

UND191

Cedar

Cedar Creek Falls

River

River Gorge 1

13S06-11.6L1

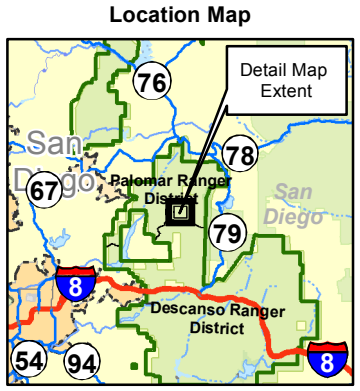
Boulder

BM 927

1546

1512

Boulder Creek Road Area



Legend

Proposed Action

- Add for Non-Motorized Use
- Add for Public Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

N

S

Miles

0 0.25

116°41'0"W 116°40'0"W 116°39'0"W

32°59'0"N 32°58'0"N

13S11-CEDAR CREEK

UND102

13S08-10.95R-1

Anahuac Spring

Lillian Hill

Mineral Hill Mine

Mineral Hill

Prospect

Spring

Boulder Creek 1

UND114

13S08-8.83R-1

Boulder

Sheep Camp

Johnson

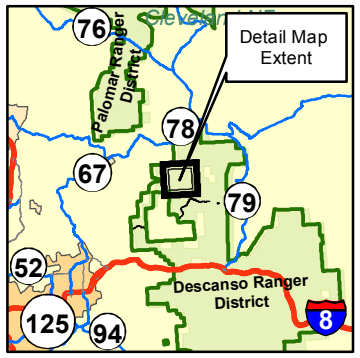
ROAD

CREEK

BOULDER

VELAND

Cedar Creek Area



Legend

Proposed Action

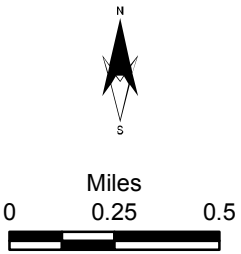
Decommission

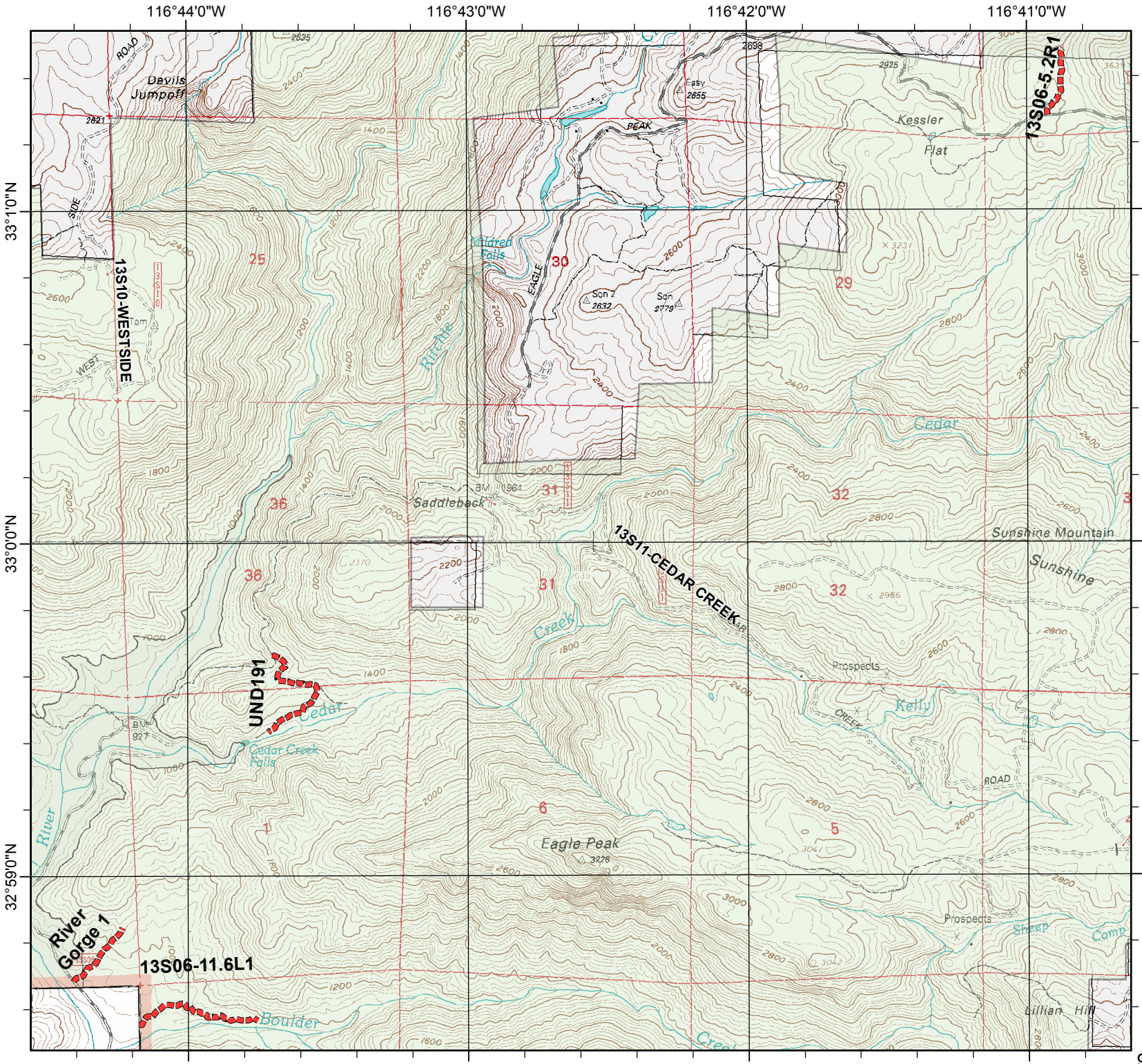
Land Ownership

USDA Forest Service

Non-Forest Land

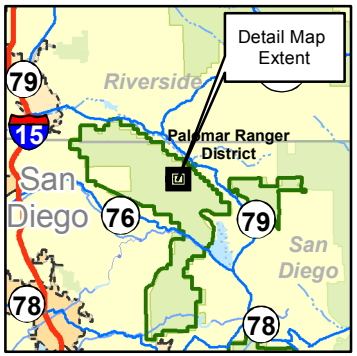
Ranger District Boundary





High Point Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Ranger District Boundary

Miles

0 0.25

116°50'0"W 116°49'0"W

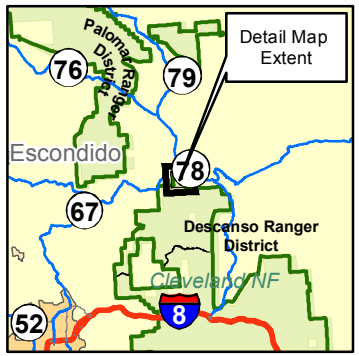
33°22'0"N 33°21'0"N

BM 5188
24
19
30
25
36
31
Cottonwood Creek
Sourdough Spring
Point
BM 6140
High Point Lookout
9S07A-HIGH POINT LOOKOUT
9S09-OAK GROVE ROAD
9S09A-HIGHPOINT
High Point 1
9S07-PALOMAR DIVIDE
Deer Flats
MOUNT ALIN
BM 5590
PALOMAR
4800
5000
5200
5400
5600
5800
6000
4200
4400
5700

93

Inaja & Upper San Diego River Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Miles

0 0.25 0.5

116°41'0"W 116°40'0"W 116°39'0"W

33°6'0"N 33°5'0"N 33°4'0"N

UND384-SPUR2

UND384-SPUR3

UND384

Inaja Memorial

Inaja National Recreation Trail

Wynola

Coleman Canyon

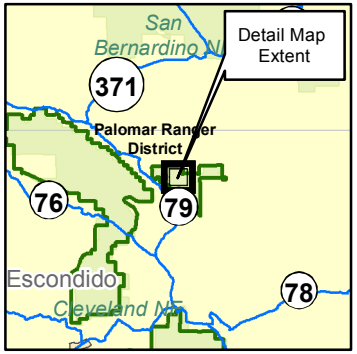
San Diego River

Daley Flat

94

Indian Flats Area

Location Map



Legend

Proposed Action

- Add for Non-Motorized Use
- Add for Public Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

Miles
0 0.25 0.5

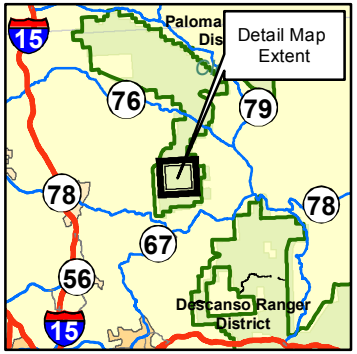
116°41'0"W 116°40'0"W 116°39'0"W

33°21'0"N 33°20'0"N

9S05-INDIAN FLATS
9S05-6.98R1
9S05-5.25R-1
UND149
9S05A-INDIAN FLAT CG
9S05A
UND148
PCT-SPUR-PRD
9S05-INDIAN FLATS
UND268
9S05-4.70L-1
UND55
UND51
UND856
Pueria La Cruz Conservation Camp
CLEVELAND NATIONAL FOREST
Indian Flats
Pine Mountain
Rey River
San Luis

Pamo Valley Area

Location Map



Legend

Proposed Action

- Add for Administrative Use
- Add for Public Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

N

S

Miles

0 0.25 0.5

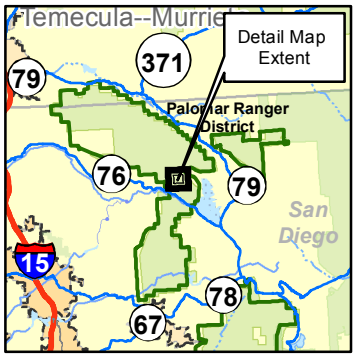
116°52'0"W 116°51'0"W 116°50'0"W 116°49'0"W

33°10'0"N 33°9'0"N 33°8'0"N

UND115
UND105
UND106
11S03-LUSARDI
11S04A-BLACK MOUNTAIN SPUR
11S04-BLACK MOUNTAIN
11S03-LUSARDI
UND887
UND9003
12S07-1.27R-1
12S07-UPPER SANTA YSABEL
UND94
PAMO VALLEY
CLEVELAND
Temescal Creek
Almond Ranch
Black Mountain
Black Mountain Spring
Ortega Valley
Seasonal

Will Valley Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

N

S

Miles

0 0.25

116°48'0"W 116°47'0"W

33°18'0"N 33°17'0"N

UND386

UND386

UND386-0.67L-1

20 21 28 29

Will Valley

Pine Hills

4730

3960

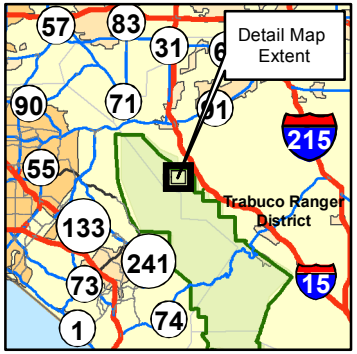
4407

Paraynе

97

Bedford Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Miles

0 0.25

117°33'0"W 117°32'0"W 117°31'0"W

33°48'0"N 33°47'0"N 33°46'0"N

BD-2

BD-4

BD-5

BD-7

4S03-BEDFORD RIDGE

UND-Trail301

UND-Trail302

Canyon

McBride

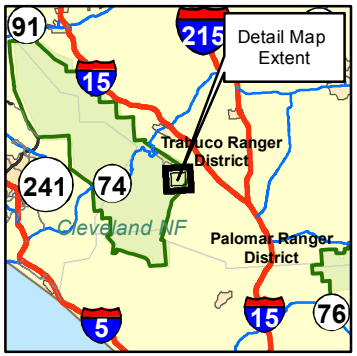
Brown

FOREST

30 29 31 32 5

Elsinore Peak Area

Location Map



Legend

Proposed Action

- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary
- Wilderness

N

S

Miles

0 0.25 0.5

117°20'0"W 117°19'0"W

33°36'0"N 33°35'0"N

ELSINORE NATIONAL FOREST MOUNTAINS

Elsinore Peak

6S07C-ELSINORE PEAK

6S07-SOUTH MAIN DIVIDE

7S04-WILDOMAR ROAD

7S04-Spur

7S03-LOS ALAMOS

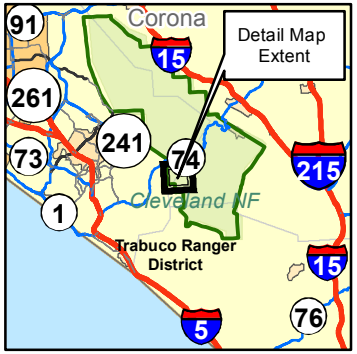
WILDOMAR

Prospect

99

Fox Spring & Lucas Canyon Area

Location Map



Legend

Proposed Action

Add for Non-Motorized Use

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Wilderness

N

S

Miles

0 0.25 0.5

117°30'0"W 117°29'0"W 117°28'0"W

33°34'0"N 33°33'0"N

7S09-SITTON PEAK ROAD

UND418

Fox Spring

Lucas Canyon

Alliso Canyon

Carrillo Spring

Verdugo

Wheeler Ranch

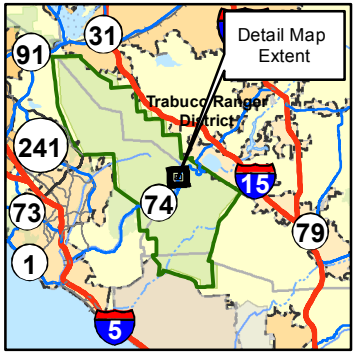
Quail Spring

Los Chinos Spring

100

Long Canyon & Ortega Highway Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Miles

0 0.25

117°26'0"W 117°25'0"W

33°38'0"N

17 20

2862 2679 2619 2443 2380

2600 2400 2200

McConville Nudist Camp (Private)

Landing Strip

Fire Station

6S05-LONG CANYON

Canyon

UND8406 UND8405 UND8408

HIGHWAY

EL CARISO

POTRERO GRANT

ORTEGA

ORANGE CO/CO RIVERSIDE

Margarita Peak Area

Location Map

Legend

Proposed Action

- Add for Non-Motorized Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary
- Wilderness

Miles

0 0.25 0.5

117°24'0"W 117°23'0"W 117°22'0"W

33°28'0"N 33°27'0"N

8S01-5.95R-1

UND9120

8S01-3.54L-1

8S01-MARGARITA

8S03-ROBLAR

Case Springs Fire Station

Mud Springs

Sky Ranch

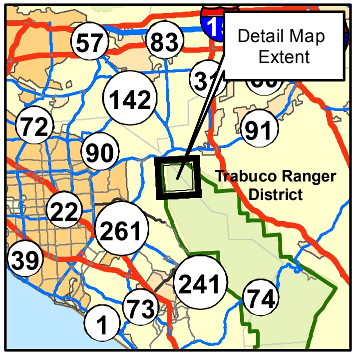
Landing Strip

Margarita Peak

NATIONAL FOREST BOUNDARY

North Main Divide Area

Location Map



Legend

Proposed Action

Add for Administrative Use

Decommission

Land Ownership

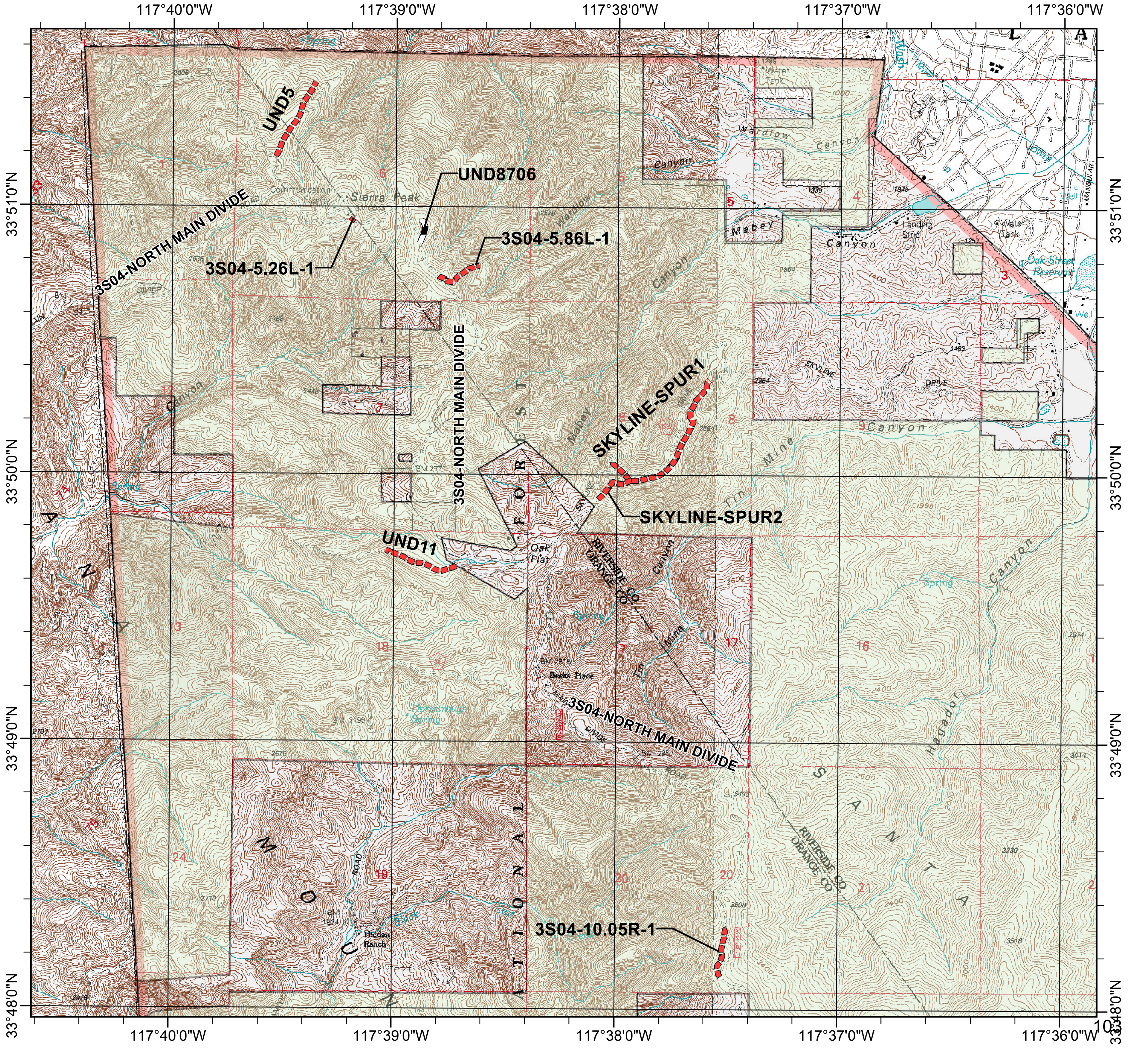
USDA Forest Service

Non-Forest Land

Ranger District Boundary

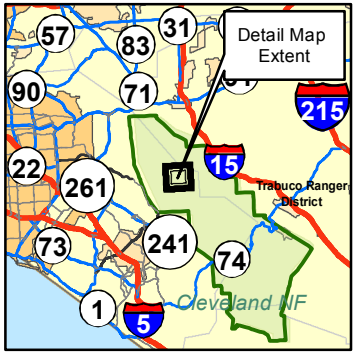
Miles

0 0.25 0.5



Silverado Canyon Area

Location Map



Legend

Proposed Action

Decommission

Land Ownership

USDA Forest Service

Non-Forest Land

Ranger District Boundary

Miles

0 0.25

117°35'0"W 117°34'0"W

33°45'0"N 33°44'0"N

5S03-SILVERADO MOTOR WAY

5S04-0.33L-1

5S04-0.45R-1

5S04-5.25R-1

5S04-MAPLE SPRINGS

Lost Woman Canyon

Halfway Canyon

Pine Canyon

Bear Flat

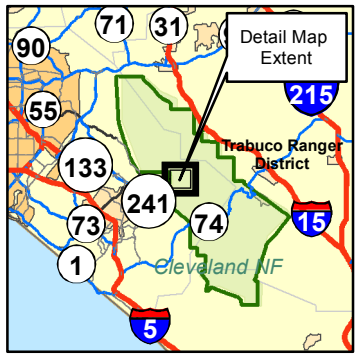
PB 37

PB 40

PB 41

PB 42

Trabuco Canyon Area



Legend

Proposed Action

- Add for Non-Motorized Use
- Already Obliterated
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary

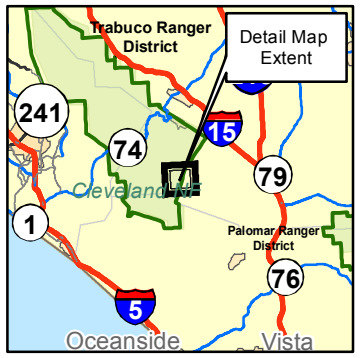
Miles
0 0.25 0.5

117°33'0"W 117°32'0"W 117°31'0"W

33°41'0"N 33°40'0"N

TC Pvt Spur
6S13-TRABUCO CANYON
6S13-2.86L-1
6S13-3.08R-1
6S13-TRABUCO CANYON
6S13-3.66R-1
6S14-HOLY JIM CANYON
6S13-4.54R-1
6S13-5.56L-1
UND201
Trabuco
Canyon
Falls Canyon
Alder Spring
Reservoir

Wildomar - South Main Divide Area



Legend

Proposed Action

- Add for Non-Motorized Use
- Decommission

Land Ownership

- USDA Forest Service
- Non-Forest Land
- Ranger District Boundary
- Wilderness

Miles
0 0.25 0.5

117°23'0"W 117°22'0"W 117°21'0"W 117°20'0"W

33°33'0"N 33°32'0"N 33°31'0"N

SUA28

SUA28-SPUR

6S07-SOUTH MAIN DIVIDE

UND8243

UND8248

UND8250

PB 49 PB 51 PB 50 PB 59 PB 58