

2. Planning Context

Historic Route 66 through the Mojave Desert travels through a mosaic of publicly and privately owned landscapes. This chapter documents land ownership, agency responsibility for land use and resource management, and ongoing plans and programs relevant to the development and implementation of the Corridor Management Plan (CMP). This chapter also documents efforts made as part of the planning process to reach out to various stakeholders—both within and outside the corridor—with an interest in its preservation and enhancement as an historic travel route managed for heritage tourism.

RELATED PROGRAMS, PLANS AND STUDIES

Throughout the corridor there are related and ongoing planning, development and management efforts that need to be coordinated with the CMP. Route 66 is in the County of San Bernardino maintained road system (CMRS), except for the portions that travel through the City of Needles, the City of Barstow, and that follow segments of U.S. Route 95 and Interstate 40. The Bureau of Land Management (BLM) is responsible for more than 58.6 percent of the lands that can be seen from the route. The Department of Defense (DoD) operates two military bases that overlap with the corridor. The National Park Service (NPS) manages the Mojave National Preserve lands visible from portions of the route. Tribal lands are visible from the route near Needles. Use of private lands in the corridor is governed by San Bernardino County, the City of Needles or the City of Barstow.

INTERAGENCY AND NON-GOVERNMENTAL ORGANIZATION PLANNING AND MANAGEMENT EFFORTS

There are many related interagency planning and management efforts that could influence the future of the route. These include

- Desert Renewable Energy Conservation Plan (DRECP)
- Mojave Trails National Monument (proposed by Senator Feinstein)
- Route 66 Corridor Preservation Program, NPS
- World Monument Fund (WMF)- The Road Ahead
- Old Spanish National Historic Trail, managed by NPS
- Castellus Acquisition

Desert Renewable Energy Conservation Plan

According to its web page “the purpose of the DRECP is to conserve and manage plant and wildlife communities in the desert regions of California while facilitating the timely permitting of compatible renewable energy projects.” The DRECP is a collaborative effort being developed under the California Natural Community Conservation Planning Act (NCCPA), the Federal Endangered Species

Route 66 Economic Impact Study

Rutgers, the State University of New Jersey, was commissioned by the World Monuments Fund to assess the potential economic impact of Historic Route 66 from Chicago to Santa Monica, California.

A survey of travelers found that Route 66 attracted visitors

- *to authentic places and local businesses*
- *that are mostly middle age and middle/upper income*
- *that spend \$1,500-2,000 per travel party 40-60 percent of which is NEW spending in communities*

The study also found that:

- *85 percent of travelers visit historic places and museums*
- *\$38 Million a year is spent in communities*
- *\$94 million in annual investments are made in Main Street Revitalization and museums*

The study found the following economic gains

- *2,400 jobs*
- *\$90 million in income*
- *\$262 million in overall output*
- *\$127 million in GDP*
- *\$37 million in tax revenues*
- *Tourism contributes significantly to local, county, state and national economies*

Study available at www.cr.nps.gov/rt66 and <http://wmf.org>

Act (FESA), and the Federal Land Policy and Management Act (FLPMA)¹. A public draft of the proposed DRECP was released in September 2014. The proposed DRECP and its effect on the context of Historic Route 66 is discussed further in Chapter 4, Stewardship.

Mojave Trails National Monument (Proposed)

A draft proposal has been developed and has been widely circulated by Senator Dianne Feinstein's office for the establishment of the Mojave Trails National Monument. A map of the proposed boundaries can be found at: http://www.energy.senate.gov/public/index.cfm/files/serve?File_id=b60bcf4e-f659-a3fe-640a-6cdea1e4429b

The boundary of the proposed monument includes much of the Historic Route 66 corridor west of Needles and east of Ludlow, northward to the Mojave Preserve and southward to 29 Palms Marine Corp Base and BLM Wilderness Area boundaries of Old Woman Mountains, Stepladder Mountains and Chemehuevi. The proposed monument boundary is also referenced in the proposed DRECP.

National Park Service Corridor Preservation Program

In 1999, Congress passed Public Law 106-45, to preserve the cultural resources of the Route 66 corridor and to authorize the Secretary of the Interior to provide guidelines and a program of technical assistance and grants that will set priorities for the preservation of the Route 66 corridor.

The resulting Route 66 Corridor Preservation Program, administered by NPS:

“collaborates with private property owners; non-profit organizations; and local, state, federal, and tribal governments to identify, prioritize, and address Route 66 preservation needs. It provides cost-share grants to successful applicants for the preservation and restoration of the most significant and representative properties dating from the route's period of outstanding historical significance, 1926 through 1970.”

The program is scheduled to legislatively terminate at the end of fiscal year 2019, at which time NPS will appoint a non-federal entity (or entities) to continue the program's purpose.

World Monument Fund – The Road Ahead

The mission of WMF, an independent organization dedicated to saving the world's most treasured places, is to preserve important architectural and cultural heritage sites around the globe. Route 66 was listed on the 2008 World Monuments Watch “to draw attention to the complex challenges of preserving not only an iconic cultural landscape, but a historic American experience.”² The WMF, in

1 <http://www.drepc.org/whatisdrepc/> accessed March 08, 2014

2 <http://www.wmf.org/project/historic-route-66> accessed March 08, 2014

addition to calling attention to the preservation challenge sponsored an economic impact study by Rutgers University that documented the benefits of preservation and heritage-based tourism along the route and sponsored workshops with key stakeholders along the route to help call attention to the economic opportunities.

Old Spanish National Historic Trail

The Old Spanish National Historic Trail was designated by Congress in 2002. The trail runs through New Mexico, Colorado, Arizona, Utah, Nevada and California. The BLM and NPS administer the trail together to encourage preservation and public use. These two federal agencies work in close partnership with the Old Spanish Trail Association; American Indian tribes; state, county, and municipal governmental agencies; private landowners; nonprofit groups; and many others.

Of particular importance to the CMP is that portion of the Old Spanish Trail where all three routes come together with Historic Route 66 at Fork of Roads, east of present-day Barstow in the Mojave desert. The Desert Discovery Center and the Mojave River Valley Museum, both in Barstow, provide interpretation related to historic travel routes, providing an important context for Historic Route 66.

Although no formal management plan has been developed for the trail, the Old Spanish Trail Association (<http://www.oldspanishtrail.org>) serves as an important partner in studying, preserving, protecting, interpreting, educating and promoting respectful use of the Old Spanish National Historic Trail and related historic routes.

Catellus Acquisition

Federal presence in the management of the corridor grew with the donation of more than 587,000 acres of land as part of the Catellus agreement in a series of purchases and donations by the Wildlands Conservancy (TWC) and through use of Land and Water Conservation Funds. The Catellus acquisition is the largest nonprofit land acquisition donated to the American people in U.S. history. According to TWC's web page:

*"It included funding of more than 85,000 acres in the Mojave National Preserve, more than 20,000 acres in Joshua Tree National Park, and over 210,000 acres in 20 Bureau of Land Management wilderness areas, and hundreds of thousands of acres of important habitat. TWC also funded two land exchanges that netted an additional 45,886 acres of conservation lands to the Bureau of Land Management. This acquisition represents the largest landscape connectivity and wildlife corridor completed with nonprofit funds in North America."*³

3 http://www.wildlandsconservancy.org/conservation_california.html accessed 3/19/2014

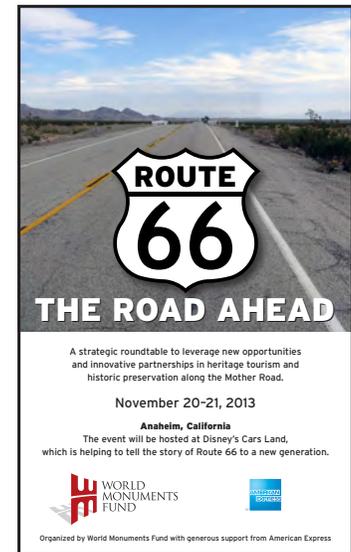


Figure 11 The World Monument Fund hosted a strategic roundtable of Route 66 partners to discuss new opportunities and innovative partnerships in heritage tourism and historic preservation along Route 66 .

See Appendix II, Map 2: Land Ownership
<http://cmp.route66ca.org>
 and navigate to "Appendix II: Maps"

California Desert Conservation Area

The California Desert Conservation Area (CDCA) has a complex history of statutes, regulations, and management plan designations and prescriptions guiding the management of various federally owned lands within the desert. Within the BLM, the California state office oversees the California Desert District (CDD) office, which is itself responsible for the five field offices that fall within the CDD and the management of the CDCA (which includes Barstow and Needles Field Offices).

The 1980 California Desert Conservation Area Plan (CDCA Plan) guides management of the CDCA, though more detailed resource management plans exist for specific regions within the CDCA. These include West Mojave, Northern and Eastern Mojave, Northern and Eastern Colorado, Western Colorado Desert, Coachella Valley, and Imperial Sand Dunes Plans.

All public lands in CDCA under BLM management have been designated geographically into four multiple-use classes. The classification is based on the sensitivity of resources and kinds of uses for each geographic area.

(continued on next page)

LAND OWNERSHIP

Who controls the land is one of the most important contexts of the desert corridor. The current ownership distribution of lands within twenty miles of Historic Route 66 includes:

Table 2 Ownership for Lands Within 20 Miles of Historic Route 66

Category	Acres	Percent
BLM	2,783,216	58.6%
Private/Other	851,077	18.0%
Other Federal/DOD	523,691	11.0%
NPS	485,826	10.2%
CA State Lands	97,231	2.0%
USFWS	6,047	0.1%
Other open space	2,885	0.1%
Total	4,749,973	100.00%

BUREAU OF LAND MANAGEMENT

The BLM is responsible for management of approximately 58.6 percent of the lands within the corridor. According to the *BLM Land Use Planning Handbook*, BLM land use planning requirements are established by Sections 201 and 202 of the Federal Land Policy and Management Act of 1976 (FLPMA, 43 U.S.C. 1711-1712) and the regulations in 43 Code of Federal Regulations (CFR) 1600. Land use plans and planning decisions are the basis for every on-the-ground action the BLM undertakes. Land use plans include both resource management plans (RMPs) and management framework plans (MFPs).

Land use plans ensure that the public lands are managed in accordance with the intent of Congress as stated in FLPMA (43 U.S.C. 1701 et seq.), under the principles of multiple use and sustained yield. As required by FLPMA and BLM policy, the public lands must: be managed in a manner that protects the quality of scientific, scenic, historical, ecological, environmental, air and atmospheric, water resource, and archaeological values; where appropriate, preserve and protect certain public lands in their natural condition; provide food and habitat for fish and wildlife and domestic animals; provide for outdoor recreation and human occupancy and use; and recognize the Nation's need for domestic sources of minerals, food, timber, and fiber from the public lands by encouraging collaboration and public participation throughout the planning process. Land use plans are one of the primary mechanisms for guiding BLM activities to achieve the mission and goals outlined in the Department of the Interior (DOI) Strategic Plan.⁴

⁴ http://www.blm.gov/wo/st/en/prog/planning/nepa/webguide/document_pages/land_use_planning.html accessed on 3/19/2014

Related planning documents that currently guide the use and management of the lands within the jurisdiction of BLM's Needles and Barstow Field Offices of the California Desert District include:

- The California Desert Conservation Area (CDCA) Plan, 1980, as amended (reprinted in 1999 and currently has over 147 amendments)
- Record of Decision (ROD) for the BLM Solar Programmatic Environmental Impact Statement (PEIS), 2010

BLM Management Areas and Other Designations:

On BLM lands within the CDCA, many special management areas and other designations have been established through statute, regulation, and management plan amendments. These include the following, among others:

- Wilderness Areas
- Wilderness Study Areas (WSA)
- Wild and Scenic Rivers (WSR)
- National Trails
- Areas of Critical Environmental Concern (ACECs)
- Desert Wildlife Management Areas (DWMAs)
- Critical Habitat Areas
- Special Management Areas
- Cultural and Historical Resources
- Long-term Visitor Areas (LTVAs)
- Off-highway Vehicle (OHV) Use Areas and Routes

Many of these areas prohibit or limit development and are discussed in more detail below.

Wilderness Areas, as set forth by the Wilderness Act, prohibit commercial enterprise, permanent roads and, except as necessary to administer the areas, temporary roads, use of motor vehicles and other forms of mechanized transport, and structures and installations. While wilderness areas are not compatible with solar development, indirect impacts from the development of solar facilities on the Federal Reserved Water Rights, air quality protected under the Clean Air Act and additional State standards, and visual resources of wilderness areas will need to be analyzed in a facility's EIS.

Wilderness Study Areas (WSA) are areas "under study" by Congress as potential wilderness, and, until Congress designates them wilderness or releases them from study, are managed in a manner that does not impair the suitability of such areas to be designated wilderness. Current WSAs are therefore excluded from solar development unless released by Congress. Similar considerations for wilderness areas apply to WSAs.

CDCA Multiple-Use Classes

The CDCA Plan divides BLM lands into four multiple-use classes:

- 1. Class C (Controlled Use) lands include Wilderness Areas and areas "preliminarily recommended" for wilderness by Congress, such as Wilderness Study Areas (WSAs). There are approximately four million acres of Class C lands.*
- 2. Class L (Limited Use) lands protect "natural, scenic, ecological, and cultural resource values." The lands are "managed to provide for generally lower-intensity, carefully controlled multiple use of resources, while ensuring that sensitive values are not significantly diminished." There are approximately four million acres of Class L lands.*
- 3. Class M (Moderate Use) lands provide a "controlled balance between higher intensity use and protection of public lands." They allow for energy and utility development, among other uses. There are approximately 1.5 million acres of Class M lands.*
- 4. Class I (Intensive Use) lands "provide concentrated use of lands and resources to meet human needs." There are approximately 500,000 acres of Class I lands. Scattered parcels of land that do not fall into one of these four categories are designated "unclassified" and are managed on a case-by-case basis.*

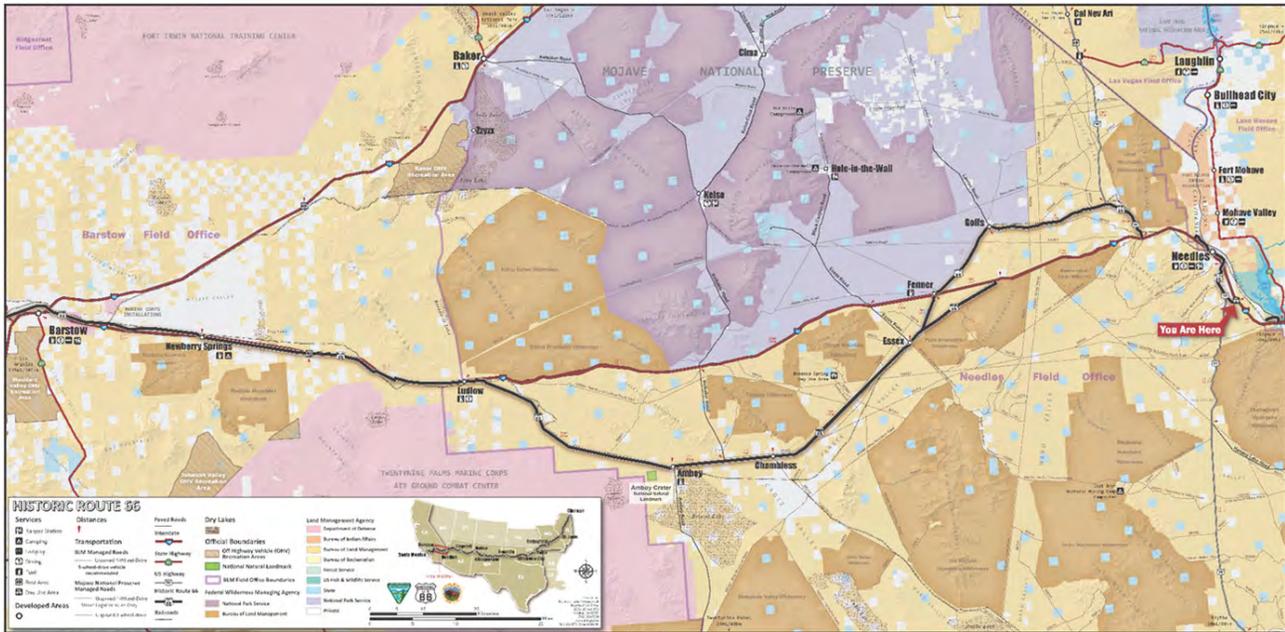


Figure 12 Land status map showing locations of wilderness areas near or in the Historic Route 66 corridor. To view a larger version of this map go to <http://www.cmp.route66ca.org> and navigate to "Appendix II: Maps"

Wild and Scenic Rivers (WSR) are whole rivers or segments of rivers that “possess outstanding remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values” and are designated to be “preserved in free-flowing condition” and “protected for the benefit and enjoyment of present and future generations.” Two WSRs are in the CDCA administered by the BLM: the Amargosa River (26.3 miles) and Cottonwood Creek (4.1 miles).

National Trails are designated to allow for travel close to original trails or routes of historical significance, outdoor recreation uses through nationally significant scenic, historic, natural, or cultural areas, or outdoor recreation uses near urban areas. The BLM manages three such trails in the CDCA: the Pacific Crest National Scenic Trail, Juan Bautista de Anza National Historic Trail, and the Old Spanish National Historic Trail.

Areas of Critical Environmental Concern (ACEC) are defined in FLPMA as areas “within the public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.” ACECs have special site-specific management prescriptions in order to protect the specific natural or cultural resource for which the ACEC was designated. Development on ACECs may be allowed if such development does not impact the resource for which the ACEC was designated.

Desert Wildlife Management Areas (DWMA) have been established to protect high quality habitat for the threatened desert tortoise. Most DWMA overlap with critical habitat for the desert tortoise.

Individual DWMA's have a one percent surface disturbance limit to protect the desert tortoise.

Critical Habitat Areas, as designated under the Endangered Species Act, are protected from “destruction” or “adverse modification” of the habitat. In many areas, critical habitat areas overlap with DWMA's. While they may not statutorily prohibit solar development, the amount of disturbance created by a solar facility essentially excludes critical habitat from development.

Special Management Areas, including the Mohave Ground Squirrel Conservation Area and Flat-tailed Horned Lizard Management Areas, are designated for the management of specific species that are considered at risk of being listed under the Endangered Species Act (ESA). These areas have special management prescriptions that may limit surface disturbance within the designated area.

Cultural and Historical Resources listed on the National Register of Historic Places (National Register), and other such resources not listed on the National Register that would be impacted by a solar facility, are typically analyzed in the EIS for each facility.

Long Term Visitor Areas (LTVA) are recreation areas where visitors may camp for several months at a time. There are five LTVAs totaling 3,470 acres in the CDCA. Solar energy development within LTVAs would prohibit public use of the areas for recreation.

Off-highway Vehicle (OHV) Use Areas and Routes are the primary recreational use of BLM-managed public lands in the desert. Throughout the CDD, there are 500,000 acres of open areas and an additional 6.7 million acres of routes. The BLM has indicated that it has steered developers away from OHV recreation areas, and that solar facilities that block OHV access routes should provide alternate access to those routes.

PRIVATE LANDS (SAN BERNARDINO COUNTY)

The Historic Route 66 corridor between the city limits of Needles and Barstow is entirely within San Bernardino County. The Historic Route 66 corridor between the city limits of Needles and Barstow is in the San Bernardino County maintained road system (CMRS) for all unincorporated areas. San Bernardino County is responsible for the safety and maintenance of the road including a 400-foot wide “maintenance corridor” where the decommissioned U.S. Highway 66 traverses federal lands managed by BLM. In addition, San Bernardino County is responsible for guiding land use decisions for all private lands within the unincorporated areas. The General Plan was adopted in 2007 and amended periodically thereafter. The County is presently beginning to update the general plan.

Designation of Route 66 as a County Scenic Route

One important amendment to the 2007 General Plan regarding Route 66 is that it was designated as a County Scenic Route as of May 22, 2012. The amendment reads, “from Oro Grande northeast and east to the Arizona state line, excepting those areas with incorporated cities.” According to the County General Plan a “scenic route” is a roadway that has scenic vistas and other scenic and aesthetic qualities that over time have been found to add beauty to the County. The County designation applies all applicable policies to development on these routes.

New billboards are therefore prohibited along Historic Route 66 within the unincorporated areas of the County by **§ 83.13.060** of its Code of Ordinances in paragraph (a)(5).

Renewable Energy Development

San Bernardino County also adopted a new commercial solar development ordinance in December of 2013 that requires the Planning Commission to determine that:

“the location of the proposed commercial solar energy facility is appropriate in relation to the desirability and future development of communities, neighborhoods, and rural residential uses, and will not lead to loss of the scenic desert qualities that are key to maintaining a vibrant desert tourist economy by making each of the findings of fact in subdivision (c)”⁵

The findings of fact go on to provide guidance for the siting and design of commercial solar facilities generally addressing the need for the facility “to be unobtrusive and to not detract from the natural features, open space and visual qualities of the area as viewed from communities, rural residential uses, and major roadways and highways.”⁶

Route 66 Maintenance and Safety

San Bernardino County’s Department of Public Works is responsible for maintaining Route 66 within the unincorporated areas of the County. There are 136 bridges and culverts between Daggett and Mountain Springs Road, 128 of which are timber trestle bridges⁷; four are reinforced concrete bridges; three are pipe culverts and one is a concrete box culvert. The bridges and culverts were mostly

5 <http://www.sbcounty.gov/uploads/lus/renewable/solarordinance121713.pdf>

6 <http://www.sbcounty.gov/uploads/lus/renewable/solarordinance121713.pdf>

7 One of the 128 timber trestle bridges is actually on Ludlow Road, an original portion of the U.S. Highway 66 alignment immediately to the west of Crucero Road. It is included herein as part of the historic CA Highway 66/NTH alignment.

constructed in the 1930s with typical life expectancy of 25 years. While the County continues to maintain the bridges, many of them have been weight-limited. Storm-related damage in September 2014 closed the route for an extended period of time and further reduced the weight limits.

The sheer number of bridges is quite significant and unique to the route. The engineered system of berms, dips and 128 timber trestle bridges is found nowhere else along the entire route. This, in and of itself, is a significant engineering feature—adapting the road to the topography and washes of the high desert. The original treatment was uniform in design throughout. The majority of bridges were altered in the 1940s and 1950s with widening and paving, replacement of a majority of original guardrails, etc. They are, however, regarded as historic alterations by the California State Historic Preservation Officer (SHPO). The County has federal grants for replacing two of the bridges (Dola and Lanzit), but lacks financial resources to repair or replace the most structurally deficient, let alone the others that need repairing or replacing.

The County lacks funding for resurfacing its roadways due to a decline in gas tax and other transportation funding and must prioritize projects with its limited funds. Route 66, in many places between Ludlow and Newberry Springs, has “Rough Road Ahead” warning signs that have been placed. The County continues to monitor the road surface and identify funds for maintenance projects in sections of the roadways. Periodic chip seals and resurfacing projects have occurred and will continue to occur as funding is identified based on overall County-wide needs.

According to San Bernardino County, the bridge replacement and repaving project is estimated to cost approximately \$116 million for bridge replacement and \$15 million for repaving. A phased approach is possible if a Preservation Treatment Plan is prepared and adopted by the State Historic Preservation Office (SHPO) for those bridges that are deemed eligible for the National Register. Public Works is preparing a phased approach to replacing the bridges which includes programmatic environmental approvals to save review time and take advantage of economy of scale.

CITY OF NEEDLES

The City of Needles is responsible for maintaining the road and right-of-way and guiding land use within its incorporated boundary. Most of the lands within Needles and along Historic Route 66 are planned for Highway Commercial uses outside the downtown area. The downtown area is planned for General Commercial Uses with a small residential area along Historic Route 66.

The City of Needles, its Chamber of Commerce, and various hospitality businesses and civic groups have made a considerable effort to increase awareness of Route 66 through historic preservation projects, murals, and heritage-based tourism efforts. Of particular note is the rehabilitation of the Harvey House which was opened in 2014. The Harvey House will be partially leased for offices and potentially for commercial businesses. Route 66 plays a prominent role in the many murals that have been installed at various businesses and other civic places. In addition, members of Needles' business community have worked with private owners to preserve and enhance two vintage gas stations and provide interpretation including period cars.

Section 104.17.8. (y) of the Needles zoning code prohibits billboards which they define as:

“an off-site sign, other than a directional sign, which directs attention to a business, commodity, service or entertainment conducted, sold or offered at a place other than where the sign is erected. Signs on benches are also “bill-boards” for purposes of this article.”

CITY OF BARSTOW

The City of Barstow is responsible for maintaining the road and right-of-way and guiding land use within its incorporated boundary. Barstow has several museums (Route 66 Mother Road Museum, Desert Discovery Center, Mojave River Valley Museum), an operating motel with Route 66 themes, and an extensive mural program with Route 66 and Old Spanish Trails themes.

Most land in the corridor is planned for and zoned as Commercial Highway. According to the City of Barstow's sign ordinance:

“Except as provided in subsection (F)(8) of this section, billboards shall be permitted only in the CH (highway commercial), CG (commercial general), M-1 (light manufacturing) and M-2 (heavy manufacturing).”

This includes much of the area of Main Street (Route 66) from the I-40 interchange to Highway 58. The ordinance limits the spacing between billboards, combined with other factors such as current uses, limits the feasibility of installing new billboards in Barstow. Further action may be needed by Barstow to prohibit billboards when buildings are demolished and converted to surface parking.

Update of General Plan

The City of Barstow updated their General Plan in 2015. The updated plan includes many references to Historic Route 66 and opportunities to enhance Route 66 for heritage-based tourism and preservation. The City initiated a specific planning process for the Route 66 business corridor in 2015.

OTHER FEDERAL LANDS AND MILITARY INSTALLATION

Approximately eleven percent of the lands within the corridor are managed by federal agencies and the DoD.

Marine Corps Logistics Base Barstow

Marine Corps Logistics Base (MCLB) Barstow, first established as the Marine Corps Depot of Supplies on December 28, 1942, is located approximately 3.5 miles east of the city of Barstow bisecting the original travel route of Historic Route 66. The installation includes three units totaling over 6,000 acres (Nebo Area, Yermo Annex, and the Rifle Range Complex). MCLB Barstow furnishes supplies for Marine Corps facilities worldwide and is a direct support provider for all installations.

Security issues have closed the original route of Historic Route 66 that travels through the base. Instead, drivers need to use Interstate 40 between Exits 2 and 5.

Mojave National Preserve

Approximately 10.2 percent of lands within the corridor are under the jurisdiction of the 1.6 million acre Mojave National Preserve. The Preserve was established on October 31, 1994 when Congress passed the California Desert Protection Act. The Goffs Road alignment of Historic Route 66 forms the southern boundary of the preserve. The Preserve's variety of historical and natural features are part of an expanse of desert lands representing a mosaic of three of the four major North American deserts: the Great Basin, Sonoran, and Mojave. The natural and cultural features associated with the Preserve are not found anywhere else in the United States in such proximity.

Mojave National Preserve headquarters are located in Barstow, 60 miles from the western boundary of the preserve. The Preserve is managed by NPS. The Preserve's General Management Plan was approved in April 2002. More recently the Preserve prepared a "Foundation Document," which is required of every unit of the National Park system. The foundation document is a formal statement of the NPS unit's core mission providing basic guidance for all planning and management decisions. The document spells out the park unit's purpose, significance, interpretive themes, fundamental resources and values, and special mandates and administrative commitments, as well as legal and policy requirements for administration and resource protection.

Many of the fundamental resources and values identified in the Foundation Document are consistent and compatible with the goals of the CMP. Telling the story of early transportation routes



Figure 13 The Mojave National Preserve is north of Historic Route 66

and extending the stay of those Route 66 visitors wanting to access and explore the desert are two commonalities. The Preserve's fundamental values promoting direct encounters and first-hand experiences of the desert ecosystem are also consistent.

Havasu National Wildlife Refuge

The Havasu National Wildlife Refuge (HNWR) was established in 1941 for the primary purpose of providing migratory bird habitat. It is comprised of 37,515 acres along 30 river miles (300 miles of shoreline) from Needles, California, to Lake Havasu City, Arizona. One of the last remaining natural stretches of the lower Colorado River flows through the 20-mile long Topock Gorge.

The management direction for the Havasu NWR is guided by the Lower Colorado River National Wildlife Refuge's Comprehensive Management Plan, 1994-2014. The 30-mile area along the river is part of the "riverline" [sic] management unit.

A small portion of the refuge is located in the Historic Route 66 corridor—south of the railroad and west of the Colorado River. These HNWR lands surround an outparcel owned by Pacific Gas and Electric's Topock Compressor Station.

Although less than one-tenth of one percent of the lands within the Historic Route 66 corridor are under the jurisdiction of the HNWR, lands along the route provide an important role as a conservation corridor along the Colorado River and as the California gateway for Historic Route 66.

TRIBAL LANDS

Although no federally designated tribal government reservations are immediately adjacent to Historic Route 66, there are several tribes whose ancestral history and culture have shaped travel routes and settlement patterns throughout the High Desert region. Fort Mojave tribal lands are within the corridor near Needles.

Fort Mojave Indian Tribe

The federally recognized tribal government reservation is located along the Colorado River in the vicinity of Needles, California, where its tribal headquarters are located. The Reservation covers nearly 42,000 acres in Arizona, California, and Nevada: 23,669 acres in Mojave County Arizona; 12,633 acres adjacent to Needles, California; and 5,582 acres in Clark County, Nevada.

According to their Web site (<http://mojaveindiantribe.com/about/>), "Mojave Indians are Pipa Aha Macav—"The People By The River." Mojave culture traces the earthly origins of its people to Spirit

Mountain, the highest peak in the Newberry Mountains, located northwest of the present reservation inside the Lake Mead National Recreation Area.”

Chemehuevi Indian Tribe

The federally recognized tribal government reservation is located along 30,000 acres of the Colorado River about 25 miles south of Needles. According to their Web site (<http://www.chemehuevi.net/history.php>):

As part of the Great Basin Culture Area, the Chemehuevi (a Mojave term meaning “those that play with fish”), a branch of the Southern Paiute, have been persistent occupants of the Mojave Desert. Known to themselves as Nuwu, (The People) they have been nomadic residents of the Mojave Desert’s mountains and canyons and the Colorado River shoreline for thousands of years.

Colorado River Indian Tribes

The federally recognized tribal reservation is located in the far southeast corner of San Bernardino County, California, more than 40 miles from Historic Route 66. The Colorado River Indian Tribes include four distinct Tribes, the Mohave, Chemehuevi, Hopi and Navajo. There are currently about 4,070 active Tribal members.

STATE OF CALIFORNIA

Approximately two percent of the lands within the Historic Route 66 corridor are managed by the State of California including one state park and two sites managed by the Department of Fish and Wildlife (CDWF).

California State Parks

California State Parks manages the Providence Mountains State Recreation Area (SRA) and Mitchell Caverns Natural Preserve, located on the east side of the Providence Mountain range, approximately 16 miles northwest of Essex. Although currently closed, the park and nature preserve are scheduled to reopen in the near future. The SRA provides dramatic views of the surrounding Mojave Desert and many varieties of cactus and yucca in a creosote scrub habitat found in the lower elevations. The bright red rhyolite in the higher elevations are home to bighorn sheep and pinyon pines. The park’s visitor center is located in the historic home of Jack and Ida Mitchell, who ran a resort here from 1934 through 1954. The caverns are filled with intricate limestone formations (accessible by tour, when reopened).

California State Parks also administers a portion of the federally funded recreational trails program for non-motorized trails.

California Natural Resources Agency

California Natural Resource Agency administers the California Department of Fish and Wildlife as well as the following programs of interest to Route 66.

- **Environmental Enhancement and Mitigation Program⁸** - supports projects up to approximately \$500,000 for mitigation of transportation projects. Eligible funding categories include acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements.
- **Museum Grant Program** - was established at the California Cultural & Historical Endowment (CCHE) to assist and enhance the services of California's museums and other groups and institutions that undertake cultural projects that are deeply rooted in and reflective of previously underserved communities. For information about the 2013-14 Museum Grant Program go to <http://Resources.ca.gov/CCHE>.

The California Department of Fish and Wildlife (CDFW), formerly "Department of Fish and Game", maintains native fish, wildlife, plant species and natural communities for their intrinsic and ecological value and their benefits to people. This includes habitat protection and maintenance in a sufficient amount and quality to ensure survival of all species and natural communities. CDFW is also responsible for diversified use of fish and wildlife including recreational, commercial, scientific and educational uses.

The Marble Mountains Wildlife Area (MMWA) is located just south of Historic Route 66. MMWA contains 55,040 acres of "typical Mojave desert vegetation with mountains of volcanic rock. Three springs have been improved in this area to support animals. The MMWA supports habitat of the golden eagle and the desert tortoise"⁹

The Camp Cady Wildlife Area (CCWA) is located approximately 8 miles north of Newberry Springs and includes 1,870 acres of desert riparian habitat along the Mojave River, which passes through the center of the wildlife area. The U.S. military established a base camp to suppress Piute Indian attacks on wagon trains in 1860. Named after Major Albemarle Cady of the 6th Infantry at Fort Yuma, the fort was strategically located along the road to Fort Mojave. Remnants of the fort and mud-chinked log cabins dating from 1900s can still be found at the site.

⁸ See http://resources.ca.gov/bonds_and_grants/eemp/ accessed on 1/13/2015

⁹ See <http://www.dfg.ca.gov/lands/wa/region6/marblemountains.html> accessed on 3/19/2014

CalTrans

Portions of the route that utilize the rights-of-way of Interstate 40 and U.S. Route 95 are the responsibility of CalTrans. In addition, CalTrans is responsible for administering several state and federally-funded programs of importance to the maintenance and enhancement of Route 66:

- CalTrans manages the **State Scenic Highway Program** providing guidance and assistance to local government agencies, community organizations, and citizens with the process to officially designate scenic highways.
- The Federal Lands Access Program (Access Program) was created under Moving Ahead for Progress in the 21st Century (MAP-21) to provide funds for work on public highways, roads, bridges, trails, and transit systems that are located on, are adjacent to, or provide access to Federal Lands.
- Local Highway Bridge Program, a federally funded program is for reimbursement of eligible participating project costs including preliminary engineering, right-of-way, and construction costs to replace or rehabilitate *public highway* bridges identified by the State and Federal Highway Administration (FHWA).
- The State Transportation Improvement Program (STIP) is the biennial five-year plan adopted by the Commission for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.
- Local Assistance Programs - CalTrans administers several programs that could benefit Route 66 including the Active Transportation Program, which consolidates the various state and federal pedestrian and bicycle safety programs including Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S).

PUBLIC OUTREACH

In the fall of 2013, the California Historic Route 66 Association (CHR66A) and the BLM California Desert District began the CMP with outreach efforts including

- Small group meetings with interested stakeholders
- Meetings and conference calls with agencies having management responsibilities in the corridor
- Presentations and briefings by the BLM staff and representatives of the CHR66A for governmental, tribal and non-governmental organizations
- An organized bus tour of the corridor with interested stakeholders
- Public meetings in Barstow and Needles
- A Web-based public meeting

- Community meeting in Newberry Springs
- Five Web-based meetings for interested stakeholders on various topics for the purpose of developing and reviewing management strategies
- Publishing of a project Web site hosted by the California Historic Route 66 Association, which provides access to meeting notes, presentations, and handouts for each of the five Web-based meetings and opportunities to provide comments via an e-mail link

Documentation of these efforts is summarized below and included in Appendix IV.

BUS TOUR AND RELATED MEETINGS

The bus tour was organized by the CHR66A and included guided talks provided by recognized experts on Route 66 resources. The bus tour included meetings with business and governmental representatives in Barstow and Needles as well as a guided tour of Amboy, with Roy's Motel and Café and town owner Albert Okura. Participants throughout the bus tour and during the meetings identified the corridor's strongest assets and biggest challenges which have been included in the summary of issues outlined below.

PUBLIC WORKSHOP FORMAT

To solicit public feedback and ideas on strategies to preserve and enhance Route 66, two in-person public workshops and one online workshop were conducted. CHR66A and the BLM conducted extensive outreach to attract participants starting approximately eight weeks in advance of the workshops.

Workshops were promoted through various outreach methods, including:

- Paid advertisements in local Barstow and Needles newspapers
- Press releases and related media activities conducted by BLM
- Related articles in local newspapers
- Flyers distributed in person, by mail and e-mail
- BLM and Association Web sites
- Postcards distributed by mail
- Phone calls to agency and organizational representatives
- Presentations at meetings of other organizations
- In-person communication
- Posting on Route 66 News and Route 66 Yahoo Group
- E-news articles and blogs
- San Bernardino County Tourism Summit

The following chart presents the dates, locations and attendance of the public workshops.

Table 3 List of Public Workshops

Date/ Time	Location	Attendance
Tuesday, February 25, 6:00 - 8:00 pm	Harvey House Railroad Depot, 681 North 1st Avenue, Barstow, California	90
Wednesday, February 26, 1:00-3:00 pm	Newberry Springs community meeting (at the Needles Community Center)	15
Thursday, February 27, 1:00 - 3:00 pm	Web-based workshop (WebEx)	8
Thursday, February 27, 6:00 - 8:00 pm	Needles High School Cafeteria, 1600 Washington Street, Needles, California	40
TOTAL		153

Both in-person public meetings were well attended. Approximately 90 participants representing a diverse coalition of local and regional stakeholders attended the Barstow meeting and 40 members of the public and elected officials attended the Needles public meeting.

The Barstow and Needles workshops shared a similar format and agenda.

- Welcoming remarks and introductions from BLM and CHR66A
- A presentation on the process for developing the Corridor Management Plan and a review of some of the Route's significant cultural, natural and historic resources (30 minutes)
- Facilitated discussion (1 hour)

Following the presentation, participants were asked to respond to a series of four questions. Due to the large number of participants who attended the Barstow workshop, the audience was divided into small breakout groups for a facilitated discussion. Each group had a facilitator and note-taker to capture participant comments. At the Needles meeting, the discussion was conducted as one large group. Participants were asked the following questions:

- What are your issues and concerns about Route 66?
- What resources are of greatest interest to you? Why?
- How should these resources be protected and/or enhanced?
- Do you have any other comments or suggestions?

Participants were encouraged to comment verbally and in writing using the comment cards provided.

The Web-based meeting, using the WebEx platform, provided similar content to the participants as the in-person meetings. During the

WebEx meeting, participants were allowed to comment and ask questions using the online chat feature and via conference call.

Once the facilitated discussion was complete, the audience reconvened and each group provided a short report on the highlights of their conversations. The workshops concluded with a discussion of next steps in the development of the CMP.

All comments made in the workshops were recorded and the comment cards have been transcribed. A meeting summary and a full transcription are included in Appendix IV, Public Involvement. A thirty-day comment period was extended. Additional comments were provided on the CHR66A Web site and by e-mail or telephone.

PLANNING WEB PAGE

The CHR66A hosts a planning Web page that provides opportunities for those members of the public unable to participate in the Web-based or public meetings to participate in the planning effort. A meeting handout was distributed in advance of each Web-based meeting by e-mail to those expressing an interest to follow along with the plan's development and posted to the CHR66A Web site. After the meeting, the presentation and a meeting summary were also posted to the Web sites. The CHR66A also posted questionnaires to encourage additional participation. Questionnaires primarily focused on identifying priorities for preservation and enhancement.