

Agenda

County of Inyo Board of Supervisors

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Anyone wishing to speak, please obtain a card from the Board Clerk and indicate each item you would like to discuss. Return the completed card to the Board Clerk before the Board considers the item (s) upon which you wish to speak. You will be allowed to speak about each item before the Board takes action on it.

Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Board of Supervisors or County Government. No card needs to be submitted in order to speak during the "Public Comment" period.

Public Notices: (1) In Compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting please contact the Clerk of the Board at (760) 878-0373. (28 CFR 35.102-35.104 ADA Title II). Notification 48 hours prior to the meeting will enable the County to make reasonable arrangements to ensure accessibility to this meeting. Should you because of a disability require appropriate alternative formatting of this agenda, please notify the Clerk of the Board 72 hours prior to the meeting to enable the County to make the agenda available in a reasonable alternative format. (Government Code Section 54954.2). (2) If a writing, that is a public record relating to an agenda item for an open session of a regular meeting of the Board of Supervisors, is distributed less than 72 hours prior to the meeting, the writing shall be available for public inspection at the Office of the Clerk of the Board of Supervisors, 224 N. Edwards, Independence, California and is available per Government Code § 54957.5(b)(1).

Note: Historically the Board does break for lunch, the timing of a lunch break is made at the discretion of the Chairperson and at the Board's convenience.

SPECIAL MEETING January 22, 2015 Independence Legion Hall 207 S. Edwards Independence, CA

10:00 a.m. PLEDGE OF ALLEGIANCE

1. PUBLIC COMMENT

2. PUBLIC WORKS – Request Board

A) conduct a public hearing to take public comment on the Eastern Sierra ATV Adventure Trails System Project and

B) consider a draft Resolution titled "A Resolution of the Board of Supervisors of the County of Inyo, State of California, Certifying the Final Environmental Impact Report Concerning, and Making Certain Findings, Adopting Mitigation Measures, Adopting a Mitigation Monitoring and Reporting Program, Approving an Eastern Sierra ATV Adventure Trails System Project, and Adopting Rules and Regulations for the Use of the Adventure Trails System," or modifications thereto as directed by the Board, which does the following:

1. Certifies that the Final Environmental Impact Report was prepared in compliance with the California Environmental Quality Act (CEQA), was presented to and considered by the Board, and that the FEIR reflects the independent judgment of the Board;
2. Makes findings as required by CEQA;
3. Adopts the mitigation measures identified in the FEIR;
4. Adopts a Mitigation Monitoring and Reporting Program;
5. Approves the combined-use routes recommended by staff or as designated by the Board;
6. Provides that designation of a combined-use route shall not become effective until all required warning and informative signs on the route have been installed and, if necessary, approval of start point and/or end point located on City of Los Angeles-owned land has been obtained from the City of Los Angeles Department of Water and Power;
7. Adopts requirements and regulations for use of the designated combined-use routes; and
8. Approves Revised Inyo County Assembly Bill 628 Implementing Procedures; and
9. Provides that if California Vehicle Code section 38021.6 is repealed on January 1, 2017 as provided by AB 628, and if no legislation replacing Vehicle Code section 38021.6 has been adopted as of that date, any designation of a route as a combined-use route shall be deemed rescinded and all signage shall be removed from such a route.



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

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|--|---|--|---|
| <input type="checkbox"/> Consent | <input type="checkbox"/> Departmental | <input type="checkbox"/> Correspondence Action | <input type="checkbox"/> Public Hearing |
| <input type="checkbox"/> Schedule time for _____ | <input type="checkbox"/> Closed Session | <input type="checkbox"/> Informational | |

For Clerk's Use Only: AGENDA NUMBER
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FROM: Public Works Department

FOR THE BOARD MEETING OF: January 22, 2015

SUBJECT: Eastern Sierra ATV Adventure Trails System Project - Environmental Review and Compliance, Approval of Combined-Use Routes, and Revised Implementing Procedures

DEPARTMENTAL RECOMMENDATIONS:

Request Board:

- A. conduct a public hearing to take public comment on the Eastern Sierra ATV Adventure Trails System Project and
- B. consider a draft Resolution titled "A Resolution of the Board of Supervisors of the County of Inyo, State of California, Certifying the Final Environmental Impact Report Concerning, and Making Certain Findings, Adopting Mitigation Measures, Adopting a Mitigation Monitoring and Reporting Program, Approving an Eastern Sierra ATV Adventure Trails System Project, and Adopting Rules and Regulations for the Use of the Adventure Trails System," or modifications thereto as directed by the Board, which does the following:
 - 1. Certifies that the Final Environmental Impact Report was prepared in compliance with the California Environmental Quality Act (CEQA), was presented to and considered by the Board, and that the FEIR reflects the independent judgment of the Board;
 - 2. Makes findings as required by CEQA;
 - 3. Adopts the mitigation measures identified in the FEIR;
 - 4. Adopts a Mitigation Monitoring and Reporting Program;
 - 5. Approves the combined-use routes recommended by staff or as designated by the Board;
 - 6. Provides that designation of a combined-use route shall not become effective until all required warning and informative signs on the route have been installed and, if necessary, approval of start point and/or end point located on City of Los Angeles-owned land has been obtained from the City of Los Angeles Department of Water and Power;
 - 7. Adopts requirements and regulations for use of the designated combined-use routes; and
 - 8. Approves Revised Inyo County Assembly Bill 628 Implementing Procedures; and
 - 9. Provides that if California Vehicle Code section 38021.6 is repealed on January 1, 2017 as provided by AB 628, and if no legislation replacing Vehicle Code section 38021.6 has been adopted as of that date, any designation of a route as a combined-use route shall be deemed rescinded and all signage shall be removed from such a route.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

Prior to 2011, California law allowed local governmental entities, including cities and counties, to designate roads up to 3 miles in length for combined use of vehicles currently permitted on such roads and for certain off-highway motor vehicles (OHVs). No such combined-use designations have been made by the County of Inyo. With the 3.0 mile maximum length for combined-use routes that existed under the pre-AB 628 Vehicle Code, it was impossible to designate combined-use routes between service and lodging facilities and County roads with areas on BLM or USFS land. Hence legislation was sought that would allow Inyo County to extend the combined-use distance in the County to ten miles.

In 2011, the California State Legislature adopted Assembly Bill 628 (Conway) (AB 628), which added Section 38026.1 to the California Vehicle Code. Section 38026.1 allows the County of Inyo to establish a pilot project, to be in effect until January 1, 2017, to designate combined use routes up to 10 miles long on unincorporated County roads to link with existing OHV trails on lands managed by the federal Bureau of Land Management (BLM) and the United States Forest Service (USFS); to link OHV recreational-use areas with necessary service and lodging facilities; to provide a unified system of trails for OHVs; and to preserve traffic safety, improve natural resource protection, reduce OHV trespass on private land, and minimize impacts on county residents. In 2012, the County of Inyo adopted Implementing Procedures for AB 628 (Implementing Procedures) that are consistent with the requirements of Vehicle Code sections 38026.1(b)(1) & (2). AB 628 provides that Vehicle Code section 38026.1 is repealed effective January 1, 2017 unless the Legislature extends the legislation.

The Adventure Trails System of the Eastern Sierra, LLC. (Applicant) submitted an application packet containing 38 separate combined-use applications for the proposed ATV Adventure Trails of the Eastern Sierra Project (Project) to Inyo County on October 12, 2012. Each application was filed in accordance with both AB 628 and the Implementing Procedures, which allow for such a pilot project. Several applications were revised in response to County and public agency comments on June 21, 2013. The application packet requested the County of Inyo to undertake a project to designate, until January 1, 2017, several combined-use routes up to 10 miles long on certain unincorporated County roads; and it requested the City of Bishop to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

California Highway Patrol (CHP) Safety Analysis

Under AB 628, routes may not be designated for combined use if they have not been approved by the California Highway Patrol (CHP). At the time the DEIR was released for public comment, the review of the proposed routes by the CHP was still pending. The CHP Safety Determinations have been submitted to the County. 36 of the 38 routes have been approved. Big Pine Route No. 2 and Independence No. 4 were denied and the alternative routes for Bishop Routes 2, 3, & 4 were denied. Big Pine Route No. 2 was from the Big Pine Shell station to McMurray Meadows Road. Independence Route 4 was from Rays Den Motel to Foothill Road via Onion Valley Road. The alternative routes for Bishop Routes 2, 3 and 4 proposed the use of Hanby Avenue to access East Line Street and Poleta Road. The routes not approved by the CHP are no longer proposed for designation as combined-use routes.

Environmental Review

Each combined-use application is a project subject to compliance with the California Environmental Quality Act (CEQA). Pursuant to CEQA and the County's CEQA Procedures, Inyo County (as the CEQA Lead Agency) prepared a Draft EIR (DEIR) which addressed the implementation of the 38 combined-use routes on County-maintained and City-maintained roads. The designated routes are located on portions of Death Valley Road (outside and west of Death Valley National Park); in and around the unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and in and around the City of Bishop.

The DEIR was prepared for the Project based on potential impacts, as identified both in the Initial Study prepared for the project, and by commenters responding to the Notice of Preparation (NOP). The DEIR was released for a 45-day review period on July 17th that expired on September 2, 2014. The County received about 137 comment letters from federal agencies, state agencies, local agencies, environmental organizations, and the general public. (See the Final EIR, Table 2.0-1, Commenters and Comment Letters, which lists all commenters and shows the comment set identification number for each letter.) In addition, the County also received approximately 2,900 form letters. Because these form letters are essentially the same and do not provide any unique information, they have been treated as a single letter. A sample of the form letter has been included in the Final EIR and bracketed to identify comments relating to environmental concerns; the remaining form letters are provided electronically.

Following the receipt of comments on the DEIR, a Final EIR (FEIR) was prepared. The FEIR consists of public comment letters, staff responses to the comment letters, any revisions, or amendments/corrections made to the DEIR, and the mitigation measures for the project – including a Mitigation Monitoring and Reporting Plan (MMRP). The MMRP is Appendix 1.0 to the FEIR. The MMRP outlines all mitigation proposed for the Project. The MMRP is also being provided to the public as a stand-alone document to this report. The FEIR, and the MMRP reflect changes made to project mitigation since the DEIR was prepared. Additionally, the MMRP has been included by reference as Section 20 in the Implementing Procedures. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department’s website (<http://www.inyocounty.us/ab628/>).

The purpose of the FEIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project and of the mitigation measures and alternatives that may be adopted to reduce these impacts. The FEIR identifies the potentially significant effects from the project on biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Of these, the FEIR concludes that only impacts to air quality cannot be mitigated to less than significant levels.

Summary of Proposed Routes and the Impacts and Issues Associated with the Routes

The table below identifies each of the routes proposed for designation and describes environmental issues and other issues associated with the route. It should be noted that County staff recommends that the Board consider adoption of an alternative that is slightly different than the Project described in the EIR. See recommended action below.

Aberdeen Area Routes		
#	Start & End Point	Issues
1	Aberdeen to Division Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
2	Aberdeen to Taboose Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
3	Aberdeen to Birch Ck Rd	End point on BLM land, property owners on Birch Creek Road opposed to combined-use designation due to dust and noise; speed limit of 15 mph through community; the OHV trail segment links to Big Pine No. 3 to the west. Property owners affected by dust more than other areas because of dirt road in rural residential area.
Notes: The Aberdeen store provides RV spaces. Store is not open regularly		

Northern Inyo Range Area Routes		
#	Start & End Point	Issues
1	Death Valley (DV) Rd – Harkless to Papoose	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns (four turns are signed with speed limits of 15 mph, dirt roads being linked to provide access to extensive USFS system).
2	DV Rd – Harkless west to USFS road	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns, road links into extensive USFS system.
3	DV Rd – Papoose to Little Cowhorn	Start and end point on USFS land, see USFS jurisdictional issues; DVNP concerned about proximity to National Park. No OHVs allowed in Park, route would invite use of Waucoba-Saline Road by OHVs. If route approved, place a no ATVs sign at the Waucoba-Saline intersection and also just east of Little Cowhorn Valley on Death Valley Road.
Notes: The name for combined-use routes along Death Valley Road have been changed to “Northern Inyo		

Range Area” routes in response to a comment submitted by Death Valley National Park.

Big Pine Area Routes		
#	Start & End Point	Issues
1	Bristlecone Motel to Keough’s	County Road crosses a corner of USFS property, County required to find that Keough’s Hot Springs Resort is an “Off Highway Motor Vehicle Recreational Facility”, route mainly directs users toward LADWP maintained roads, and there is no direct link to a BLM or USFS road. Route goes through main part of Big Pine. Approval of route requires subsequent approval by LADWP as Keough’s Hot Springs Resort is an LADWP lease.
2	Big Pine Shell to McMurray Meadows Rd	Route denied by CHP and is no longer being considered.
3	Big Pine Chevron to McMurray Meadows Rd	End point on USFS land, route includes crossing of US 395. County will assume additional liability per AB 628 at the crossing point of US 395; route uses portion of Glacier Lodge Road which has higher, non-OHV traffic speeds, and the OHV trail segment links to Aberdeen #3 to the east. The Big Pine Chevron has recently closed its doors. There is a possibility the business will be open early in 2015. The designation of this combined-use route is contingent upon this business being open at the time required signage is installed.
Notes:		

Bishop Area Routes		
#	Start & End Point	Issues
1	Golden State Cycles to Poleta OHV area	*Route travels through residential area. The property owner at the start point indicates that ATV rental business will remain at current site. Potential for conflicts here due to Brew Pub in building next to GSC Adventures. Requires designation of the route by both the County & the City of Bishop.
2	Tri County Fairgrounds to Poleta OHV area	*CHP denied all route alternatives that use Hanby Street. The only alternative approved by the CHP uses Wye Road and then the Haul Road around the airport access Airport and then Poleta Roads. Route requires approval by both the City of Bishop and the County. Fencing required as mitigation between Haul Road and Airport lease and easement will be funded by project Applicants. Approval of route requires subsequent approval by LADWP as the start point, the Tri County Fairground, is an LADWP lease.
3	Chamber to Poleta OHV area	*Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as the start point, Bishop Chamber of Commerce, is an LADWP lease.
4	Pizza Factory to Poleta OHV area	*Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as the start point, the Pizza Factory, is an LADWP lease.
5	Brown’s Town to Poleta OHV area	County assumes liability for ATVs crossing US 395 at Warm Springs Rd intersection. Approval of route requires subsequent approval by LADWP as the start point, Brown’s Town, is an LADWP lease.
6	Pleasant Valley Campground to Horton Creek	County assumes liability for ATVs crossing US 395 at Pleasant Valley Dam/Sawmill Road intersection. Approval of route requires subsequent approval by LADWP as the start point, Pleasant Valley Campground, is an LADWP lease.
7	Pleasant Valley	Potential conflicts with bicyclists in bike lanes. Approval of route requires

	Campground to Tungsten City Rd	subsequent approval by LADWP as the start point, Pleasant Valley Campground, is an LADWP lease.
8	Pleasant Valley Campground to Casa Diablo Rd turn	Approval of route requires subsequent approval by LADWP as the start point, Pleasant Valley Campground, is an LADWP lease. Trail segment linked to is very short. BLM recommends against approval of this route. Staff recommends denial.
9	Brown's Town to Bir Rd	Implementation of route requires subsequent approval by LADWP as the start point, Brown's Town, is an LADWP lease. Route turnoff on first road on BLM land.
10	Coyote Valley Rd to end	End point of route on USFS land, see USFS jurisdictional issues.
11	Silver Cyn Rd midway to top	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings. Routes being linked to are very short. Route currently popular with dirt bikes/ATVs/UTVs.
12	Silver Cyn Rd top to Wyman Canyon Rd midway	See comments on Bishop area Route No. 11. It is recommended to place "no ATV" signs on White Mountain Rd at intersections with Silver Cyn Rd (both the high route and the low route)
14	Britt's Diesel to Casa Diablo Rd	Trail segment linked to is very short. BLM recommends against approval of this route. Road is currently popular for camping by climbers. Staff recommends denial.
15	Britt's Diesel to Poleta OHV area	Laws-Poleta Rd has very light traffic.
16	Britt's Diesel to Silver Cyn midway	End point on USFS land. See Inyo National Forest discussion below.
17	Wyman Canyon Rd stretch	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings.
18	Poleta OHV area to Black Cyn Rd end	A portion of the route is located on non-County maintained road on private property. The property owner is opposed to designating the portion of the route on his private as a combined use route. (This route is further discussed below.)
Notes: *Routes with beginning point in City of Bishop and end point off of County road require approval by both agencies.		

Independence Area Routes		
#	Start & End Point	Issues
1	Independence Inn to Betty Jumbo Mine Road turn	Mazourka Canyon Road is a high speed rural route; however the traffic is very light, so traffic speed should not be an issue.
2	Betty Jumbo Mine Rd to Santa Rita Flat turn	End point is on USFS land. See Inyo National Forest discussion below.
3	Independence Inn to Foothill Rd via Onion Valley Rd	Onion Valley Road is high speed road on grade without great passing visibility, County will assume liability for crossing of US 395 at Kearsarge Street.
4	Rays Den Motel to Foothill Rd via Onion Valley Rd	Route denied by CHP and is no longer being considered.
6	Still Life Café to Foothill Rd end	There is no onsite parking at the start point which is the Still Life Café. OHVs would have to park in front of other businesses and residences on Kearsarge

	via Onion Valley Rd	Street. Staff recommends denial of this route based on a lack of onsite parking. Lack of parking at the start point makes start point nebulous and causes impacts to other properties. If Independence Area No. 3 is approved, visitors will be able to access Still Life Café.
Notes:		

Lone Pine Area Routes		
#	Start & End Point	Issues
1	Boulder Creek RV Park to N. Fork Lubken Ck	AB 628 requires County to assume liability for crossing of US 395 by OHVs at US 395. CHP safety determination required additional signage for north-south traffic on US 395. Individual riders should have no trouble crossing US 395 here as there is a median that serves as a refuge between lanes. Jamborees or organized groups with more than a couple of vehicles will need to exercise extreme caution in making the crossing due to the group ride mentality. Narrow spot on Lubken Lane should not create safety hazard during daylight hours due to low traffic volumes.
2	McDonalds to Mo Road via Tuttle Creek Canyon	Route starts in townsite boundaries. Tuttle Creek Canyon narrow winding road with limited site distance. CHP approved safety determination. Tuttle Creek Rd crosses USFS land. See Inyo National Forest discussion below.
3	Lone Pine Propane east to quarry road	This route has logistical trouble with both the start point and the end point. The regular access to Lone Pine Propane is from US 395. The only way to access the business is via a service entrance that is normally gated closed. The business owners have stated that they will allow ATVs to use the service entrance. Does this mean it will be open all the time? The BLM indicates that the route linked to is short and dead ends at a gated borrow pit. Route appears to be aimed to link to roads on LADWP maintained roads. Potential for unsafe traffic movements at Lone Pine Propane and US 395 if the service gate is closed. Approval of route requires subsequent approval by LADWP. Staff recommends denial of this route.
4	Carls Jr. to Movie Road via Tuttle Creek Rd	Issues similar to Lone Pine No. 2 above
5	Dave's Auto Parks to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 2 above. In addition route involves County assuming liability for the crossing of US 395 at Whitney Portal Road by ATVs
6	Dow Villa to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 5 above.
7	Movie Road to near end of Hogback Rd	See Inyo National Forest discussion below. Inyo National Forest staff concerned about shortness of road being linked to. This is mitigated by numerous turnoffs on BLM land along the combined-use route
Notes: Access east of town limited because County roads (Owenyo and Lone Pine Narrow Gauge Road) do not access BLM or USFS land except in one small location.		

General Plan Consistency

The Draft EIR includes a discussion of the proposed Project's consistency with the Inyo County General Plan. The project implements recreational objectives in the General Plan including:

- Enhance opportunities for OHVs.¹
- Encourage the appropriate expansion of new recreational opportunities on federal lands.²
- Promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program.³
- Encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.⁴
- Promote economic stability for businesses within the County dependent upon recreation activities.⁵
- Encourage and promote private programs and public-private partnerships that express the cultural heritage of the area.⁶

Agency Notification and Jurisdictional Issues

Under the County’s Implementing Procedures, the County was required to notify each of the major land management agencies in and around the Owens Valley of the Project. There have been mixed reactions to the Project expressed by the land management agencies.

Inyo National Forest

The Inyo National Forest has repeatedly expressed general support for the project, although the Forest Service has specific concerns with the project. In particular, the Forest Service is concerned that no right of way agreements or easements have been identified which grant the County authority to maintain the roads on Forest Service lands proposed to be designated as combined use routes. The Forest Service believes that in order for the County to proceed with the portion of the Project located on USFS land, an agreement between the Forest Service and the County must be in place that clearly describes an easement or right of way for the road that is being used as a part of the Project. Before the Forest Service can consider entering into such an agreement or granting an easement for the roads, there would have to be compliance with the National Environmental Policy Act (NEPA). The Forest Service has maintained this position since at least February 2012. County staff’s position has been that the roads are part of the County Maintained Mileage System and that the County has been controlling speeds and maintaining the roads since at least 1948, when the Inyo County Road Register was approved by the Board of Supervisors.

No clear jurisdictional agreements have been located for the subject roads. If appropriate road right of way agreements can’t be located, then the County must either 1) reach an agreement with the Forest Service or 2) demonstrate that the County has rights to use the roadway based on Revised Statute (RS 2477). To establish rights under RS 2477, the County would need to prove to a federal court that the road has been maintained since before the initial forest reserve (which later became the Inyo National Forest) was created in 1905. It should be noted that records for many individual roads go back earlier than the early 1900s; although, such records are difficult and time consuming to locate.

Staff recommends two distinct alternative paths which may be followed by the County to move forward with respect to proposed combined-use routes that cross USFS land. The first path is to disregard the USFS claim and to designate certain County maintained roads that cross USFS land as combined-use routes. The second path is to approve the routes, but to condition the future use of the routes upon the future approval by the USFS of a jurisdictional agreement between the County and the USFS.

¹ Inyo County General Plan Government Element (2001)
² Inyo County General Plan Conservation and Open Space Element (2001)
³ Inyo County General Plan Circulation Element (2001)
⁴ Inyo County General Plan Economic Development Element (2001)
⁵ Inyo County General Plan Economic Development Element (2001)
⁶ Inyo County General Plan Conservation and Open Space Element (2001)

If the County conditions the use of the combined-use routes on the reaching of a jurisdictional agreement with the USFS, it should be noted that the process to negotiate right of agreements on specific routes may take an extended period of time. Further, NEPA may require cultural surveys along the entire length of certain combined-use routes. Once the cultural information has been completed, it is estimated that it would take 12-24 months to complete NEPA. NEPA would have to be completed at the County's expense and the County would likely need to hire a consultant to complete the NEPA process. The NEPA evaluation will not be initiated until funding is identified to complete this process.

Bureau of Land Management (BLM)

The BLM has raised project level concerns and raised concerns about specific combined-use routes. In particular they are concerned about Lone Pine No. 3 and Bishop Nos. 8 and 14.

City of Los Angeles Department of Water and Power (LADWP)

LADWP has expressed reservations about the project from the start. LADWP has liability concerns and environmental concerns over the potential proliferation of illegal OHV use on Los Angeles-owned lands because of the designation of combined-use routes. In addition, LADWP is concerned over its ability and County's ability to enforce trespass laws on its lands. The County has been consulting with LADWP concerning an ordinance to facilitate law enforcement of off-road vehicle use on Los Angeles-owned land and on lands owned by others. LADWP is also concerned that increased OHV use resulting from the project will interfere with the implementation of court-mandated environmental projects on Los Angeles-owned lands. LADWP has not been willing to designate any roads on Los Angeles-owned lands.

For the purposes of AB 628, LADWP is considered a private property landholder. The Project applicants are required to ensure that the proposed combined-use routes link to Federally-designated roads that are legal for OHV recreation. LADWP approval is required for some proposed routes that have a start or an endpoint on LADWP land.

Several routes have start and/or end points on lands leased to lessees by the City of Los Angeles. LADWP is only willing to consider approving the start and end points after the County has acted on the proposed combined use applications. The Implementing Procedures specify that any combined-use applications that start and/or end on private property must have the approval of the owner of that Assessor's Parcel Number. The table below shows a list of combined-use routes that have a start or end point on an LADWP lease. The lessees of the properties identified on the table have submitted letters to the County as a part of the combined use applications seeking permission to use the above facilities as combined-use start points or end points. LADWP must approve the start and/or end points described in the table above before any of these routes can be opened to combined use. The start and/or endpoints are described in the table below and are shown in **Bold**.

Route Name	Start Point	End Point
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs Resort
Lone Pine #2	Lone Pine Propane	BLM maintained road off of Dolomite Loop Rad
Bishop #2	Tri County Fairgrounds	Poleta Canyon OHV Recreation Area
Bishop # 3	Bishop Chamber of Commerce	Poleta Canyon OHV Recreation Area
Bishop #4	Pizza Factory	Poleta Canyon OHV Recreation Area
Bishop #5	Brown's Town	Poleta Canyon OHV Recreation Area
Bishop #6	Pleasant Valley Campground	BLM maintained road off of Horton Creek Rd
Bishop #7	Pleasant Valley Campground	BLM maintained road off of Tungsten City Rd
Bishop #8	Pleasant Valley Campground	BLM maintained road off of Casa Diablo Rod
Bishop # 9	Brown's Town	BLM maintained road off of Bir Rod

Death Valley National Park

Though none of the proposed combined-use routes enter into Death Valley National Park (DVNP), park management is concerned about cumulative increases to OHV traffic inside of DVNP. Non street legal vehicles are not allowed on any roads inside of DVNP. DVNP staff recommends that the County not approve any of the routes on Death Valley Road. DVNP staff also requests that if the routes are approved, that the County change the name of these routes so it doesn't include the words Death Valley. In accordance with the request from DVNP, County staff has changed the names of combined-use roads in this area from "Death Valley Road Area" to "Northern Inyo Range" routes.

Specific Issues

Bishop Area Route No. 18

When Bishop Area Route No. 18 was submitted, the endpoint on this route was believed to be on Inyo National Forest land.

County staff received a telephone call from Mr. Seth Kinmont who owns a property at or near the end point of Bishop Route No. 18 on Black Canyon Road at the junction of Black Canyon and Marble Canyon. Mr. Kinmont expressed concern about potential impacts to his property from this route and stated his general opposition to the route. An initial review showed the end point to be on Mr. Kinmont's parcel. Based on that assumption, further notification was sent to Mr. Kinmont (see Attachment No. 8).

After a careful review of the County Maintained Mileage System and the Maintained Mileage Register, it has been determined that the end point is not located on his property and that the end point is on Inyo National Forest land. The OHV trail segment which is linked by the proposed combined-use route crosses Mr. Kinmont's property and continues up Black Canyon on Inyo National Forest land.

Lone Pine Proposed Combined-Use Routes Vicinity Map

The Lone Pine Area Vicinity Map in the DEIR, FEIR, and Planning Commission packet did not correctly indicate where Lone Pine Area Routes Nos. 5 and 6 crossed Main Street (US 395). Both routes cross US 395 at the signalized Whitney Portal Road intersection. However, Figures 3.0-52 and 3.0-53 in the Draft EIR did show each route location correctly and the routes were described properly in the DEIR. The Combined-Use Route Characterization that was submitted to CHP also described and displayed the correct location for these combined-use route applications.

Liability Issues

Vehicle Code sections 38026.1 (c) and (d) provide as follows:

(c): The pilot project may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d)(1): By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.

It is proposed that the County designate OHV crossings of US 395 at six locations and US 6 at one location. There are no proposed combined-use routes that travel along a state highway. The proposed crossings of the state highways are described in the following table.

Community and Route #	State or Federal Highway Proposed to be Crossed	County or City Road Crossing Location
Lone Pine #1	US Highway 395	Lubkin Canyon Road / Boulder Creek RV Park
Lone Pine #5 and #6	US Highway 395	Whitney Portal Road
Independence #3	US Highway 395	Kearsarge Street
Big Pine No. 2	US Highway 395	Poplar Street / Baker Creek Road
Bishop #5	US Highway 395	Warm Springs Road
Bishop #6 and #7	US Highway 395	Pleasant Valley Dam Road
Bishop #14	US Highway 6	Jean Blanc Road

It should be noted that proposed Bishop Area Route No. 2 crosses US 395 at Yaney Street. A portion of the route is in an unincorporated part of the County. However, the portion of the route that crosses US 395 that crosses Yaney Street is inside of the City of Bishop. Therefore, the ultimate designation of this crossing will be determined by the City of Bishop.

The County has received Safety Determinations for all of the proposed combined-use routes being considered for designation. The Safety Determinations were received in two letters dated January 10, 2014, and May 13, 2014. Two routes (Independence No. 4 and Big Pine Area No. 2) and alternatives to three other routes (Bishop Area Routes Nos. 2, 3, & 4) were eliminated from further consideration as designated combined-use routes. Only 36 combined-use routes are now being considered for combined-use designation.

Although Safety Determinations have been obtained for all of the proposed combined-use routes, pursuant to Vehicle Code section 38026.1(d), the County must defend and indemnify the state for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors. Further, designation of the proposed combined-use route may increase the County's exposure to risk of claims for safety-related losses or injuries arising or resulting from a dangerous condition of a County-maintained highway designated as a combined-use highway by the Inyo County Board of Supervisors. Such claims may be subject to governmental tort immunity.

Proposed Revision to Implementing Procedures

Several changes to the Implementing Procedures were proposed in the attached Planning Commission staff report. At the Planning Commission meeting, an additional section was proposed to be added to the Implementing Procedures to address confusion as to which vehicles would be allowed to use the proposed combined-use routes and concerns about driver behavior and the ability of ATVs/UTVs to blaze new trails. In addition, since the Planning Commission meeting, staff has added additional recommended revisions to the Implementing Procedures. A version of the Implementing Procedures that shows the recommended revisions is attached as Exhibit B to the proposed Resolution attached hereto as Attachment 1. Staff recommends that your Board approve the proposed revisions to the Implementing Procedures.

Compliance with the Inyo County AB 628 Implementing Procedures

All requirements of the County's Implementing Procedures have been met.

Compliance with Section 38026.1 of the California Vehicle Code

All requirements of California Vehicle Code section 38026.1 have been met. As required by the Section 9(c) of the Implementing Procedures, the resolution proposed for your approval includes "[A] statement that each combined-use trail segment is in compliance with the California Vehicle Code Section 38026.1.

Public Notice

In addition to the usual public notice for a Board hearing, notice was sent to all property owners adjoining any of the proposed combined-use routes. Notice was not sent to property owners adjacent to routes that are no longer being considered because of a negative CHP Safety Determination.

Project Alternatives

Chapter 6 of the DEIR and the FEIR set forth six alternatives for the project. The Board can approve one of the alternatives. Also, the Board has the authority to 1) approve, 2) deny, or 3) conditionally approve any one or more of the proposed combined-use routes that are addressed in the DEIR and FEIR and that have received an affirmative Safety Determination from the California Highway Patrol. In addition, the Board has authority to approve one of the two additional alternatives that have been developed by staff for the Board's consideration.

Staff recommended Alternative – Version A

This option would designate 32 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use.

Staff recommended Alternative – Version B

This option would initially designate 12 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use, but condition that use upon the Forest Service approval of a jurisdictional agreement for 20 additional combined-use routes.

Planning Commission Actions

Notes describing the public comment and Planning Commission deliberation from the November 5, 2014 Planning Commission meeting are included as Attachment 4 hereto. The Planning Commission approved Resolution No. 2014-02 (a copy of the Resolution is Attachment 2 hereto) by a vote of 5-0. The Planning Commission did not specify in their recommendation whether or not to include roads on Inyo National Forest land without reaching a jurisdictional agreement. Commissioner Corner expressed his preference that the jurisdictional issues be resolved.

Potential Implementation of Approved Combined-Use Routes

County staff has estimated that it will take up to six months to install required signage and complete mitigation measures set forth in the environmental document. The designation of a combined use route shall not become effective until all required signage and other mitigation required for the route have been implemented. Further, should Vehicle Code section 38026.1 be repealed on January 1, 2017, the designation of all combined-use routes will be rescinded and all Project related signage will be removed.

ALTERNATIVES:

1. Approve a combination of combined-use routes that are addressed in the FEIR and which have been approved by the CHP, but which are different from the routes recommended by staff. (If such action is to be considered by the Board, the Board should direct staff to modify the attached resolution and the draft CEQA findings so that they are in conformance with the Board's intended action.)
2. Do not certify the EIR and specify areas to be rectified.
3. Provide specific direction to staff to provide additional information, revised findings or a revised resolution.

OTHER AGENCY INVOLVEMENT:

1. California Department of State Parks Off Highway Motor Vehicles Recreation Division (Grant Management)
2. California Highway Patrol (Safety Determination)
3. California Department of Transportation (Approval of Signage and crossing of the State Highway System)
4. City of Los Angeles, Department of Water and Power (approval of combined-use start and/or end points on LADWP land)
5. Bishop District Bureau of Land Management (Confirmation of OHV trail segments being linked to)
6. U.S. Forest Service, Inyo National Forest (Confirmation of OHT trail segments being linked to)
7. California State Legislature (Evaluation of AB 628)

FINANCING:

State Parks Grant

The completion of the Environmental Impact Report is being funded as followed (1) 74% through a California State Parks Off Highway Motor Vehicle Motor Recreation (OHMVR) grant, and (2) 26% through planning funds administered by the Inyo County Local Transportation Commission (LTC).

Phase II of the OHMVR grant will cover 74% of the expenditure for three Road Department vehicles (the Road Department will provide a 26% match).

Signage Grant

The installation of the signage required for the project is being funded through an agreement with the California State Parks OHVMRD in the amount of \$100,000. It is anticipated that the cost for additional signage required as mitigation in the environmental document can be covered by the amount of the grant.

Road Maintenance

There will be some ongoing cost to the County for the operation of any designated combined-use routes. The maintenance will be covered by the normal activities of the Road Department. This is not a significant cost as the roads are currently part of the maintained mileage system. This may create some change in the maintenance activities performed by the Road Department. The Road Department will have some additional work in the monitoring of the signage.

The designation of Bishop Area Routes No. 2, 3, & 4 may result in additional maintenance requirements for the Road Department. The "Haul Road" on the west side of the airport lease and easement south of Wye Road is not currently part of the County Maintained Mileage System. The Haul Road is not part of the county maintained mileage system. There is a possibility that increased use of this road could create whoop-de-doo. It is recommended that the Adventure Trails Group of the Eastern Sierra, LLC be encouraged to complete any future required maintenance.

Mitigation Measures

The funding for the mitigation measures not involving signage has not been identified. See the spreadsheets showing the applicability of the mitigation measures to different routes and the spreadsheet that describes the mitigation measures and the likely funding sources. It is assumed that some of the future activities related to the mitigation and maintenance of the combined-use routes will be eligible for future State Parks OHMVR grants, though the County will assume some of this expense. Mitigation and monitoring expenses are summarized in

the Mitigation Measure Cost Summary. This table assumes that all signage expenses will be covered by the existing State Parks OHMVR signage contract.

Traffic Counts

AB 628 and the Implementing Procedures require the collection traffic counts annually to monitor the number and type of vehicles used on the combined-use routes. The Inyo County Local Transportation Commission includes this as a task in its Overall Work Program. The Overall Work Program serves as a scope of work for work completed by the County and City for transportation planning. It is estimated that the monitoring of combined-use routes traffic volume by vehicle type will cost from \$30,000 to \$50,000 per year. This is a specialized service as it is difficult to measure the use of different vehicles without a camera.

APPROVALS	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by County Counsel prior to submission to the board clerk.) <i>Margaret Kemp-Williams</i> Approved: <input checked="" type="checkbox"/> Date <u>12/29/14</u>
AUDITOR/CONTROLLER	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor/controller prior to submission to the board clerk.) Approved: _____ Date _____
PERSONNEL DIRECTOR	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:
 (Not to be signed until all approvals are received) *[Signature]* Date: 12/30/14

Attachments:

1. A Resolution of the Board of Supervisors of the County of Inyo, State of California , Certifying the Final Environmental Impact Report Concerning, and Make Certain Findings With Respect to the Eastern Sierra ATV Adventure Trails System Project
 - o Exhibit A: Mitigation Monitoring and Reporting Program
 - o Exhibit B: Revised Inyo County AB 628 Implementing Procedures
 - o Exhibit C: CEQA Findings
2. Planning Commission Resolution - signed
3. Staff Report for November 5, 2014 Planning Commission meeting
 - a. Site Map Set (Sheets 1-5, No. 6 for Lone Pine is revised)
 - b. Draft EIR (see <http://www.inyocounty.us/ab628/>)
 - c. Final EIR (see <http://www.inyocounty.us/ab628/>)
 - d. Project Mitigation: Mitigation Monitoring & Reporting Program (MMRP) (see <http://www.inyocounty.us/ab628/> or Exhibit C to the Board Resolution)
 - e. Draft Resolution (Not included here, signed resolution included as Attachment No. 2 above)
 - f. Revised Inyo County AB 628 Implementing Procedures (Not included here, complete proposed revisions shown in Exhibit B)
 - g. Mitigation Measure Cost Summary Spreadsheet

- h. Mitigation Measure Applicability Spreadsheet
- i. Staff Recommendation Spreadsheet (Revision included below due to typo in the furthest header column to the right)
- j. Public comment letters
 - i. Tom Hardy
 - ii. John Armstrong, President, Eastside Velo Bike Club – 10/6/14 and 10/19/14
 - iii. Valerie Baldwin
 - iv. Anita Jennings
 - v. Barbara Epstein and Family
 - vi. Irv Tiessen
 - vii. Sherrill Futrell
- 4. Draft Minutes from Planning Commission November 5, 2014 meeting
- 5. Comments submitted on project since the Planning Commission meeting (21~~1~~⁹ total letters including a petition to the Bishop City Council from residents along Yaney, Sierra, Coats, and Hanby streets).
- 6. County and City Roads part of the Proposed Adventure Trails System Spreadsheet
- 7. California Vehicle Code Consistency Analysis of each proposed combined-use route spreadsheet
- 8. Letter to Seth Kinmont regarding Bishop Area Route No. 18 (not including attachments)
- 9. Lone Pine Area Proposed Combined-Use Routes (Revised after Planning Commission hearing to display correct location where Routes No. 5 and No. 6
- 10. Staff recommendations spreadsheet
- 11. Compliance with Section 38026.1 of the Vehicle Code Analysis

RESOLUTION NO. 2015-__

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF INYO, STATE OF CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT CONCERNING, AND MAKING CERTAIN FINDINGS, ADOPTING MITIGATION MEASURES, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, APPROVING AN EASTERN SIERRA ATV ADVENTURE TRAILS SYSTEM PROJECT AND ADOPTING RULES AND REGULATIONS FOR THE USE OF THE ADVENTURE TRAILS SYSTEM

WHEREAS, on October 7, 2011, the California State Legislature approved Assembly Bill (AB) 628 amending the California Vehicle Code to allow the County of Inyo to establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles (OHVs), preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents; and

WHEREAS, AB 628 provides that Vehicle Code section 38026.1 is repealed effective January 1, 2017 unless the Legislature extends the legislation and that the designation of combined use routes by the County is also rescinded; and

WHEREAS, on November 5, 2011, the Inyo County Board of Supervisors conducted a workshop and provided direction to staff on the development of procedures for the potential implementation of a pilot project pursuant to AB 628; and

WHEREAS, on January 16, 2012, Inyo County staff completed an Initial Study and Environmental Checklist and Draft Mitigated Negative Declaration (IS/MND) of environmental impact for the future approval of combined-use routes and the approval of implementing procedures pursuant to CEQA and released the document for a 30-day public review period ending on February 18, 2012; and

WHEREAS, the Inyo County Planning Commission held a public hearing on April 25, 2012 and recommended approval of the (IS/MND) to the Board of Supervisors restricting the

scope of the environmental document to not include the future approval of combined-use routes; and

WHEREAS, on May 8, 2012, the Inyo County Board of Supervisors, at a public hearing, approved the Draft IS/MND and the procedures for the implementation of a pilot project pursuant to AB 628 (Implementing Procedures); and

WHEREAS, on June 13, 2012, the Center for Biological Diversity (CBD) and Public Employees for Environmental Responsibility (PEER) filed a Writ of Mandate with the Inyo County Superior Court challenging the legal adequacy of the IS/MND adopted by the County; and

WHEREAS, on February 7, 2013, CBD / PEER and Inyo County entered into a Settlement Agreement wherein the County agreed to conduct an independent CEQA review to evaluate any combined-use applications submitted to the County and to not rely on the IS/MND in evaluating such applications and the County agreed to: a) not tier future CEQA review to the IS/MND and b): to not adopt or re-adopt the IS/MND in considering future combined-use applications; and

WHEREAS, the Eastern Sierra Adventure Trails System, LLC is a non-profit group formed to encourage access to public lands and for the combined-use of certain area roads; and

WHEREAS, on October 12, 2012, the Eastern Sierra Adventure Trails System, LLC (Applicant) submitted applications for the Eastern Sierra ATV Adventure Trails Project (Project) which would allow OHVs, with certain conditions, to use County and City maintained roads along roadways that transect a variety of zoning and General Plan designations; and

WHEREAS, the applications were submitted pursuant to the California Vehicle Code 38026.1 and pursuant to the County's Implementing Procedures; and

WHEREAS, the Applicant submitted revisions to some of these applications on June 28, 2013; and

WHEREAS, Staff determined that each of the routes proposed for combined-use designation was in compliance with Vehicle Code section 38026.1 and the County's Implementing Procedures; and

WHEREAS, on October 10, 2013, a Notice of Preparation for a Draft Environmental Impact Report and an Initial Study and Environmental Checklist concerning the Project was prepared and circulated to interested parties for a 30-day comment period which ended on November 12, 2013, with Public Comment Scoping Meetings held in Independence, CA on October 24, 2013 and in Bishop CA on October 30, 2013; and

WHEREAS, following the close of the comment period for the Notice of Preparation and an Initial Study and Environmental Checklist, a Draft Environmental Impact Report (DEIR) was prepared, pursuant to CEQA that addresses the Project; and

WHEREAS, the Draft Environmental Impact Report (DEIR) for the Project was circulated to the State Clearinghouse, all affected agencies, and all interested parties for public review and

comment pursuant to the provisions of CEQA for a 45-day public review period as required by Section 15.32.060 of Inyo County Code, commencing on July 17, 2014 and ending on September 2, 2014, with 137 written comments received (one of the comment letters was a form letter submitted by approximately 2,900 copies received) and with comments received at public hearings and workshops on August 6, 2014 in Bishop and Independence; and

WHEREAS, following the close of the comment period, a Final Environmental Impact Report (FEIR) was produced, consisting of the DEIR, a list of agencies, persons, and organizations who made comments on the DEIR, comments received on the DEIR, responses to comments, any changes or revisions to the DEIR and a Mitigation Monitoring and Reporting Program attached as Exhibit "A"; and

WHEREAS, the Inyo County Planning Commission held a meeting on November 5, 2014, to review and consider the FEIR for the Project: and

WHEREAS, at a November 5, 2014 meeting, the Planning Commission approved a resolution which recommended that the Board of Supervisors take the following actions (1) Certify that the subject Final Environmental Impact Report (FEIR) was prepared in compliance with CEQA, was presented to and considered by the Board, reflects the independent judgment of the Board, (2) make the findings required by CEQA (3) certify the EIR, (4) adopt the Mitigation, Monitoring & Reporting Program (MMRP) for the Project, which is Exhibit "A" to this Resolution, (5) recommend to staff either of the following alternatives to move forward for the Board of Supervisors' consideration of the individual combined-use applications: a) the staff recommended alternative including County roads on USFS land or b) the staff recommended alternative that would condition County approval of those roads on USFS land on a future jurisdictional agreement between the County and the USFS, and 6) recommend that the Board of Supervisors revise the County's Implementing Procedures for AB 628.

WHEREAS, several changes to the County's Implementing Procedures were proposed by the Planning Commission and since the Planning Commission meeting, staff has added additional recommended revisions to the Implementing Procedures. A version of the Implementing Procedures that shows the recommended revisions is attached as Exhibit "B" to this Resolution; and

WHEREAS, it is the intent of this Board to require that all users of any designated combined-use route comply with the requirements of California Vehicle Code section 38026.5 (b) (4), listed in section 22 of the Implementing Procedures; and

WHEREAS, Policy GOV-4.2 of the Inyo County General Plan states that "The County supports and encourages varied use of public and private recreational opportunities" including "Off road vehicle use is a significant recreational activity in the County. Existing off-road vehicles use areas should be continued and additional off-road vehicle areas should be developed"; and

WHEREAS, the routes proposed Eastern Sierra Adventure Trails System applications can only be designated as combined-use routes if the California Highway Patrol (CHP) has conducted Safety Determinations on each of the routes proposed for designation as combined-use route and has determined that there will be no increase in safety hazards on such routes; and

WHEREAS, the required Safety Determinations have been submitted to the County by the CHP. 36 of the proposed 38 routes have been approved by the CHP. Big Pine Route No. 2 and Independence No. 4 were denied and the alternative routes for Bishop Routes 2, 3, & 4 which proposed the use Hanby Avenue to access East Line Street and Poleta Road were denied and such alternative routes are no longer proposed for designation as combined-use routes.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board of Supervisors of the County of Inyo has reviewed the proposed Application, and that, based on the review of individual combined-use segments, has found that, except for the routes denied by the CHP, all of the proposed combined-use segments are in compliance with Section 38026.1 of the California Vehicle Code.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Inyo has reviewed the routes proposed for designation as combined-use, and finds based upon the routes' compliance with Vehicle Code section 38026.1, the Implementing Procedures, and the characterization of each of the proposed combined-use routes by the County and the CHP, that the proposed routes do not have the potential to create a traffic hazard.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Inyo has reviewed: each of the proposed combined-use routes included in the proposed Project, all of the written and oral comment and input received at the January 22, 2015 public hearing, the Agenda Request Form and all of its Attachments, the Planning Department Staff Report to the Planning Commission, the DEIR, the FEIR and the Mitigation Monitoring and Reporting Program for the above-described proposed project.

BE IT FURTHER RESOLVED that the Board of Supervisors finds and determines that the proposed actions will act to further the orderly growth and development of the County.

BE IT FURTHER RESOLVED that the Board of Supervisors takes the following actions:

1. Certifies that the FEIR was prepared in compliance with CEQA, was presented to and considered by the Board, reflects the independent judgment of the Board.
2. Makes each of the CEQA findings set forth in Exhibit "C" to this Resolution, and certifies the EIR.
3. Adopts each of the mitigation measures identified in the FEIR.
4. Adopts the Mitigation, Monitoring & Reporting Program (MMRP) for the project, as set forth in Exhibit "A" to this Resolution.
5. Approves one of the following alternatives: a) the staff recommended alternative including County roads on USFS land or b) the staff recommended alternative that would condition County approval of those roads on USFS land on a future jurisdictional agreement between the County and the USFS or c) an alternative comprised of one or more of the combined use routes addressed in the FEIR and which have been approved by the CHP.

6. The designation of a combined-use route shall not become effective until all required warning and informative signs on the route have been installed and, if necessary, approval of a start point and/or end point located on Los Angeles-owned land has been obtained from the City of Los Angeles Department of Water and Power.
7. As required by California Vehicle Code section 30026.1 (b) (4), all OHVs utilizing a designated combined-use route shall meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and, unless a lower speed limit is imposed through a mitigation measure or other requirement, no off-highway motor vehicles shall travel faster than 35 miles per hour on highways designated as combined-use routes as required by California Vehicle Code section 38026.5.
8. Section 22 of the Implementing Procedures identifies requirements for all OHVs utilizing a designated combined-use route; accordingly, all OHVs utilizing a designated combined-use route shall comply with each of the following requirements:
 - A. Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated.
 - B. OHV operators must operate the OHV during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - C. OHVs must have an operational stoplight.
 - D. OHV operators must have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code.
 - E. OHV operators must obey the posted speed limit for OHVs on combined-use routes and, on any combined-use route in a residential area, drive no faster than 15 mph.
 - F. All OHVs must have rubber tires
 - G. OHV operators must pass at least three (3) feet away from bicyclists, horses, and pedestrians.
 - H. OHV operators must slow to 5 mph when passing horses or pedestrians.
 - I. OHV operators must operate the OHV only on designated combined-use routes.
 - J. OHV operators must not stop the vehicle in flowing water.
 - K. OHV operators must operate the OHV in the middle of the vehicle lane of the combined-use route.
 - L. OHV operators must not operate the OHV on the shoulder of the road.
 - M. When exiting a combined-use route, OHV operators must use existing, legal trails where OHV use is permitted
 - N. OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle.
9. Revises the County's Implementing Procedures as set forth in Exhibit "B" to this Resolution.

BE IT FURTHER RESOLVED that if California Vehicle Code section 38021.6 is repealed on January 1, 2017 as provided by AB 628, and if no legislation replacing Vehicle Code section 38021.6 has been adopted as of that date, any route designated by this Resolution as a combined-use route shall be deemed rescinded and all signage shall be removed from such a route.

PASSED AND ADOPTED this 22nd day of January, 2015, by the following vote of the Inyo County Board of Supervisors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rick Pucci, Chairperson
Inyo County Board of Supervisors

ATTEST:

KEVIN CARUNCHIO
Clerk of the Board

By _____
Pat Gunsolley,
Assistant

EXHIBITS:

- A. Mitigation Monitoring and Reporting Program
- B. Revised County Implementing Procedures
- C. Findings

Exhibit A

MITIGATION MONITORING AND REPORTING PROGRAM

1.1 OVERVIEW

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. It provides for the monitoring of mitigation measures required of the ATV Adventure Trails of the Eastern Sierra Project (proposed Project), as set forth in the Environmental Impact Report (EIR).

Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies “to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” An MMRP is required for the proposed Project because the EIR identified potentially significant adverse impacts and identified mitigation measures to reduce some of those impacts to a less-than-significant level.

This MMRP will be adopted by the Inyo County Board of Supervisors when it approves the proposed Project.

This MMRP will be kept on file at the Inyo County Planning Department, 168 North Edwards Street, Post Office Drawer L, Independence, California 93526.

1.2 PURPOSE

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner throughout implementation of the ATV Adventure Trails of the Eastern Sierra Project. Because impact conclusions for certain impacts depend on the implementation of specific policies and programs of the ATV Adventure Trails of the Eastern Sierra Project, policies and programs that are required by the EIR to reduce or avoid environmental impacts are also included in the MMRP. The MMRP may be modified by the County in response to changing conditions or circumstances. A summary table (**Table 1.0-1, Mitigation Measures and Reporting Program**) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures and, for each measure, identifies monitoring/mitigation timing, responsible persons/agencies, and monitoring procedures, and provides space to keep a record of implementation of the mitigation measures. The numbering of the mitigation measures follows the sequence established in the EIR.

1.3 ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the Project Applicant is responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and for demonstrating that each action has been successfully completed. The Project Applicant, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor.

1.4 CHANGES TO MITIGATION MEASURES

Any substantive change to the MMRP shall be documented in writing. Modifications to the mitigation measures may be made by the County subject to one of the following findings and documented by evidence included in the record:

1. The mitigation measure included in the EIR and the MMRP is no longer required because the significant environmental impact identified in the EIR has been found not to exist, or to occur at a level that makes the impact less than significant as a result of changes in the Project, changes in conditions of the environment, or other factors.

OR

2. The modified or substituted mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the EIR and the MMRP.

AND

3. The modified or substituted mitigation measures do not have significant adverse effects on the environment in addition to or greater than those that were considered by the Board of Supervisors in its decisions regarding the EIR and the proposed Project.

AND

4. The modified or substituted mitigation measures are feasible, and the County, through measures included in the MMRP or other established County procedures, can ensure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the Project file with the MMRP and shall be made available to the public upon request.

Table 1.0-1, Mitigation Measures and Reporting Program, should guide the County in its evaluation and documentation of the implementation of mitigation measures. The columns identified in the table are described as follows:

- **Mitigation Measure:** Provides the text of the mitigation measures identified in the EIR.
- **Timing/Schedule:** Identifies the time frame in which the mitigation will take place.
- **Implementation Responsibility:** Identifies the entity responsible for complying with mitigation measure requirements.
- **Implementation and Verification:** These fields are to be completed as the MMRP is implemented. The *Action* column describes the type of action taken to verify implementation. The *Date Completed* column is to be dated and initialed by the County based on the documentation provided by qualified contractors, or through personal verification.

**Table 1.0-1
Mitigation Measures and Reporting Program**

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Agriculture and Forestry Resources				
MM-AGR-1: Where combined-use routes intersect with LADWP maintained roads that access LADWP grazing leases, a Carsonite post shall be installed. The post shall include an arrow pointing toward the start point and/or end point of the combined-use route to note the direction of the combined-use route and to direct OHV riders away from LADWP roads that access LADWP grazing leases.	Before pilot program	County		
Air Quality				
MM-AQ-1: Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles-per-hour (mph).	Before pilot program	County		
MM-AQ-2: Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal “knock-off” grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.	Before pilot program	County. The County will look for assistance from the State and/or project applicants before implementing this.		
Biological Resources				
MM-BIO-1: The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph in an effort to reduce potential collisions with wildlife along biologically sensitive areas such as those that are adjacent to biologically sensitive areas that include riparian areas and designated sensitive habitat. These biologically sensitive areas include: <ul style="list-style-type: none"> • Bishop Route 8 adjacent to the Owens River • Bishop Routes 11 and 12 along Wyman Creek • Bishop Route 14 along Jean Blanc Road within 0.5 miles 	Before pilot program	County		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>of the Owens River and habitat for the Bank Swallow, that utilizes riparian areas</p> <ul style="list-style-type: none"> • Bishop Route 16 adjacent to riparian areas along Silver Canyon • Bishop Routes 17 adjacent to riparian areas along Wyman Creek • Unpaved portions of Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors • Independence Routes 3, 4, and 6 that are within 500 feet of the end of the combined-use route because of riparian areas. • Lone Pine Route 3 adjacent to the Owens River and habitat for breeding and nesting of yellow-breasted chat and Least Bell’s vireo • Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek, Tuttle Creek, and other riparian areas including breeding and nesting habitat for yellow-breasted chat and Least Bell’s vireo 				
<p>MM-BIO-2: The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph at unarmored stream crossings along Bishop Routes 11 (within Silver Canyon), 12 (within Wyman Canyon), 16 (within Silver Canyon), and 17 (within Silver Canyon). Signage shall be placed at a distance of 500 feet on either side of the unarmored stream crossing.</p>	Before pilot program	County		
Cultural Resources				
<p>MM-CUL-1: During the pilot program, a monitoring program shall be implemented as follows:</p> <ul style="list-style-type: none"> • Before any County-maintained roads are opened for combined-use, the County shall map all roads or trails that transition to the combined-use routes. Prior to the County submitting a report on the Adventure Trails 	Before pilot program	County. The County will look for assistance from the State and/or project applicants in the event action is		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Program to the State Legislature under AB 628, the County shall repeat the mapping survey to determine if any new trails that transition to combined-use routes have been created since the original mapping.</p> <ul style="list-style-type: none"> • If any of the newly created OHV trails are located in areas designated “high archaeological sensitivity,” the County shall retain a Cultural Resources specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. The Cultural Resources specialist shall render an opinion regarding the cause of the damage, and if the damage resulted from people visiting the resource area via increased OHV use. • Based on the opinion rendered by the Cultural Resources specialist, if it is determined that significant cultural resources located along the routes have been negatively impacted by OHV use, then prior to the continuation of the project beyond the Pilot Program phase, barriers and/or signs shall be placed along the affected areas; placement of barriers and/or signs will be subject to the permission of the adjoining land owner(s). Barriers may include fencing or some other road obstacles (e.g., brush piles or large boulders) that would be positioned to close those affected areas and prohibit OHV activity from accessing the cultural resource site(s). • In the event that new trails transitioning to the combined-use routes have been created, the Signage Plan shall be modified to include additional signage to be installed stating “OHV Use Prohibited—All Vehicular Traffic Must Use Designated Routes.” Modifications to the signage plan shall be consulted and designed in accordance to Caltrans specifications. 		required from the County beyond the initial survey.		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Geology and Soils				
<p>MM-GEO-1: Implement a monitoring program throughout the month of March, during which time the peak wet-weather season corresponds with the peak OHV-use season, on the portions of unpaved roads susceptible to wet-weather damage by motor vehicles. Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly during the monsoon season. If a route includes any unpaved segment or combination of unpaved segments exceeding 1 mile, the route would be subject to this mitigation measure. In the Bishop Area, Routes 2 (Alternative A), 3 (Alternative A), 4 (Alternative A), 7, 8, 10–12, 14, and 16–18 would require monitoring. All proposed routes in the Independence Area would need monitoring. Finally, Lone Pine Routes 3 and 7 would require monitoring.</p> <p>Based on the results of the monitoring program and should substantial soil erosion occur on said routes, the County would provide recommendations for soil treatment. Treatment would include but not be limited to the options of adding a surface treatment to the road to reduce erosion or decommissioning the combined-use routes by not allowing the continued use of OHVs.</p>	During pilot program	County		
Hazards and Hazardous Materials				
<p>MM-HAZ-1: Where combined-use routes have unarmored stream crossings, the Signage Plan shall be modified to include “No Stopping in Water” to reduce the potential of hazardous fluids spills directly entering the environment and waterways.</p>	Before pilot program	County		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>MM-HAZ-2: Prior to allowing the use of the Haul Road portion of Bishop Routes 2, 3, and 4 (Alternative A), security fencing (three strands of barbed wire) shall be installed along those portions of the combined-use routes inside of the County Airport Lease and/or Easement to prevent access to airport operational areas.</p>	Before pilot program	County. The County will look for assistance from the State and/or project applicants before implementing this.		
<p>MM-HAZ-3: In the event of a future wildfire on combined-use routes, the County will coordinate with the Inyo County Sheriff’s Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project Area and provide recommendations for treatment. Based on the results of the evaluation, recommendations may include temporary closures on routes with the highest potential for wildfires. Additional recommendations may include community and public outreach programs to educate OHV users with respect to safety and wildfire awareness.</p>	During pilot program in the event of wildfire on combined-use routes	County and City of Bishop		
Land Use and Planning				
<p>MM-LU-1: The Signage Plan shall be modified to address the following conditions:</p> <ul style="list-style-type: none"> • Combined-use routes (Bishop Routes 8, 11, 12, 14, 16, and 17) adjacent to lands known to have critical habitat as defined by Section 17.96 of Title 50 of the Code of Federal Regulations shall include the posting of signs on County-designated combined-use routes to state “Critical Habitat Area: Stay on Designated Combined-Use Routes.” • To reduce the potential for OHV use in Death Valley National Park, two “No ATV” signs including a drawing of an ATV with a red line through it shall be placed adjacent to Northern Inyo Range Area Route 3. One sign will be placed on Waucoba Saline Road at its intersection with Death Valley Road and the other sign shall be placed on Death Valley Road east of the turnoff at Little Cowhorn 	Before pilot program	County. The County may look for assistance from the State and/or project applicants before implementing this.		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Valley to Forest Road No. 9S109.</p> <p>Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.</p>				
Noise				
<p>MM-NOI-1: Where combined-use routes are located less than 100 feet from sensitive receptors, the Signage Plan shall be modified to include signage to reduce OHV speeds to 25 mph. Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.</p>	Before pilot program	County		
<p>MM-NOI-2: The Project Applicant shall conduct ongoing community and public outreach programs to work with local OHV groups and OHV-related businesses. The outreach program should include awareness with respect to aftermarket exhaust systems (e.g. mufflers), reducing noise emissions, and the importance of staying on designated combined-use routes. Community and/or public outreach should be conducted in the form of an educational program, including the use of informational brochures and pamphlets, posting brochures on existing kiosks, and providing OHV vendors (such as rental companies) with brochures to be distributed to OHV users during safety orientations as part of OHV rental registration.</p>	During pilot program	Project applicant		
<p>MM-NOI-3: Upon implementation of the proposed Project, the County of Inyo or the City of Bishop shall implement a noise-monitoring program for routes located within their respective jurisdictions within 100 feet from sensitive receptors to determine if increased noise from OHV use</p>	During pilot program	County or City of Bishop		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>exceeds acceptable standards over a 24-hour period (60–65 Ldn). If noise levels are exceeded, then the County or City, depending on jurisdiction, shall close the combined-use routes to travel by OHVs.</p>				

Inyo County Assembly Bill 628 Implementing Procedures

Proposed Revisions Highlighted

December 2, 2014

1. The Adventure Trails Pilot Program is authorized by Section 38026.1 and other applicable portions of the California Vehicle Code.
2. The Adventure Trails Program project advocates (Applicant) shall submit a formal application to the Inyo County Public Works Department requesting the County consider the designation of specified roadways as combined-use highways.
 - a. The application shall include all of the following for each portion of proposed combined-use roadway:
 - i. Name of Highway
 - ii. Length of combined-use section
 - iii. A description of the portion of the right-of-way that is proposed to be used. That is will the off-highway vehicles be limited to: the entire lane, the edge of the lane, or some other specific area.
 - iv. The starting point of the combined-use segment. If this is an existing Bureau of Land Management or U.S. Forest Service road, provide the name and/or number of the off-highway motor vehicle trail or trailhead. If the starting point of the combined-use segment is a necessary service and/or lodging facility, specify the name and Assessor's Parcel Number of the facility.
 1. Include a letter of permission from the owner of the Assessor's Parcel Number that is the necessary service and/or lodging facility.
 - v. The ending point of the combined-use segment. If this is an existing Bureau of Land Management or U.S. Forest Service road, provide the name and/or number of the off-highway motor vehicle trail or trailhead. If the ending point of the combined-use segment is a necessary service and/or lodging facility, specify the name and Assessor's Parcel Number of the facility.
 1. Include a letter of permission from the owner of the Assessor's Parcel Number is the necessary service and/or lodging facility.
 - vi. A description of the nature and destination of any off-highway motor vehicle trail that is a starting or ending point to a combined-use segment.
 - vii. A description of the nature and purpose of the combined-use segment. To be considered, the combined-use segment must provide a connecting link between one of the following:
 1. A connecting link between off-highway motor vehicle trail segments,
 2. An off-highway motor vehicle recreational use area and necessary service facilities, or
 3. Lodging facilities and an off-highway motor vehicle recreational facility.

The applicant shall state which one of these three types of connecting link is being provided by each combined-use trail segment.

- viii. An eight and one-half inch map clearly displaying each combined use section.

The map should display:

1. The information described in subsections (i) through (v).
2. Major cross streets
3. Any controlled intersections (stop signs or signalized intersections)
4. If the combined-use segment starts and/or ends on an un-named roadway, a vicinity map should be included.

- ix. A list of property owners adjacent to any and all combined-use routes from the Inyo County Assessor's Department. If multiple properties are owned by one owner, that owner shall be notified of each of their properties adjacent to the proposed combined-use segment. Legal size envelopes with first class postage affixed addressed to each property owner with the return address left blank.

- b. The Applicant can submit the application in multiple sections if they choose. If so, a cover letter to the application should state this.
 - c. Once the application is submitted, the contents of the application will be available for public review.
3. The Inyo County Department of Public Works shall be responsible for the evaluation and processing of any combined-use applications.
4. The County shall determine if the application packet is complete. The County shall notify the Applicant via e-mail or telephone within 30 days if the application is complete. If feasible, this determination should be made earlier.
5. Within 120 days of the date the County deems the application complete, the County shall accept or reject the application. This period may be extended by the County, upon written notification to the applicant, together with the reason necessitating the extension. During the 120 day period, the County will do the following:
- a. Submit copies of the application to responsible State and/or land management agencies for confirmation of the validity of any trail segment and/or general comments, requesting that the requested information be provided within 60 days. The County shall provide copies of the application to pertinent land management agencies or owners to ensure conformance with the land manager's Land Use Plan. "Pertinent agencies or owners" are defined as those which own, manage, or have jurisdiction for 1) road segments which connect to County roads identified in the application, 2) the land crossed by a County road identified in the application, or 3) the land adjacent to a combined use segment;
 - b. Submit the combined-use application to the Commissioner of the California Highway Patrol and ask for a determination if the proposed combined-use segment will create a potential traffic safety hazard. If the combined-use segment is determined by the Commissioner of the California Highway Patrol to have the potential to create a traffic hazard, that segment shall be dropped from consideration.

- c. Notice a public hearing on the application, providing notice to all land owners adjacent to the proposed combined-use roadway of the date, time and location of the public hearing, with notice mailed a minimum of twenty-one (21) days prior to the public hearing; and
 - d. Hold a public hearing and compile all comments received on the application.
6. The County shall work in cooperation with the California Department of Transportation to establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles in accordance with Section 38026.1 of the Vehicle Code.
7. The County will first designate crossings of the State Highway using Section 38026 of the Vehicle Code. The Applicant is encouraged to design their requests to the County to use combined-use segments of three miles or less. Any such request would be undertaken separately from the Pilot Program and requires a separate application to the County in conformance with the existing Vehicle Code. If this is not possible and the combined-use segment is between three and ten miles, the County will consider the designation of crossings of the State Highway as part of the Pilot Program as set forth in Assembly Bill 628.
8. The application, together with comments received during the 120 day period, shall be presented to the Board of Supervisors for consideration and approval. The Agenda Request for such consideration shall also include a recommendation for each route from the Public Works Director, the Risk Manager, the Sheriff, and County Counsel on each combined-use segment. Their recommendation shall address:
 - a. Safety
 - b. Liability and Risk
 - c. Potential maintenance costs
9. The County shall hold a public hearing and adopt a resolution to approve combined-use segment(s). The adoption resolution may include multiple combined-use segments. The resolution shall include:
 - a. A determination that the proposed combined use segment does not have the potential to create a safety hazard.
 - b. A confirmation that the information contained in Section 2(A)(i) – (viii) was included in the application packet.
 - c. A statement that each combined-use trail segment is in compliance with the California Vehicle Code as amended by the inclusion of Section 38026.1.
10. If the funding for the purchase and installation of signage is not forthcoming as set forth in Section 38026.1, the County shall work with the applicant to identify funding to install signage identified in Section No. 6. The purchase and installation of this signage shall be revenue neutral to the County. That is, if the funding for the signage is not forthcoming from the State, the applicant shall be responsible for this expense.
11. The County Road Department shall be responsible for the installation of all required signage on each combined-use trail segment.
12. The County shall formally open the combined-use trail segment once all signage is in place.

13. Each combined-use trail segment shall be monitored in the following ways.
 - a. The County shall be responsible to maintain a database describing any collisions involving an off-highway vehicle on any combined-use segment.
 - i. The Department of Public Works will request from the Inyo County Sheriff and the California Highway Patrol a report of all collisions involving off-highway vehicles on a combined-use segment on an annual basis. This information will be solicited from local land management agencies.
 - b. The Inyo County Sheriff's Department will maintain a file that includes any information regarding impact on traffic flows, safety, incursions into areas not designated for off-highway vehicle usage, to the extent such information is available.
 - c. The County shall yearly collect at least a **week three-day**-long set of data collected **including two weekend days** detailing the number of off-highway vehicles using each combined-use segment.
 - d. The County shall send a letter encouraging land management agencies that have an off-highway motor vehicle trail segment that links to a combined-use segment to monitor the amount of off-highway vehicle use.
 - e. The Public Works Department shall maintain a file including all correspondence from the public regarding all combined use segments.
 - f. At least 90 days prior to the development of the report described in Section 15, notice will be made to the public and local land management agencies requesting comments and observations regarding roads in the pilot program, including any results from monitoring.
14. No later than January 1, 2016, the County, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project as described in Section 38026.1 of the Vehicle Code.
15. If Section 38026.1 of the Vehicle Code is repealed, **on all designated routes**, the County shall be responsible for the removal of all signage related to combined-use highway segments set forth under Section 38026.1. **Further, upon repeal of section 38026.1, the designation of all combined use routes by the County shall be immediately rescinded.**
16. If the property owner at a starting point or an ending point of a combined-use segment **that is considered to be a necessary service or lodging facility** decides at a future date that they do not wish their property to be linked to by a combined-use segment, they can submit a letter stating that the property owner does not wish to be linked to the **OHV trail segment combined-use route**. Upon receipt of that letter, and assuming that the service facility is the endpoint of the combined-use segment, the designation on that road shall be changed within 90 days so that the combined-use of that roadway segment shall no longer be allowed. If a change to starting point or endpoint requires the submittal of a separate application, the 90-day period will be extended until the segment is acted upon by the Board of Supervisors.

17. If a necessary service facility that is a start or an end point of a combined-use route closes, the applicants shall be required to submit a revised application within 90 days from the date the business is closed. The County shall determine if an additional application is required.
18. If the County's monitoring of a combined-use route determines that undesirable impacts are being created by the route, the County shall have the authority by a vote of the Board of Supervisors to close a combined-use route. The County shall close the route by the removal of all signage within 90 days from the date of the Board action.
19. The operation of combined use routes by off-highway vehicles in residential areas is restricted to between dawn and dark and no earlier than 7:00 a.m. and no later than 8:00 p.m.
20. The Mitigation and Monitoring Plan for the Eastern Sierra Adventure Trails System Environmental Impact Report (Appendix 1.0 to the Final EIR) is included as part of this Implementing Procedures by reference.
21. The County shall monitor for the creation of new OHV routes along the proposed combined-use routes. The County shall coordinate with the property owner/land management agency and determine if corrective action is required. If necessary, barriers will be placed to prevent further use of the new routes.
22. All OHVs utilizing a combined-use route must comply with the following requirements and any published written material (brochures, maps, pamphlets) produced by the applicants shall include the following educational language:
- OHV users on all combined-use routes must:
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
 - Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - Have an operational stoplight
 - Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
 - Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
 - Use a vehicle that has rubber tires
 - Pass at least three (3) feet away from bicyclists, horses, and pedestrians
 - Slow to 5 mph when passing horses or pedestrians
 - Ride only on existing trails
 - Not stop in flowing water
 - Drive in the middle of the vehicle lane
 - Not drive on the shoulder
 - Use existing trails when exiting a combined-use route.
 - OHV operators must operate the OHV in accordance with the vehicle manufacturer's recommendations for use of the vehicle.

Exhibit C

CEQA Findings of Fact & Statement of Overriding Considerations ATV Adventure Trails of the Eastern Sierra

(SCH No. 2013101039)

Prepared for:

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LIST OF ACRONYMS

AB	assembly bill
ATV	all-terrain vehicle
BLM	Bureau of Land Management
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CO	carbon monoxide
dB	decibel
dB(A)	decibel (acoustic)
EIR	Environmental Impact Report
GBUAPCD	Great Basin Unified Air Pollution Control District
LADWP	Los Angeles Department of Water and Power
Ldn	day-night average sound level
MM	mitigation measure
NAHC	Native American Heritage Commission
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NOx	nitrogen oxide
OHMVR	Off-Highway Motor Vehicle Recreation
OHV	off-highway vehicle
RPZ	Runway Protection Zone
US	United States
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service

1.0 PROJECT DESCRIPTION

1.1 PROJECT OVERVIEW

Prior to 2011, California law allowed local governmental entities, including cities and counties, to designate roads, up to 3 miles in length, for combined use by off-highway motor vehicles (OHVs) and by vehicles that are currently legally entitled to use the roads. No such designations have been made by the County of Inyo (“County”).

In 2011, the California State Legislature adopted Assembly Bill (AB) 628 (Conway), which added section 38026.1 to the California Vehicle Code. Section 38026.1 allows the County of Inyo to establish a pilot project to be in effect until January 1, 2017, when section 38026.1 is automatically repealed, to designate combined-use routes up to 10 miles long on unincorporated County roads to link with existing off-highway vehicle trails on lands managed by the federal Bureau of Land Management (BLM) and the United States Forest Service (USFS), and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, so as to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents. On May 8, 2012, the County of Inyo adopted Implementing Procedures for AB 628. (See **Appendix 2.0-b, Implementing Procedures for AB 628**, of the Draft Environmental Impact Report (EIR).)

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed Eastern Sierra All-Terrain Vehicles (ATV) Adventure Trails Project to Inyo County on October 12, 2012, in accordance with AB 628 and the Inyo County AB 628 Implementing Procedures. As provided in the County’s Implementing Procedures, the application may include multiple requests for route designations. The application requests the County of Inyo to undertake a project to designate, until January 1, 2017, when California Vehicle Code Section 38026.1 is automatically repealed, several combined-use routes up to 10 miles long on certain unincorporated County roads and the City of Bishop (“City”) to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Following the submission of the application, several of the proposed combined-use applications were revised by the Applicant in response to concerns raised by Inyo County staff regarding compliance with the California Vehicle Code, and several were revised in response to the responses to the notifications sent to land management agencies. The last revisions from the Applicant were received on June 28, 2013. (The routes identified as of those revisions are collectively referred to as the Adventure Trails

Project.) The proposed combined-use routes are all on existing streets and roads that are part of the Maintained Mileage Systems of Inyo County and the City of Bishop.

As the CEQA lead agency, Inyo County has prepared this Environmental Impact Report (EIR) for the implementation of the proposed Project within the County, including portions of Death Valley Road that are located outside and west of Death Valley National Park; routes in and around the unincorporated communities of Aberdeen, Big Pine, Independence, and Lone Pine; and routes in and around the City of Bishop.

1.2 PROJECT LOCATION

The proposed Project is located entirely in Inyo County in the east-central portion of the State, and around the Owens Valley in the western portion of Inyo County (**Figure 3.0-1, Regional Location Map**, of the Draft EIR).

The Owens Valley is an arid valley through which runs the Owens River, located east of the Sierra Nevada and west of the White Mountains and Inyo Mountains. As shown in **Figure 3.0-2, Western Inyo County Communities**, of the Draft EIR, communities within the Owens Valley include the City of Bishop and the unincorporated communities of Big Pine, Independence, and Lone Pine. The major road that traverses the Owens Valley is US Route 395 (US 395). Privately owned land represents a small portion of the Owens Valley. As shown in **Figure 3.0-3, Land Ownership Map**, of the Draft EIR, land within the Owens Valley and Inyo County as a whole is owned and managed by the federal government (USFS, BLM, National Park Service, and the Department of Defense), the State, and the Los Angeles Department of Water and Power (LADWP).

1.3 PROJECT OBJECTIVES

To evaluate the proposed combined-use applications pursuant to the State CEQA Guidelines,¹ Inyo County, as the Lead Agency, and in cooperation with the City of Bishop as a CEQA-responsible agency, has identified Project objectives that are based on AB 628 and existing law, and are consistent with the *General Plans* of Inyo County and the City of Bishop. The project objectives are as follows:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain Volcanic Field, Tungsten Hills, and the Volcanic Tablelands, among others.

1 State CEQA Guidelines, Title 14, California Code of Regulations, sec. 15124(b) (2013).

- Provide a unified linkage of trail systems for OHVs by connecting OHV trail segments, OHV recreational-use areas and necessary service facilities, and lodging facilities and OHV recreational facilities.
- Link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads.
- Designate City and County roads for combined use by normal vehicle traffic and OHVs in accordance with State law.
- Implement and amend AB 628, which authorizes Inyo County to establish a pilot project that would allow the County to designate for combined use specified roads for a distance of more than 3 miles and up to 10 miles in the unincorporated area within Inyo County.
- Implement the recreational objectives of the *General Plans* for both Inyo County and the City of Bishop,² including:
 - Enhance opportunities for OHVs.³
 - Encourage the appropriate expansion of new recreational opportunities on federal lands.⁴
 - Promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program.⁵
 - Encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.⁶
 - Promote economic stability for businesses within the County dependent on recreation activities.
 - Encourage and promote private programs and public-private partnerships that express the cultural heritage of the area.⁷
 - Increase outdoor recreational opportunities and recreational use of the area's vast open space resources.⁸
- Permit the safe use of regular vehicular traffic and the driving of OHVs on roadways that will improve traffic safety for both OHV users and other motorists and roadway users along all designated routes.
- Establish standard symbols for signs, markers, and traffic-control devices to assist OHVs in identifying areas that are legal to ride.
- Improve protection of natural and cultural resources of Inyo County by providing signed OHV routes that would avoid known areas of sensitivity.

2 *Inyo County General Plan* (2001).

3 *Inyo County General Plan, "Government Element"* (2001).

4 *Inyo County General Plan, "Conservation/Open Space Element"* (2001).

5 *Inyo County General Plan, "Circulation Element"* (2001).

6 *Inyo County General Plan, "Economic Development Element"* (2001).

7 *Inyo County General Plan, "Conservation/Open Space Element"* (2001).

8 *Bishop General Plan, "Parks and Recreation Element"* (1994).

- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including the BLM and USFS.
- Encourage OHV users to avoid the use and trespass of private lands, including those owned by LADWP.
- Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.
- Minimize impacts on county residents by providing a framework for OHV use in and around the communities in the Owens Valley.

1.4 PROJECT CHARACTERISTICS

The Adventure Trails application packet proposes a total of 38 combined-use routes that span a total distance of approximately 242 miles and include both City- and County-maintained roads. The proposed combined-use routes would link lodging and service facilities with roadways and trails where OHVs are currently permitted on federally managed lands, or would provide links between existing OHV routes and other such currently existing roadways and trails. The portion of the combined-use routes that are located within the City of Bishop would be designated pursuant to section 38026 of the California Vehicle Code, which permits such segments up to 3 miles in length. The routes within the City of Bishop would link to combined-use routes in unincorporated areas. Pursuant to AB 628, all of the proposed Adventure Trails combined-use routes would be located on existing streets and roads that are part of the Inyo County and City of Bishop Maintained Mileage Systems.

The proposed combined-use routes on County roads would meet the following requirements of Section 38026.1 of the California Vehicle Code as amended by AB 628:

38026.1. (a) Except as provided in subdivision (e), Inyo County may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.⁹

The combined-use network includes both City- and County-maintained roads that originate in and around the City of Bishop and the unincorporated Owens Valley communities of Aberdeen, Big Pine,

⁹ Inyo County Local Transportation Commission, “Assembly Bill 628 Implementation Update” (2011), <http://www.inyoltc.org/pdfs/ab628.pdf>.

Independence, and Lone Pine. The routes would be used by OHVs to connect to existing dirt roads on lands managed by the BLM and USFS. The proposed combined-use routes would be located within a variety of land uses in both the County and the City of Bishop.

1.4.1 Proposed Combined-Use Routes

The Adventure Trails application packet proposes that the County or the City of Bishop designates 38 combined-use routes that abut a variety of land uses and settings. These proposed combined-use segments would link roadways and trails where OHVs are currently permitted on federally managed lands with other currently existing roadways and trails, as well as with lodging and service facilities. The Project consists of six sites as follows:

1. The “Bishop Area,” which would designate 17 combined-use routes within the City of Bishop and on unincorporated County lands for OHV use.
2. The “Aberdeen Area,” which would designate three combined-use routes on unincorporated County lands for OHV use.
3. The “Big Pine Area,” which would designate three combined-use routes on unincorporated County lands for OHV use.
4. The “Northern Inyo Range Area,” which would designate three combined-use routes on unincorporated County lands for OHV use.
5. The “Independence Area,” which would designate five combined-use routes on unincorporated County lands for OHV use.
6. The “Lone Pine Area,” which would designate seven combined-use routes on unincorporated County lands for OHV use.

The California Highway Patrol (CHP) Safety Determinations have eliminated from further consideration Independence Area Route No. 4, Big Pine Route No. 2, and possible alternative alignments to Bishop Area Routes No. 2, 3, and 4. The proposed project has thus been reduced to the consideration of 36 proposed combined-use routes. During the preparation of the Draft EIR, the document based its analysis on the application packet for the proposed Eastern Sierra ATV Adventure Trails Project submitted on October 12, 2012. Concurrent with the preparation of the EIR, the CHP Safety Determination Letters rejected the approval of Bishop Routes 2, 3, and 4 (Alternatives B and C), Big Pine Route 2, and Independence Route 4 (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR)

Figure 3.0-4, Project Area Routes, of the Final EIR, shows the location of all the Project sites in Inyo County. As shown in **Figure 3.0-4** of the Final EIR, the Project area routes are located primarily within the

western portion of Inyo County. The proposed Project would have a total of 36 combined-use routes spanning a total distance of approximately 242 miles. Each combined-use route segment has a specific start and end point. It is important to note that many of the combined-use route segments repeat the use of the same roads; the application and California Highway Patrol (CHP) both require that each route be described independently. The total mileage of the system includes approximately 8 miles of City-maintained roads and 234 miles of County-maintained roads.

The proposed Project does not involve the construction of any staging areas. An OHV user could start a trip at any point along the roads that are a part of a combined-use route or at existing OHV recreation areas. OHV users would use the start and end points in the same way as street-legal vehicles. OHVs would be subject to the same parking regulations as street-legal vehicles while visiting area businesses, including time limitations. OHV users utilizing campgrounds would be required to comply with the same requirements as other users.

1.4.2 Route Selection Parameters

Several parameters were considered by the Applicant when determining the location of the proposed Adventure Trails combined-use routes. These include:

1. The combined-use road must be a part of the Inyo County and City of Bishop Maintained Mileage Systems.
2. The County- and City-maintained roads must provide a link between one of the following:
 - a. A connecting link between OHV trail segments
 - b. An OHV recreational-use area and necessary service facilities
 - c. Lodging facilities and an OHV recreational facility
3. The proposed combined-use route must be less than 10 miles in length. A portion of combined-use route inside of the City of Bishop must be less than 3 miles in length.
4. Owners of the service and/or lodging facility must provide written permission allowing the use of OHVs on their property if the start or end point of a proposed combined-use route is on their property boundary.
5. If the combined-use route is linked to an OHV trail segment outside of the County's jurisdiction, then that trail segment must be on USFS or BLM land. The USFS or BLM must consider the trail segment being linked to as a route legal for travel by OHVs.

6. The end point of any combined-use route may not be LADWP lands or roads that are maintained by LADWP as OHV trail segments. The roads may link to LADWP lands or roads when the leaseholder and LADWP grant permission for the County to designate the combined-use route.
7. If a proposed combined-use route crosses a Highway maintained by the California Department of Transportation (Caltrans), the crossing is subject to approval by Caltrans.
8. The combined-use routes must receive a safety determination from the CHP.

1.4.3 Signage Plan

The Project would include signs and markers throughout the proposed combined-use route, pursuant to Section 38026.1(d) of AB 628:

38026.1. (d) A designation of a highway, or a portion thereof...shall become effective upon the erection of appropriate signs...on and along the highway, or portion thereof....The cost of the signs shall be reimbursed from the Off-Highway Vehicle Trust Fund, when appropriated by the Legislature, or by expenditure of funds from a grant or cooperative agreement made pursuant to Section 5090.50 of the Public Resources Code.¹⁰

Given that the provisions of AB 628 do not apply directly to the City of Bishop, the City will develop complimentary signage similar to the County's signage, though it may not be identical. To see a route-by-route description of the proposed signage, refer to the Inyo County Public Works Department Safety Determination requests submitted to Caltrans. These requests can be viewed at <http://www.inyocounty.us/ab628.html>.

Uniform Specifications

In cooperation with the California Department of Transportation (Caltrans), the Project includes uniform specifications for signs, markers, and traffic-control devices. These would include but are not limited to the following:

- Devices to warn of dangerous conditions, obstacles, or hazards
- Designations of the right-of-way for regular vehicular traffic and OHVs
- A description of the nature and destination of the OHV trail
- Warning signs to inform pedestrians and motorists of the presence of OHVs

10 Inyo County Local Transportation Commission, "Assembly Bill 628 Implementation Update" (2013), <http://www.inyoltc.org/ab628impl.html>.

All specifications identified would be collaboratively developed by both Inyo County and Caltrans; any or all revisions would be made in the same manner. The City of Bishop would implement a similar but slightly different signage scheme within City limits.

Sign Installation and Placement

Both ends of each combined-use segment would be marked with identifying signs. At controlled and/or busy intersections, warning signs would be installed to alert approaching traffic (see **Figure 3.0-55, Identification and Warning Signs**, of the Draft EIR). These signs would be placed at the edge of County and City right-of-ways.

At each crossing of the State highway system, the Project would install two 36-by-36-inch signs. Caltrans would provide all specifications for these signs. Should the Project require any signs in the Caltrans right-of-way, the County would obtain an encroachment permit prior to installation. Should the Project require any signs in the Caltrans right-of-way within City limits, the City of Bishop would secure an encroachment permit and assume responsibility for installation.

On dirt roads and roads outside of a developed community, one post would be placed every mile.

Directional and Reassurance Markers

In April 2012, Inyo County entered into a signage contract with the California Department of Parks and Recreation. The Project would place directional and reassurance markers at intersections that necessitate trail-user guidance.

In areas away from residential uses, fiberglass delineators would be placed at approximate 1-mile intervals. The Project would place these delineators at a distance of 6 to 12 feet away from the edge of the traveled way, and at a height of 3 to 4 feet above the road surface. Fiberglass delineators would also be placed where the trail user may become confused.

Both sides of the fiberglass delineators would include decals, which would be placed according to the following specifications and order (see **Figure 3.0-56, Directional, and Reassurance Markers**, of the Draft EIR):

Directional Markers

- *ATV Adventure Trails of the Eastern Sierra* logo
- ATV symbol
- Directional arrow

- Trail name
- Additional arrows
- OHV speed limit for that portion of the combined-use route

Reassurance Markers

- *ATV Adventure Trails of the Eastern Sierra* logo
- ATV symbol
- Trail name
- OHV speed limit for that portion of the combined-use route

Painting

In areas with residential and/or commercial uses in unincorporated areas, the combined-use roads would be painted with yellow dashed lines. In unincorporated communities, this would include the entire length of the route located inside and/or adjacent to areas with residential or commercial uses. Reflective glass beads would be added to make the lines visible with headlights.

Additional Signs

The proposed Project may use additional signs to meet the needs of each specific location. Should the need occur, Inyo County would work with Caltrans to develop specifications for these signs.

Language

All signage language would refer to OHVs as “Off-Highway Vehicles.” Signs containing alternate terms (e.g., “Off Road Vehicles,” “All-Terrain Vehicles”) would not be allowed for this program.

Sign Location Record

The proposed Project would include a “Sign Location Record” for each sign placed within the Project boundary. Records would include global positioning system (GPS) coordinates, a diagrammed location map, and a photo of each sign. A copy of each sign location would be submitted to the State Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation (OHMVR) Division for approval.

1.4.4 Hours of Operation

The operation of combined-use routes by OHVs in nearby residential areas would be restricted to between dawn and dark, and no earlier than 7:00 AM or later than 8:00 PM.

1.4.5 Project Schedule

Development of the proposed Project would begin in early 2015 and would be completed in late spring or early summer of 2015. The Project would occur in six phases (one phase per site) and would occur concurrently.

2.0 FINDINGS REQUIRED UNDER CEQA

2.1 PROCEDURAL FINDINGS

The County Board of Supervisors finds as follows:

Based on the nature and scope of the ATV Adventure Trails of the Eastern Sierra Project, SCH No. 2013101039 (herein after the “Project”), Inyo County determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared a program EIR for the project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code Sections 21000 et seq. (“CEQA”) and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et. seq.), as follows:

- A. A Notice of Preparation (“NOP”) of an EIR for review and comment by the public, responsible, and reviewing agencies was circulated by the County from October 10, 2013, through November 12, 2013.
- B. A Notice of Completion (“NOC”) and copies of the Draft EIR were distributed to the State of California Governor’s Office of Planning and Research State Clearinghouse on July 17, 2014, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought. The County sought input on the Draft EIR between July 17, 2014, and September 2, 2014.
- C. The County released the Draft EIR for an official 45-day public review period. The public comment period began on July 17, 2014, and ended on September 2, 2014.
- D. A Notice of Availability (“NOA”) of the Draft EIR was posted in the office of the Inyo County Clerk and published in the in the *Inyo Register* newspaper on July 17, 2014. The NOA stated that the County has completed the Draft EIR and hard copies were available at the following locations:

Inyo County Planning
Department
168 N. Edwards Street
Independence, CA 93526

Big Pine Public Library
500 South Main Street
Big Pine, CA 93513

Inyo County Public Works
Department
168 N. Edwards Street
Independence, CA 93526

Bishop Public Library
210 Academy Street
Bishop, CA 93514

Lone Pine Public Library
127 Bush Street
Lone Pine, CA 93545

City of Bishop Public Works
Department
377 W. Line Street
Bishop, CA 93514

Independence Public Library
168 N. Edwards Street
Independence, CA 93526

Additionally, an electronic copy of the Draft EIR was posted at:

<http://www.inyocounty.us/ab628.html>.

- E. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the County's written responses to the significant environmental points raised in those comments, and additional information added by the County were added to the Draft EIR to produce the Final Environmental Impact Report ("Final EIR").

2.2 RECORD OF PROCEEDINGS

For purposes of CEQA and these findings, the record before the County includes the following:

- The Draft EIR and all appendices to the Draft EIR
- The Final EIR and all appendices to the Final EIR
- All notices required by CEQA, staff reports, and presentation materials related to the Project
- All studies conducted for the Project and contained in, or referenced by, staff reports, the Draft EIR, or the Final EIR
- All public reports and documents related to the Project prepared for the County and other agencies
- All documentary and oral evidence received and reviewed at public hearings, study sessions, and workshops and all transcripts and minutes of those hearings related to the Project, the Draft EIR, and the Final EIR
- For documentary and informational purposes, all locally adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, master plans together with environmental review documents, findings, mitigation monitoring programs, and other documentation relevant to planned growth in the area
- Any additional items not included above if otherwise required by law

The Final EIR is incorporated into these findings in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the project in spite of the potential for associated significant and unavoidable adverse impacts.

2.3 FINDINGS

The Project is substantially self-mitigating through the inclusion of environmentally beneficial goals, policies, and actions. Some components of the Project will be required through the development

approval process, while other parts will be implemented through public investments or other proactive programs undertaken by the County during the planning horizon of the Project. For the purposes of these findings, the impact discussions include the relevant policies and actions, as well as the separate mitigation measures imposed to reduce the impacts where the policies did not result in a less than significant impact. In the findings that follow, impact numbers are provided. The impact numbers correspond to sections of the EIR that contain an expanded discussion of impacts. Please refer to the referenced impact sections of the EIR for more detail. CEQA Guidelines Section 15091 (a) states the following:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

- (1) That changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
- (2) That such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

2.3.1 Significant or Potentially Significant Impacts Mitigated to a Less than Significant Level

The following impacts of the Project are reduced to a less than significant level through the implementation of policies and actions in the Project or separate mitigation measures and are set out below. Pursuant to California Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), with respect to each impact, the Inyo County Board of Supervisors, based on the evidence in the record before it, finds that changes or alterations incorporated into the project, by means of conditions or otherwise, mitigate, avoid, or substantially lessen to a level of insignificance these environmental impacts of the project. Some changes or alterations are incorporated into the Project by means of policies and actions contained in the Project. In other cases, the County has provided separate mitigation measures, as needed, to address potentially significant impacts. Additionally, CEQA Guidelines Section 15091 (a)(2) states that changes or alterations to mitigation measures are within the

responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Given that the City of Bishop is defined as a responsible agency under CEQA and in the EIR, the County recommends that the City can and should implement appropriate and relevant mitigation measures identified in this EIR applicable to the portion of a City-maintained routes adopted by the City. Should the City not adopt the portion of a route within the City of Bishop, the entire route will not be implemented.

The basis for the finding for each impact is set forth below.

The section numbering used in the summary of findings below are the same used in the Draft and Final EIRs. In addition to the supporting information presented below, please refer to the Draft and Final EIRs, under separate covers, for greater detail.

Agricultural Resources

Impact

- 5.2.4.1 Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use**

LADWP Grazing Leases

Some of the proposed combined-use routes are located adjacent to grazing lands leased by LADWP, or cross several grazing areas leased by LADWP. Of the 38 routes, 30 routes pass near or through LADWP grazing leases; leases include potential routes of the Project areas, including Bishop, Big Pine, Aberdeen, Independence, and Lone Pine. Proposed routes in the Northern Inyo Range Area are not located adjacent to or near any of the LADWP grazing lands. Several Bishop Routes pass through and near 14 LADWP grazing leases, as shown in **Figure 5.2-1** and listed in **Table 5.2-3** of the Draft and Final EIRs. Big Pine Routes pass through four LADWP grazing leases, as depicted in **Figure 5.2-2** and shown in **Table 5.2-4** of the Draft and Final EIRs. Aberdeen routes pass through three LADWP grazing leases, as illustrated in **Figure 5.2-3** and in **Table 5.2-5** of the Draft and Final EIRs. Independence routes pass near three LADWP grazing leases, as shown in **Figure 5.2-4** and listed in **Table 5.2-6** of the Draft and Final EIRs. Lone Pine routes pass by five LADWP grazing leases, as depicted in **Figure 5.2-5** and in **Table 5.2-7** of the Draft and Final EIRs.

The proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use because neither use exists on the proposed Project routes. There would be no direct conversion of farmland and there would be no reduction of agriculture; therefore, the proposed Project would have a less than significant impact to any farmland or agricultural uses.

The proposed Project would not close down any grazing lands or leases, or cause the closure of any grazing lands or leases. The proposed Adventure Trails system does not propose to link to any LADWP-maintained roads. The signage will direct users of the system to BLM or USFS land.

The proposed Project is consistent with two critical agricultural issues, which include protection and preservation of agricultural lands and the support for the continued use of LADWP, State, and federal lands for agricultural purposes.¹¹ Nevertheless, the proposed Project would include signage pointing toward BLM and LADWP land. Signage would reduce trespassing, which would help protect and preserve agricultural lands.

Impacts would be potentially significant.

Mitigation Measure

MM-AGR-1 Where combined-use routes intersect with LADWP maintained roads that access LADWP grazing leases, a Carsonite post shall be installed. The post shall include an arrow pointing toward the start point and/or end point of the combined-use route to note the direction of the combined-use route and to direct OHV riders away from LADWP roads that access LADWP grazing leases.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring a Carsonite post with a directional arrow to designate the start point and/or end point of the combined-use route and to direct OHV riders away from LADWP roads. The mitigation measure would reduce potential trespassing and route proliferation on agricultural lands due to increase OHV use near LADWP grazing leases. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and

11 *Inyo County General Plan, "Conservation/Open Space Element" (2001).*

should implement **MM-AGR-1** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

Air Quality

Impact

5.3.4.1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Once the Project becomes operational, its normal day-to-day activities will generate air pollutant emissions for mobile sources as a result of vehicle trips. Mobile emissions would be generated by OHVs traveling in the Adventure Trails network.

The 17 proposed combined-use routes in the Bishop Area would utilize existing County-maintained roads. Bishop Area combined-use Routes 1, 2, 3, and 4 also include roads maintained by the City of Bishop. Based on a review of the mass daily emissions presented in **Tables 5.3-8** through **5.3-13** of the Draft EIR, CO and NO_x are below the numerical thresholds for all proposed roadway segments. Bishop Routes 11, 12, 14, 16, and 18 exceed the mass daily threshold for PM₁₀. In addition, Bishop Routes 11 and 16 exceed the mass daily threshold for PM_{2.5}. As a result, the segments that exceed the mass daily thresholds are subject to further analysis. Pollutants emissions and their associated concentrations were estimated and compared to the appropriate measurable change criteria.

Based on a review of the mass daily emissions presented in **Table 5.3-14** of the Draft EIR, Bishop Route 18 exceeds the mass daily threshold for 24-hour PM₁₀ as noted in **Table 5.3-7** of the Draft EIR. All remaining routes were below the identified significance thresholds for both the 24-hour and annual average times.

It should be noted that while Bishop Route 18 exceeds the maximum pollutant concentration for PM₁₀, a detailed review of the modeling results show that of the 5 years analyzed, only 1 year exceeded thresholds. Further, the modeling analysis is considered “worst case” because it places all trips on each trail. In addition, the receptor locations used were monitoring stations and not sensitive receptors. Impacts from the increased PM₁₀ elevations would not result in adverse effects on specific receptors. However, because the modeling results exceed the threshold, the impact is considered potentially significant relative to Bishop Route 18.

The proposed Project will be required to comply with the GBUAPCD’s **Rule 431—Particulate Emissions**, due to the exceedances of State or federal ambient particulate matter standards caused by reentrained

road dust from paved roads. The purpose of this rule is to improve and maintain the level of air quality in the communities in the GBUAPCD to protect and enhance the health of its citizens by controlling the emissions of particulate matter. The rule also calls for paved-road dust-reduction measures, as well as pollution-reduction education programs. Due to increased dust levels, the proposed Project may conflict with Rule 431. Impacts would be potentially significant.

Mitigation Measures

MM-AQ-1 Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles per hour (mph).

MM-AQ-2 Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal “knock-off” grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.

Findings

The mitigation measures listed previously are expected to reduce potentially significant air quality impacts on all combined-use routes, with the **exception** of Bishop Route 18 (because particulate matter (PM10) exceed thresholds), to a **less than significant level** by requiring a posted speed limit of 15 mph for OHVs on combined-use routes with unpaved intervals located within 0.5 mile of any residential unit and installation of knock-off grates when combined-use routes transition from unpaved to paved roadway sections in order to reduce emissions of PM10 particulate matter and minimize increased dust levels. impacts.

Biological Resources

Impact

5.4.4.1 **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service**

Collisions

Direct wildlife mortality can result from vehicular impact, and habitats containing roads may represent population sinks for any species that commonly attempt to move from one habitat to another by crossing roads. Mortality rates vary widely according to habitat and road or route characteristics (e.g.,

road width, traffic density and speed, adjacent habitat). Even where the frequency of wildlife mortality is relatively low most of the year, it may increase during certain seasons or when traffic frequency increases. Population dynamics could be altered if mortality rates cause disproportion among specific sex and/or age classes.¹²

Certain species are more susceptible to vehicular impact. For example, reptiles and amphibians may experience a higher rate of impact due to their strategy for thermoregulation (i.e. sunning on roadways).¹³ In addition, some species of reptiles and amphibians have slower rates of movement, especially during colder temperatures, which also increases potential for vehicular impact. Aquatic species also have the potential to be injured or killed by vehicular impact where unarmored stream crossings are present. Mammals may also be impacted by vehicle collisions while crossing roads to move from one habitat or another.

The proposed combined-use routes would be located on existing roads and on previously disturbed lands. All of the routes are currently used by street-legal vehicles. In comparison with other types of vehicles, OHVs are not likely to result in an increased number of collisions due to vehicle design because of their smaller frame and lower speed. As noted in the *Trip Generation Methodology and Rates* (see **Appendix 5.15** of the Draft EIR), the proposed Project would increase the number of trips along the proposed combined-use routes, and, as a result, increase potential for collisions with special-status wildlife species.

Unarmored Stream Crossings

An unarmored stream crossing is a shallow place where a river or stream may be crossed by vehicles and is usually a natural phenomenon. These crossings provide the potential for impacts on aquatic species and water quality.

The proposed combined-use routes cross a number of streams and major drainages in the Bishop Area. As shown on **Table 5.4-1, Unarmored Stream Crossings**, of the Draft EIR, a total of 4 unarmored stream crossings are located along proposed routes within these Project areas, all of which are located within the Bishop Area (Routes 11, 12, 16, and 17; see **Figures 5.4-3a–d** of the Draft and Final EIRs). The majority of the streams crossed by the proposed routes are “improved” crossings (i.e. culvert crossings,

12 Douglas S. Ouren et al., *Environmental Effects of Off-Highway Vehicles on Bureau of Land Management [BLM] Lands*, US Geological Survey Open-File Report 2007-1353 (Reston, VA: US Department of the Interior and US Geological Survey, 2007).

13 Ouren et al., *Environmental Effects of Off-Highway Vehicles on BLM Lands* (2007).

bridge crossings, etc.). Unarmored crossings of waterways could cause impacts due to direct vehicular use within the waterway during the crossing.

OHV crossings of unarmored waterways could cause water quality impacts downstream. Driving across an unprotected streambed mobilizes sediment that is already present but would not otherwise be transported during low flows. Increased downstream sedimentation could affect sensitive aquatic and riparian species and habitat. Downstream areas could potentially experience negative effects, including reservoir infilling, alteration of hydrology, silting of spawning gravel and aquatic habitats, and plugged drainage features. High water turbidity can negatively affect feeding and gill function in fish and other aquatic species.¹⁴

Months that have above average rainfall (i.e. 1/2 inch or above for the month) present the greatest opportunity for surface water runoff to occur in local streams, as noted in **Section 5.9, Hydrology**, of the Draft EIR. These months typically include December through March. As such, the potential for OHVs to impact water quality by increasing turbidity is greater during these periods. Impacts to water quality could be potentially significant. However, the upper parts of Wyman and Silver Canyon Roads are gated closed from around late October to late April. OHVs are not likely to use the lower portions of the road during the winter months because of the possibility of the rider getting wet. If present, non-highway-legal vehicles will proceed slowly to avoid the effects of the cold.

The proposed combined-use routes are currently used by non-OHVs, which have the potential to cause impacts to aquatic wildlife and water quality similar to those of OHVs. OHVs may ford smooth stream crossings at relatively higher speeds than other vehicles, which have the potential to increase erosion and sediment release in the streambed. However, most of the stream crossings of Silver Canyon and Wyman Canyon Creeks are rough. ATVs and UTVs are less stable than regular vehicles, and the dip in the creek crossings will limit speeds to the same as or below those of street-legal vehicles. Nevertheless, impacts to wildlife species resulting from fording unarmored stream crossings would be considered potentially significant from increased OHV trips along the proposed combined-use routes.

Mitigation Measures

MM-BIO-1 The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph in an effort to reduce potential collisions with wildlife along biologically sensitive areas

¹⁴ Inyo National Forest Travel Management IES (August 2009).

such as those that are adjacent to biological-sensitive areas that include riparian areas and designated sensitive habitat. These biologically sensitive areas include:

- Bishop Route 8 adjacent to the Owens River
- Bishop Routes 11 and 12 along Wyman Creek
- Bishop Route 14 along Jean Blanc Road within 0.5 miles of the Owens River and habitat for the Bank Swallow, that utilizes riparian areas
- Bishop Route 16 adjacent to riparian areas along Silver Canyon
- Bishop Routes 17 adjacent to riparian areas along Wyman Creek
- Unpaved portions of Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors
- Independence Routes 3, 4, and 6 that are within 500 feet of the end of the combined-use route because of riparian areas
- Lone Pine Route 3 adjacent to the Owens River and habitat for breeding and nesting of yellow-breasted chat and Least Bell's vireo
- Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek, Tuttle Creek, and other riparian areas including breeding and nesting habitat for yellow-breasted chat and Least Bell's vireo

MM-BIO-2 The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph at unarmored stream crossings along Bishop Routes 11 (within Silver Canyon), 12 (within Wyman Canyon), 16 (within Silver Canyon), and 17 (within Wyman Canyon). Signage shall be placed at a distance of 500 feet on either side of the unarmored stream crossing.

Findings

The mitigation measures listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring a modified Signage Plan to restrict OHV speed limits at unarmored stream crossings along Bishop Routes 11, 12, 16, and 17. The incorporation of mitigation measures would decrease potential for collisions with special-status wildlife species and would reduce potential impacts to aquatic species and water quality.

Impact

5.4.4.2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service

Factors contributing to particular concerns regarding the impact of recreation include the ecological uniqueness of the habitat, the essential habitat it provides for a key species, or the potential extreme sensitivity of the habitat to recreation. The severity and extent of OHV damage can be greater in areas of uncommon habitat such as riparian zones. Many species are dependent on riparian zones for their survival; therefore, it is particularly susceptible to impacts.¹⁵

Special-Status Habitat Types

Riparian Habitats

The effects of OHV activities on riparian habitat can include sedimentation (deposited solids), turbidity (suspended solids), dust pollution, collisions with wildlife, the introduction of pollutants, and the potential introduction of invasive species within affected watersheds. Significant impacts would occur along some Project routes. Proposed routes would directly cause impacts to riparian areas where unarmored stream crossings are present. In addition, significant impacts from dust may impact riparian areas along proposed routes that are unpaved.

CNDDB Sensitive Riparian Communities

Water Birch Riparian scrub can be found within 2 miles of the proposed Project routes in the Lone Pine, Independence, Aberdeen, Big Pine, and Bishop Project areas. The following proposed routes directly traverse habitat described as this community: Lone Pine Route 7, Independence Route 3, Independence Route 4, Independence Route 6, Aberdeen Route 2, Aberdeen Route 3, Big Pine Route 2, Big Pine Route 3, and Bishop Route 6. These routes cross the water birch riparian scrub community via improved crossings, and OHV vehicles would not directly contact this special-status vegetation community. Indirect impacts on this habitat type would occur primarily from vehicle-created dust along unpaved portions of the proposed Project routes.

15 Glen A. Sachet, *Wildlife Evaluation Processes for ORV, Hiking, and Horse Backcountry Recreation Use in Washington Forests* (Olympia: Washington State Department of Wildlife, 1988).

Other Sensitive Habitats

The proposed Project routes directly traverse or come within a 2-mile radius of the following additional special-status vegetation communities: Bristlecone Pine Forest, Alkali Seep, and Alkali Meadow (see **Figures 5.4-4a–f** of the Draft EIR).

Bristlecone Pine Forest can be found within 2 miles of the proposed Project routes in the Bishop Area. Proposed Bishop Route 12 directly traverses habitat described as this community. However, because the proposed Project would not include any new roads or other types of development, no direct impact is expected on this sensitive habitat. Indirect impacts on this habitat type would occur primarily from vehicle-created dust along unpaved portions of the Project routes.

Alkali Seep can be found within 2 miles of the proposed Project routes in the Lone Pine Project area. Proposed Lone Pine Routes 5 and 6 directly traverse habitat described as this community. However, as the proposed Project would not include any new roads or other types of development, no direct impact is expected on this sensitive habitat. Indirect impacts on this habitat type would occur primarily from vehicle-created dust along unpaved portions of the Project routes.

Alkali Meadow can be found within 2 miles of the proposed Project routes in the Bishop Project area. None of the proposed routes directly traverse habitat that contains this community. Because the proposed Project would not include any new roads or other types of development, and no proposed route crosses this habitat type, no direct impact is expected on this sensitive habitat. Indirect impacts on this habitat type would occur primarily from vehicle created dust along unpaved portions of the Project routes.

Conclusion

Overall, the proposed Project would create less than significant impacts to riparian and special-status habitat types. The majority of the proposed Project routes do not directly impact riparian or special-status habitat types. Indirect impacts on riparian or special-status habitat types may occur as a result of vehicle-created dust. The proposed Project would utilize existing roadways and would not include any development that would result in the removal or alteration of any riparian or special-status habitat types. However, direct contact of OHVs and riparian areas would occur at unarmored stream crossings.

Impacts would be potentially significant.

Mitigation Measures

Mitigation measures **MM-BIO-1** and **MM-BIO-2** have been identified to reduce impacts.

Findings

Mitigation measures **MM-BIO-1** and **MM-BIO-2**, listed previously, are expected to reduce potentially significant impacts to a **less than significant level**. Mitigation measures would reduce potential impacts to riparian areas at unarmored stream crossings resulting from direct contact of OHVs. These mitigation measures would also reduce potential indirect impacts on sensitive habitats resulting primarily from vehicle-created dust along unpaved portions of the Project routes.

Impact

5.4.4.3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means

Figures 5.4-4a–f of the Draft EIR illustrate federally recognized wetlands within 2 miles of the combined-use routes and identify potential areas that could result in adverse effects.

While no new roads are proposed, nor are other structures requiring earthwork or other activities that would directly impact a federally protected wetland, the proposed combined-use routes do cross wetlands. However, these crossings are via bridge, culvert, or other types of improved crossings that do not require direct contact between OHVs and wetlands. Indirect impacts on wetlands would occur primarily from vehicle-created dust along unpaved portions of the proposed combined-use routes.

Impacts would be potentially significant.

Mitigation Measures

Mitigation measures **MM-BIO-1** and **MM-BIO-2** have been identified to reduce impacts.

Findings

Mitigation measures **MM-BIO-1** and **MM-BIO-2**, listed previously, are expected to reduce potentially significant impacts to a **less than significant level**. These mitigation measures would reduce potential indirect impacts on wetlands resulting from OHV-generated dust along unpaved portions of the proposed combined-use routes.

Cultural Resources

Impact

5.5.4.2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

A cultural landscape may be defined as a geographic area associated with a historic event, activity, or person exhibiting other cultural or aesthetic values. The proposed Project network of combined-use routes spans across lands with a rich Native American history; the cultural landscape is deeply influenced and shaped by the Native American history of the Owens Valley. There is the potential for Native American archaeological cultural resources to exist within the proposed Project area. A list of regional Native Americans who have an interest in the region was provided by the NAHC. Tribal communities on the NAHC list include the Big Pine Paiute Tribe of the Owens Valley, the Timbisha Shoshone Tribe, the Big Pine Band of Owens Valley, the Bishop Paiute Tribe, the Fort Independence Community of Paiute, the Walker River Reservation, and the Lone Pine Paiute Shoshone Reservation. The Big Pine Band of Owens Valley, the Bishop Paiute Tribe, and the Lone Pine Paiute Shoshone Reservation have indicated that they would comment on cultural resources within the Project area at a later date.

Vehicle routes across or near archaeological sites affect those sites in various ways, depending on the nature of the archaeological materials, the nature of the soils at the site and in the immediate vicinity, and the topography of the immediate area. Softer soils, and especially midden soils,¹⁶ are easily displaced by vehicle tires, along with artifacts or other cultural materials that may be found along the route. Artifacts and the soil matrix in which they exist may be displaced both horizontally and vertically as tires move through the soil. Artifacts such as projectile points, flakes, beads, pottery, and other thin items of bone, stone, and shell maybe broken or crushed by the weight of vehicles passing over them. Under some conditions, larger stone objects, such as manos and mutates, may be cracked and broken by vehicles.

Subsurface features such as hearths or burials may be exposed either directly by vehicle use on the road, or indirectly by erosion channels created as OHV tires dig into the ground, displacing soil as the vehicle moves forward. Although the majority of the proposed combined-use routes are on existing paved road segments, many proposed segments are on unpaved dirt roads, as shown in **Table 5.6-5**,

16 "Midden" is a term used for the highly organic soils that form on some prehistoric habitation sites as a result of long-term or intense occupation of the site location.

Paved and Unpaved Roads in the Project Area, of the Draft EIR. As discussed in **Section 5.6, Geology and Soils**, of the Draft EIR, surface erosion is greater on unpaved roads because they have less surface protection from OHV tires. Vehicles passing each other or going wide to avoid ruts may gradually widen a route so that it cuts more deeply into the portions of sites along the sides of routes. As a result, routes through archaeological sites may not only displace or damage artifacts in the road, but also those immediately adjacent to the route.

Proposed combined-use routes within all five unincorporated communities and the City of Bishop display moderate to high cultural sensitivity levels, due to the prevalence of architectural resources located within the Project boundaries. **Table 5.5-6, Cultural Sensitivity of Proposed Routes**, of the Draft EIR, displays the highest level of sensitivity for resources within the proposed combined-use routes.

An area of high cultural sensitivity is found immediately east of Bishop along portions of Routes 1, 2, 3, 4, and 15. A second area of high cultural sensitivity has been identified along routes 6, 7, 8, and 14 in the area northwest of Bishop. Additional archaeological remains are found along the sections of Routes 8 and 14 that run along Casa Diablo Road. The high density of prehistoric archaeological remains recorded along these routes is consistent with their proximity to the Owens River; it is likely that additional prehistoric cultural resources that have not been formally recorded are present in these areas. Two other smaller areas of high cultural sensitivity have also been identified in the Bishop Area. The first is located at the southern end of Route 7; the remains of the Silver Canyon Mine, along with additional mining-related archaeological remains, are located along Route 11 northeast of Bishop. Sections of Routes 11, 12, and 18 also exhibit moderate sensitivity to historic mining activities. With the exception of Routes 6, 7, and 8, most of the proposed routes in this area contain segments characterized by low to moderate and/or low cultural sensitivity. Within the town of Bishop, Routes 1, 2, 3, and 4 have a low potential for impacting archaeological resources because this area is largely developed and built on. Most of the other low to moderate or low cultural sensitivity areas contain few known prehistoric resources. In addition, many of these areas are characterized by limited availability of water and other resources that would attract prehistoric inhabitants; these areas also experienced little Euro-American settlement or use.

All three routes within the Aberdeen Area are characterized as having high cultural sensitivity. Route 1 contains the highest densities of cultural resources within the area, with a number of known archaeological sites concentrated in the Upper Division Creek drainage. Additionally, 11 archaeological scatters have been identified along Tinemaha Road. The area located west of the Project area was a major mining district during the late 19th and early 20th centuries. Based on this information, there are likely additional archaeological cultural resources along the three routes that have not yet been identified.

In Big Pine, the northern portion of Route 1 exhibits a high level of sensitivity for prehistoric archaeological resources. A high density of archaeological remains in this area is expected given its proximity to Keough's Hot Springs, which is a sacred healing site for the Paiute. Much of the remainder of Route 1 contains a low to moderate level of cultural sensitivity. The last 3 miles of Routes 2 and 3 display high cultural sensitivity, with 11 prehistoric sites recorded along this portion of the Project corridor. However, portions of all three routes run through the town of Big Pine. Much of this area has been built on or is currently used for agricultural pursuits. Therefore, there is a low potential for archaeological resources to be impacted along these sections of the proposed Routes.

The three routes within the Northern Inyo Range Area generally exhibit a low level of cultural sensitivity. The paucity of archaeological sites along this portion of the Project corridor may be attributed to the local geologic setting; the area is characterized by an active flood plain, and therefore it is likely that archaeological resources along much of the routes may have been eroded or disturbed over time by alluvial processes. The exception to the low level of cultural sensitivity generally displayed by the Northern Inyo Range Area is the segment of Route 3 that contains the only identified archaeological site in the area. However, because of the numerous mines located within the vicinity of Route 3, it is expected that additional mining-related archaeological remains may also be present along much of Route 3.

There are two known archaeological sites within the town of Independence. As a result, the portions of Routes 1, 3, 4, and 6 located within the town center are classified as having a moderate to high cultural sensitivity. Although relatively few sites have been recorded along the portion of Route 1 adjacent to the Owens River, the proximity of this area to a reliable water source suggests a high level of cultural sensitivity, particularly with regard to historical agricultural remains. Additionally, mining-related archaeological remains may also be present along much of this route. Heading west out of Independence, cultural sensitivity for Routes 3, 4, and 6 drops to moderate and/or low.

The area around the starting point for Lone Pine Route 1 exhibits a high level of cultural sensitivity, with the route corridor crossing a known prehistoric village site. Given that portions of this route are situated near known springs and creeks, it is likely that additional unknown prehistoric resources are present in the area. Lone Pine Routes 2, 4, 5, and 6 are characterized by moderate to high cultural sensitivity. The segments of these routes located at the mouth and lower reaches of the Tuttle Creek Drainage area tend to be more sensitive to prehistoric remains, with abundant artifacts identified in this area. Portions of Routes 2, 4, and 5 have been categorized as exhibiting moderate to high levels of cultural sensitivity due to the routes' proximity to the Alabama Hills, which were active mining areas.

Potential impacts to archaeological resources would occur as a result of the increased occurrence of pulling off, parking, and camping by OHV users. Additional negative impacts associated with increased visitation include surface compaction and erosion from foot traffic, the unauthorized collection of artifacts, and vandalism. The use of signage associated with the proposed Project alerting OHV users to the presence and importance of archaeological resources would improve their protection, while at the same time educating the public about the cultural heritage of the area.

Impacts are potentially significant.

Mitigation Measure

In addition to the implementation of mitigation measure **MM-GEO-1**, the following mitigation measure has been identified to reduce significant archaeological resources impact:

MM-CUL-1 During the pilot program, a monitoring program shall be implemented as follows:

- Before any County-maintained roads are opened for combined-use, the County shall map all roads or trails that transition to the combined-use routes. Prior to the County submitting a report on the Adventure Trails Program to the State Legislature under AB 628, the County shall repeat the mapping survey to determine if any new trails that transition to combined-use routes have been created since the original mapping.
- If any of the newly created OHV trails are located in areas designated “high archaeological sensitivity,” the County shall retain a Cultural Resources specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. The Cultural Resources specialist shall render an opinion regarding the cause of the damage, and if the damage resulted from people visiting the resource area via increased OHV use.
- Based on the opinion rendered by the Cultural Resources specialist, if it is determined that significant cultural resources located along the routes have been negatively impacted by OHV use, then prior to the continuation of the project beyond the Pilot Program phase, barriers and/or signs shall be placed along the affected areas; placement of barriers and/or signs will be subject to the permission of the adjoining land owner(s). Barriers may include fencing or some other road obstacles (e.g., brush piles or large boulders) that would be positioned to close those affected areas and prohibit OHV activity from accessing the cultural resource site(s).

- In the event that new trails transitioning to the combined-use routes have been created, the Signage Plan shall be modified to include additional signage to be installed stating “OHV Use Prohibited—All Vehicular Traffic Must Use Designated Routes.” Modifications to the signage plan shall be consulted and designed in accordance to Caltrans specifications.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring a the County to perform a mapping survey prior to opening County-maintained roads for combined use and prior to the submission of a report on the Adventure Trails program the County shall repeat the mapping survey. Mitigation Measure **MM-CUL-1** would reduce potential impacts to archaeological resources resulting from increased occurrences of pulling off, parking, and camping by OHV users. Additionally, it would also reduce potential impacts associated with increased visitation including surface compaction and erosion from foot traffic, the unauthorized collection of artifacts, and vandalism.

Geology and Soils

Impact

5.6.4.1 Result in substantial soil erosion or loss of topsoil

Use of combined-use roadways by OHVs may increase the amount of erosion bordering existing roads and creek crossings due to the following factors: the alteration of soil properties (soil compaction in particular); removal or displacement of protective topsoil, including the alteration of natural soil structure (biotic and abiotic crusts) and desert pavement (fine gravel surfaces) that would otherwise stabilize soils; diminished soil fertility; and the changing of the soil microclimate.¹⁷

Increased OHV activity on the proposed routes may increase soil compaction due to multiple passes of heavy vehicles across the same area, diminishing the natural rehabilitation ability of the soil. Soil compaction destroys soil stabilizers and inhibits water infiltration, resulting in less soil moisture available to vegetation so that soil fertility, root growth, and vegetative cover is diminished, further exacerbating the soil’s susceptibility to erosion. In turn, precipitation runoff increases in volume and velocity, even further accelerating erosion and sedimentation. Indicators of soil compaction as a result of OHV use include soil bulk density (weight per unit of volume), soil strength (the soil’s resistance to deforming

17 Hermann Gucinski et al., *Forest Roads: A Synthesis of Scientific Information*, USDA Forest Service General Technical Report PNW-GTR-509 (Portland, OR: May 2001), <http://www.fs.fed.us/pnw/pubs/gtr509.pdf>.

forces), and soil permeability (the rate at which water or air infiltrates soil).¹⁸ Generally, soil bulk density and strength increase with compaction, whereas permeability decreases with compaction. Factors affecting soil's susceptibility to compaction include soil type, texture, structure, porosity, and depth. Loamy, coarse-textured, gravelly soils such as those found over much of the Project area are more vulnerable to compaction, and therefore to erosion, than are sandy or clayey soils.

OHV activity can result in the removal of protective topsoil as tires destabilize the delicate top layer of soil. Continued OHV use inhibits plant growth in the absence of fertile topsoil, resulting in further soil erosion. The loss of topsoil can also increase raindrop splash erosion because there are fewer plant leaves to absorb the raindrop impacts.¹⁹

Although the majority of the proposed combined-use routes are on existing paved roads, many proposed segments are on unpaved dirt roads, as shown in **Tables 5.6-5 to 5.6-10, Paved and Unpaved Roads in the Project Areas**, of the Draft EIR.

Certain proposed routes, or segments of routes, include more unpaved segments than do others. In the Aberdeen Area, all three proposed routes include significant unpaved segments. Aberdeen Routes 2 and 3 both contain more unpaved than paved roadway.

In Big Pine, the majority of Route 1 is paved. However, County Road contains a 1-mile dirt segment. Big Pine Routes 2 and 3 are primarily unpaved, with both routes involving 5.9 miles on McMurray Meadows Road. With the exception of Big Pine Route 1, routes in the Big Pine Area contain unpaved segments of significant length.

Routes concentrated within the center of Bishop are generally paved; these routes include Bishop Routes 1 through 6, 9, and 15. Bishop Route 7 is split between paved and unpaved segments, but contains a significant unpaved 2.7-mile segment on Tungsten City Road. The remaining routes in the Bishop Area contain significant dirt or unpaved route segments. Bishop Routes 8, 12, 14, and 18 are mostly unpaved, and Routes 10, 11, and 17 are completely dirt. The segments of dirt road on Bishop Route 8 are 5.9 miles on Chalk Bluff Road and 1.4 miles on Casa Diablo. Bishop Route 12 involves 7.4 miles on Wyman Canyon Road; Bishop Route 14 involves 3.6 miles on Jean Blanc Road and 1.4 miles on Casa Diablo Road. Bishop Route 18 includes 5.6 miles on Black Canyon Road. Finally, Bishop Route 10

18 Ouren et al., *Environmental Effects of Off-Highway Vehicles on BLM Lands* (2007).

19 Randy B. Foltz, "Erosion from All Terrain Vehicle (ATV) Trails on National Forest Lands," paper no. 068012, presented at the 2006 American Society of Agricultural and Biological Engineers (ASABE) Annual International Meeting, 9–12 July 2006 (Portland, OR: ASABE, 2006), <http://forest.moscowsl.wsu.edu/engr/library/Foltz/Foltz2006e/ASABE2006e.pdf>.

involves 2.1 miles on Coyote Valley Road, Bishop Route 11 involves 7.1 miles on Silver Canyon Road, and Bishop Route 17 involves 3.2 miles on Wyman Canyon Road.

All proposed combined-use routes within the Northern Inyo Range Area are paved.

In Independence, proposed routes are generally split between paved and unpaved segments. Independence Route 2 is the only proposed combined-use route that is completely unpaved in this area, involving 4.0 miles on Mazourka Canyon Road. The remaining routes in this area are split between paved and dirt: Independence Route 1 includes 1.8 miles on unpaved Mazourka Canyon Road; Independence Routes 3, 4, and 6 include 2.8 miles on the unpaved Foothill Road.

Finally, the majority of roads in the Lone Pine area are paved. The exceptions are Lone Pine Route 3, with 5.3 miles of dirt segment on Owenyo–Lone Pine Road, and Lone Pine Route 7, which is all unpaved but split between 4.0 miles on Hogback Road and 5.2 miles on Movie Road.

Surface erosion is greater on unpaved routes than on paved routes and is closely correlated to traffic volume. Effects of erosion may be compounded on the routes with significant dirt segments because unpaved roads have less surface protection from both OHV tires and precipitation. As discussed in **Section 5.15, Transportation and Traffic**, of the Draft EIR, the proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. While minor, this increase in traffic volume means that soil would be more susceptible to disturbances and will have less time to recover. Erosion and sedimentation problems are compounded in wet weather, when OHVs can cause deep ruts and permanently damage trail treads. The months between December and March generally involve the wettest weather, since most precipitation occurs during this period. Knobby and cup-shaped protrusions from OHV tires that aid the vehicles in traversing various landscapes are responsible for major direct erosional losses of soil.²⁰ As the tire protrusions dig into the soil, forces exceeding the strength of the soil are exerted to allow the vehicles to move forward. Precipitation can saturate the earth, contributing to soil instability by adding weight and reducing the cohesion of earthen materials.²¹ Tread erosion may cause significant damage to trails to the extent that

20 T. Adam Switalski and Allison Jones, *Best Management Practices for Off-Road Vehicle Use* (2008).

21 Salix Applied Earthcare and Geosyntec Consultants, *OHV BMP Manual for Erosion and Sediment Control* (Sacramento, CA: California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division, 2007).

they are no longer usable for vehicular passage. One of the main Project objectives is to provide increased access to the Project area on a unified linkage of combined-use trails. In the event that a route becomes unusable by OHVs due to accelerated erosion, the Project goals of increased access and combined-use route connectivity would not be met. However, effects are reduced when OHV travel is limited to roads and trails located and designed for motorized use, especially on paved roads. The proposed Project would involve the designation of existing roads (both paved and unpaved) designed for motorized use for combined use with OHVs.

There is no construction, development, grading, or other new ground-disturbing activities proposed with the Project. The routes being evaluated in this analysis already exist on the ground. Proposed combined-use routes, especially those on paved roads, already have some degree of compaction, soil displacement, and general lack of vegetation. The designation of existing routes for combined use by OHVs is not expected to substantially alter existing topography. In terms of soil productivity, the proposed routes are already considered nonproductive even though some are likely to have some degree of soil productivity as evidenced by vegetation growth within the area directly surrounding the route.

Erosion is accelerated in wet weather, which generally occurs between December and March in the Project area. The season of peak OHV-use overlaps with the wet weather period during the end of March and through the month of April. Therefore, during these months erosional impacts would increase further.

Impacts would be potentially significant.

Mitigation Measure

MM-GEO-1 Implement a monitoring program throughout the month of March, during which time the peak wet-weather season corresponds with the peak OHV-use season, on the portions of unpaved roads susceptible to wet-weather damage by motor vehicles. Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly during the monsoon season. If a route includes any unpaved segment or combination of unpaved segments exceeding 1 mile, the route would be subject to this mitigation measure. In the Bishop Area, Routes 2 (Alternative A), 3 (Alternative A), 4 (Alternative A), 7, 8, 10–12, 14, and 16–18 would require monitoring. All proposed routes in the Independence Area would need monitoring. Finally, Lone Pine Routes 3 and 7 would require monitoring.

Based on the results of the monitoring program and should substantial soil erosion occur on said routes, the County would provide recommendations for soil treatment. Treatment would include but not be limited to the options of adding a surface treatment to the road to reduce erosion or decommissioning the combined-use routes by not allowing the continued use of OHVs.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring the County to implement a monitoring program throughout March in order to reduce potential impacts of erosion and sedimentation resulting from increased OHV use on unpaved portions of roads during wet weather months.

Hazards and Hazardous Materials

Impact

5.8.4.1 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

The operation of OHVs involves a limited risk of the accidental release of hazardous materials such as gasoline, oil, or other fluids used in the operation of equipment. The deposition of these fluids into the ground can directly alter soil composition, while indirectly affecting vegetation and aquatic systems.²² Spilled petroleum products and other potentially hazardous chemicals may seep into the groundwater and/or drain to a water body.

The combined-use routes under consideration have the potential to cause environmental damage from spills of fluids that may include hazardous materials (gas, oils, antifreeze, etc.). Additionally, these spills could impact areas beyond the spill where the route crosses stream channels because contaminated sediment and runoff can fall directly into streams adjacent to roads.

Due to the strong linkage between surface water and groundwater systems in the Owens Valley, there is the potential for spills to enter the groundwater recharge system. Not only are streams, creeks, and other waterways key sources of groundwater recharge, groundwater levels are also relatively high throughout the Owens Valley. Hazardous substances may enter the groundwater recharge system either

22 Gucinski et al., *Forest Roads* (May 2001).

directly through streams and other waterways, or indirectly by percolation through the soil into the high groundwater table. For example, in meadow areas, such as east of Independence, the water table is nearly at the land surface in wetter months (April through November). The peak season for OHV use (March 21 through June 21) thus overlaps with the wet weather period during the end of March and through the month of April. Therefore, the potential for hazardous fluid spills resulting in the contamination of the surface water and groundwater systems is increased throughout this period.

Additionally, localized soil contamination may occur in the event of hazardous fluid spills on roadways (paved and unpaved). The degree of soil contamination varies depending upon the amount and type of materials spilled. Low levels of oil and grease have been identified in water and soil samples, and low levels of copper and cadmium have been identified in soil samples in areas frequented by OHVs.²³ However, soil contamination would be greater on unpaved segments because the layer of concrete protection is missing. If hazardous material spills and any contaminated soils associated with the spill are not cleaned up, the potential exists for local residents, to uncover them. In areas both within and away from residential areas, the potential exists for wildlife to discover and ingest vegetation contaminated with hazardous fluids. In addition to directly ingesting hazardous substances covering vegetation, wildlife may also consume vegetation that has grown in contaminated soil, resulting in indirect impacts to wildlife. Therefore, impacts resulting from localized hazardous material spills and associated soil contamination are potentially significant.

As described in **Section 5.4, Biological Resources**, of the Draft EIR, the majority of stream crossings involve bridges and/or culverts. However, there are also unarmored stream crossings. As noted earlier, an unarmored stream crossing is a shallow place where a river or stream may be crossed by vehicles and is usually a natural phenomenon. A total of 19 unarmored stream crossings are located along the proposed Project alignment. **Table 5.4-1** of the Draft EIR presents the number of unarmored crossings along each proposed route. Spills adjacent to and in these crossings would be potentially significant.

A rapid pulse of the toxins associated with mechanical fluids into an aquatic system can quickly increase the acidity of a stream or waterway, causing the death of aquatic creatures.²⁴ Even if a proposed route does not pass directly across running water, the use of OHVs can still lead to pollution because spilled toxins can permeate into groundwater. This can be especially problematic on dirt roads where concrete does not provide an additional layer of protection. As shown in **Table 5.6-5** of the Draft EIR, of the 38

23 Chris Kassar, *Environmental Impacts of ORVs on the Rubicon Trail*, Center for Biological Diversity (2009), http://www.biologicaldiversity.org/programs/public_lands/off-road_vehicles/pdfs/Appendix_Env_Impacts_Rubicon.pdf.

24 Arne Hagen and Arnfinn Langeland, "Polluted Snow in Southern Norway and the Effect of the Meltwater on Freshwater and Aquatic Organisms," *Environmental Pollution* 5 no. 1 (July 1973).

proposed routes, 28 include a segment of dirt road, including Birch Creek Road, Black Canyon Road, Casa Diablo Road, Chalk Bluff Road, County Road, Coyote Valley Road, Division Creek Road, Dolomite Loop Road, and Foothill Road.

Most hazardous fuel spills would occur as OHV users attempt to refuel at nondesignated refueling stations, without the proper equipment to refuel safely and effectively. OHV users may attempt to refuel in staging and unloading areas, at the start and end points of the routes, resulting in the potential for fuel spills. However, most OHV users would refuel their vehicles at existing fueling stations and not on the Project proposed routes. Additionally, most campgrounds and recreational vehicle (RV) parks prohibit OHV maintenance. Therefore, with the exception of accidental refueling spill, other hazardous materials spills would not be likely to occur in parks or campgrounds. The chance for a dual-sport motorcycle to spill materials would not be significantly different from other green or red sticker OHVs.

As discussed in **Section 5.15, Transportation and Traffic**, of the Draft EIR, the proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. The potential for increased hazardous fluid spills increases in proportion to the number of OHV trips.

During the wet or rainy season, precipitation runoff increases, which may lead to a greater decrease in water quality because a larger quantity of hazardous fluids can be transported to aquatic systems through sediments and/or plant materials, as discussed in **Section 5.9, Hydrology and Water Quality**, of the Draft EIR. For routes with unarmored stream crossings (as listed in **Table 5.4-1** of the Draft EIR), the potential for the direct release of oil, gasoline, or other hazardous mechanical fluids associated with the operation of OHVs becomes greater because the vehicles would be more submerged in water than they would be during drier seasons as they make their crossings. As such, impacts would be potentially significant.

Mitigation Measure

In addition to the implementation of **MM-BIO-1**, **MM-HAZ-1** has been identified to reduce impacts:

MM-HAZ-1 Where combined-use routes have unarmored stream crossings, the Signage Plan shall be modified to include “No Stopping in Water” to reduce the potential of hazardous fluids spills directly entering the environment and waterways.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring modification of the Signage Plan to reduce the potential of hazardous fluid spills resulting in the contamination of the surface water and groundwater systems, as well as reduce potential impacts for associated soil contamination. Mitigation Measure **MM-HAZ-1** would reduce potential impacts of oil, gasoline, and other hazardous mechanical fluids associated with OHV use during the wet or rainy season.

Impact

5.8.4.2 For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area

Bishop Airport

As indicated in **Table 5.8-1** of Draft EIR, Bishop Routes 1, 2, 3, 4, and 15 would pass within 2 miles of the Bishop Airport (see **Figure 5.8-3** of the Draft EIR).

A segment of the proposed Bishop Routes 2, 3 & 4 (Alternative A for each) runs directly adjacent to the Bishop Airport along Poleta Road, and also passes through the southern portion of the RPZ for Runways 16-34. However, OHV users would only temporarily be within a potentially hazardous zone because they will continue moving along the proposed route.

Potential airport land use issues as associated with intrusion on to airport property may occur as a result of the proximity of the alternative routes. A 4-foot barbed-wire fence runs the entire perimeter of Bishop Airport. The Alternative A for routes 2, 3, and 4 each travel just inside this fence on the western boundary of the airport south of Wye Road and north of the south boundary as the "Haul Road" crosses east to Airport Road. Wye Road is currently closed to prevent OHVs from accessing this area and to prevent OHVs and bicyclists driving across runways. The opening of this gate and the designation of these routes would allow for unrestricted access to airport property. As such, impacts are potentially significant.

Mitigation Measure

MM-HAZ-2 Prior to allowing the use of the Haul Road portion of Bishop Routes 2, 3, and 4 (Alternative A), security fencing (three strands of barbed wire) shall be installed along those portions of the combined-use routes inside of the County Airport Lease and/or Easement to prevent access to airport operational areas.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring the installation of security fencing along portions of combined-use routes located inside of the County Airport Lease and/or Easement. Mitigation Measure **MM-HAZ-2** would reduce potential impacts resulting from the proximity of alternative OHV routes to the Bishop airport. It would also prevent unrestricted access to the airport property, which would result if Wye Road, which is currently closed to prevent OHVs from accessing the airport, is opened and designated as part of alternative OHV routes.

Impact

5.8.4.4 **Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands**

The occurrence and frequency of wildland fires are directly related to three factors: climatic conditions, slope, and fuel loading. High temperatures combined with low humidity during summer months, as is typical of the Project area, produce extreme fire conditions. The arid to semiarid climate of the Owens Valley is most suitable to low humidity and dry conditions during the summer months between May and September, which average little to no rainfall. Correspondingly, the periods of peak OHV use occur from March 21 through June 21 and from September 1 through October 31, overlapping with the driest season during the months of May, June, and September.

The relative wildfire hazard potential for the Project area and the routes passing through these areas can be found in **Figure 5.8-1** of the Draft EIR. The high wildfire hazard potential found along the Owens River and Bishop Creek riparian woodland corresponds to the areas most often utilized for recreation, including OHV activity. Consequently, the area with the highest wildfire potential coincides with the area of greatest risk in terms of exposure to fire.

All proposed combined-use routes in the Bishop, Big Pine, Aberdeen, Independence, and Lone Pine Areas pass within either local or State responsibility areas designated as High Fire Hazard Severity Zones. All Northern Inyo Range Area proposed routes pass through Fire Hazard Severity Zones designated as Moderate. These moderate to high fire hazard designations, combined with increased OHV use in these areas, contributes to potential impacts regarding the potential for wildfires from vehicle improperly equipped with spark arrestors, or OHV users' engines idling over dry vegetation, generating sparks that could ignite a wildfire. In addition, wildfires may be started indirectly as a result of OHV users lighting

campfires when camping. Nonnative annual grasses may also build up fuel loads and increase the risk of wildfire.²⁵

Spark arrestors prevent the emission of flammable debris from OHV engines, and play a critical role in the prevention of wildfires. Although they are not always 100 percent effective, a properly installed and maintained spark arrestor will significantly reduce the risk of fire; vehicles without properly functioning spark arrestors have been suspected of starting wildfires.²⁶ In the State of California, spark arrestors are required on any forest-, brush-, or grass-covered land unless the vehicle is already equipped with a spark arrestor maintained in effective working order.

Exhaust gases and carbon particles may be expelled from the engine block at temperatures exceeding 3,000°F. Exhaust system surfaces can reach temperatures of 1,000°F. Wildland fuels, however, can ignite at temperatures of only 400°F to 500°F. With these figures in mind, it is possible that fires can be started by wildland fuels coming in contact with hot exhaust gases or from contact with the hot surfaces of the exhaust systems of OHVs.

Further, OHV use can disturb desert soils, damaging their microbiotic crusts, making them more susceptible to invasion by exotic species. Invasive plant species can increase wildfire frequency and intensity in desert habitats, including that of fires caused by sparks generated by OHV operation.²⁷

Based on an average occurrence of wildfires that occurred from 1960 to 2007, it is anticipated that at least 54,000 acres of wildfires will burn throughout forests within the United States over the next 20 years.²⁸ While the use of OHVs would have the potential to cause wildfires, the majority of wildfires are caused by other human-related activities such as campfires, discarded cigarettes, and arson. Additionally, wildfires could also be caused by nature events such as lightning strikes in areas of dry vegetation and friction caused by dry winds.²⁹ The size and location of wildfires as a whole, as well as the extent and severity of effects from these events, cannot be predicted.³⁰

Impacts would be potentially significant.

25 California Partners in Flight (CalPIF), *The Desert Bird Conservation Plan: A Strategy for Protecting and Managing Desert Habitats and Associated Birds in California* (2009), <http://www.prbo.org/calpif/plans.html>.

26 Ralph Gonzales, "An Introduction to Spark Arrestors: Spark Arrestors and the Prevention of Wildland Fires," USFS Fire Management Tech Tips (2003), <http://www.fs.fed.us/eng/pubs/html/03511304/03511304.htm>.

27 Michael F. Wilson, Linda Leigh, and Richard S. Felger, "Invasive Exotic Plants in the Sonoran Desert," in *Invasive Exotic Species in the Sonoran Region*, ed. Barbara Tellman (Tucson: University of Arizona Press, 2002).

28 Inyo National Forest Motorized Travel Management, "Final Environmental Impact Statement" (2009).

29 National Park Services, United States Department of the Interior "Fire and Aviation Management," <http://www.nps.gov/fire/wildland-fire/learning-center/fire-in-depth/wildfire-causes.cfm>

30 Inyo National Forest Motorized Travel Management, "Final Environmental Impact Statement" (2009).

Mitigation Measure

MM-HAZ-3 In the event of a future wildfire on combined-use routes, the County will coordinate with the Inyo County Sheriff's Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project Area and provide recommendations for treatment. Based on the results of the evaluation, recommendations may include temporary closures on routes with the highest potential for wildfires. Additional recommendations may include community and public outreach programs to educate OHV users with respect to safety and wildfire awareness.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** through coordination between the County and Inyo County Sheriff's Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project area and provide recommendations for treatment. Mitigation Measure **MM-HAZ-3** would reduce potential impacts resulting from OHV use, which can disturb desert soils, damaging their microbiotic crusts and making them more susceptible to invasion by exotic species. It would also reduce the potential for increased wildfire frequency and intensity in desert habitats resulting from invasive plant species and sparks generated by OHV operation.

Hydrology and Water Quality

Impact

5.9.4.1 Violate any water quality standards or waste discharge requirements

OHVs utilize mechanical fluids (e.g., gasoline, oils and other lubricants, antifreeze, etc.) in their operation that could impact water quality if not properly handled. There is a limited risk of accidental release of these hazardous materials into the ground, which can lead to contamination as they permeate into the groundwater. The operation of OHVs with two-stroke engines can especially impact water quality through increased rates of spills and emissions.³¹ A complete discussion of OHV engines (two- versus four-stroke) can be found in **Section 5.8, Hazards and Hazardous Materials**, of the Draft EIR.

Contaminants may enter aquatic systems directly, or they may be absorbed to sediments and/or absorbed by plant materials, both of which are easily transported to aquatic systems by precipitation

31 Ouren et al., *Environmental Effects of Off-Highway Vehicles on BLM Lands* (2007).

runoff or wind. As described in **Section 5.8** of the Draft EIR, due to high groundwater levels throughout the Owens Valley, there is a strong linkage between surface water and groundwater systems in the Project area, resulting in an increased potential for spills to enter the groundwater system. Localized soil contamination may occur in the event of hazardous fluid spills on both paved and unpaved roadways, resulting in potentially significant local groundwater contamination. The combined-use routes under consideration have the potential to cause water quality problems due to the spillage of hazardous fluids and/or sedimentation if the route crosses natural stream channels. As described in **Section 5.4, Biological Resources**, of the Draft EIR, the majority of stream crossings involve bridges and/or culverts. However, there are also unarmored stream crossings. As noted earlier, an unarmored stream crossing is a shallow place where a river or stream may be crossed by vehicles and is usually a natural phenomenon. A total of 19 unarmored stream crossings are located along the proposed Project alignment. Locations of unarmored stream crossings can be seen in **Figure 5.4-3, Unarmored Stream Crossings within the Project Area**, of the Final EIR. Additionally, **Table 5.4-1, Unarmored Stream Crossings**, of the Final EIR presents the number of unarmored crossings along each proposed route. Spills adjacent to and in these crossings would be potentially significant.

Hazardous fluids may be absorbed to sediments and/or absorbed by plant materials, both of which are easily transported to aquatic systems by precipitation runoff. During the wet or rainy season (December 1 through March 31, according to Bishop Weather Station No. 35, which is the closest station to all proposed routes with unarmored stream crossings), precipitation runoff increases, which may lead to a greater decrease in water quality as a larger quantity of hazardous fluids are able to be transported to aquatic systems. In addition, water levels in streams and creeks are higher during the wet or rainy season. For routes with unarmored stream crossings (as listed in **Table 5.4-1** of the Final EIR), the potential for the direct release of oil, gasoline, or other mechanical fluids associated with the operation of OHVs becomes greater because the vehicles would be more submerged in water than they would be during drier seasons as they make their crossings.

As discussed in **Section 5.15, Transportation and Traffic**, of the Draft EIR, the proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season.

The potential for increased hazardous fluid spills increases in proportion to the number of OHV trips, and especially when peak OHV-use season overlaps with the peak wet weather season, as it would

during the end of March. Impacts with respect to water quality would be potentially significant during this period of increased OHV use.

As described in **Section 5.8** of the Draft EIR, in general, most OHV users would refuel their vehicles at existing fueling stations and not while traveling on the proposed Project routes, reducing the chance of accidental hazardous materials spills, which could degrade water quality. Most campgrounds and recreational vehicles (RV) parks prohibit OHV maintenance; therefore, hazardous material spills would not be likely to occur in these areas. Provided that all equipment associated with the operation of OHVs is in proper working order and checked for leaks prior to use, the potential for release of motor oil and other mechanical fluids would be decreased. However, given the connective nature of the surface water and groundwater system within the Project area, although hazardous spills may be reduced around campground and RV parks, they would not be reduced to a less than significant level.

Impacts would be potentially significant.

Mitigation Measure

Mitigation measures **MM-HAZ-1** has been identified to reduce impacts.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to water quality to a **less than significant level** by requiring modification of the Signage Plan to reduce the potential of hazardous fluid spills from entering the environment and waterways. **MM-HAZ-1** would also reduce potential impacts with respect to water quality during period of increased OHV use. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-HAZ-1** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

Land Use and Planning

Impact

5.10.4.1 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project

Indirect Impacts

As stated in **Section 5.10, Land Use and Planning**, and **Section 5.4, Biological Resources**, of the Draft EIR, combined-use routes would not traverse into designated habitat conservation areas or areas designated as “critical habitat.” While Section 17.96 of Title 50 of the Code of Federal Regulations³² states that “critical habitat does not include land upon which existing features and structures including roads are found,” critical habitats exist within areas that are managed by surrounding land owners.

As stated in **Section 5.10.1, Existing Conditions**, of the Draft EIR, Death Valley National Park does not allow OHV use within the National Park. Northern Inyo Range Area Routes 1, 2, and 3 are located on Death Valley Road near the boundary of Death Valley National Park. Any trails connected to Death Valley would conflict with uses in Death Valley National Park.

Under the proposed Project, OHV users would be limited to combined-use routes designated as part of the program, and travel would be restricted to designated combined-use routes. OHV travel could continue in surrounding areas that the combined-use routes link to and would be subject to travel restrictions and conditions of use as determined by the landowners or agencies responsible for those areas. While the proposed Project would only utilize existing roads; the potential for OHVs venturing off designated routes and into habitat conservation areas or areas designated as critical habitat would exist. Should OHV users venture off the designated combined-use routes (Bishop Routes 8, 11, 12, 14, 16, and 17) into areas that meet the federal “critical habitat” designation, indirect impacts could occur and would be potentially significant. Additionally, if users leave the designated combined-use routes into Death Valley National Park, indirect impacts could occur. Indirect impacts would be potentially significant.

Mitigation Measure

MM-LU-1: The Signage Plan shall be modified to address the following conditions:

32 50 CFR ch. I, subch. B, pt. 17.96, Critical Habitat Plants, <http://www.gpo.gov/fdsys/granule/CFR-2001-title50-vol1/CFR-2001-title50-vol1-sec17-96>

- Combined-use routes (Bishop Routes 8, 11, 12, 14, 16, and 17) adjacent to lands known to have critical habitat, as defined by Section 17.96 of Title 50 of the Code of Federal Regulations, shall include the posting of signs on County-designated combined-use routes to state “Critical Habitat Area: Stay on Designated Combined-Use Routes.”
- To reduce the potential for OHV use in Death Valley National Park, two “No ATV” signs including a drawing of an ATV with a red line through it shall be placed adjacent to Northern Inyo Range Area Route 3. One sign shall be placed on Waucoba Saline Road at its intersection with Death Valley Road, and the other sign shall be placed on Death Valley Road east of the turnoff at Little Cowhorn Valley to Forest Road No. 9S109.

Findings

Mitigation measure **MM-LU-1**, listed previously, is expected to reduce potentially significant impacts to a **less than significant level** by requiring modification of the Signage Plan to reduce route proliferation and trespassing in areas designated “critical habitat.” **MM-LU-1** would reduce potential indirect impacts resulting from OHV trespassing in areas that meet federal “critical habitat” designation. Additionally, it would reduce the potential for route proliferation and trespassing by OHVs in Death Valley National Park, which does not allow OHV use.

Noise

Impact

- 5.11.4.1 Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies**

Impact

The operation of combined-use routes by OHVs in nearby residential areas would be restricted to between dawn and dark, and no earlier than 7:00 AM or later than 8:00 PM. Additionally, OHV users would be required to comply with Chapter 12, Section 12.16.110 of the *Inyo County Code* which restricts OHV activity at all county parks and campgrounds from 10:00 PM to 8:00 AM daily.

According to the California State Parks Off-Highway Motor Vehicle Recreation Division (OHMVR Division), sound emissions from OHVs typically range from 96 dB(A) to 101 dB(A), with newer models (post 1998) ranging from 92 to 94 dB(A).³³ Increased OHV use would raise ambient noise levels in the immediate project vicinity. As mentioned previously, sound generated by a point source typically diminishes or attenuates at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dB(A) at acoustically soft sites. A hard, or reflective, site consists of asphalt, concrete, and very hard-packed soil, which does not provide any excess ground-effect attenuation, while an acoustically soft site consists of normal earth and most ground with vegetation.³⁴ The average noise level of an OHV travelling approximately 35 miles per hour (mph) with a noise level of 96 dB(A) at a reference distance of 6 feet would attenuate to 65 dB(A) at a distance of 100 feet.

The *Inyo County Code* and *Bishop Municipal Code* do not establish ambient noise standards governing traffic noise for vehicles and OHVs. However, as shown in **Table 5.11-4** of the Draft EIR, the recommended maximum allowable ambient noise exposure for low-density residential and high-density residential land uses is 60 to 65 average ambient noise levels (Ldn), respectively. It is important to note that noise levels on an Ldn scale represent a 24-hour average. It is important to note that noise increases from OHVs are immediate and do not reflect the Ldn. Additionally, the proposed Project would operate for approximately 12-13 hours a day and OHV travel would be short term and intermittent. As OHV travel would not occur over a 24-hour period, it is unlikely that the proposed Project would exceed the County's thresholds.

While there would be a minor traffic increase, the operation of combined-use routes by OHVs in nearby residential areas (including those in Bishop and along Birch Creek Road, as well as those in Big Pine, Aberdeen, Independence, and Lone Pine) would be restricted to between dawn and dusk and no earlier than 7:00 AM or later than 8:00 PM. While the provisions allow for a 12- to 13-hour period for OHV travel, peak concentrations of OHV travel would likely occur during the hours of 10:00 AM to 4:00 PM, which are typically the peak hours for leisure activities.

While OHV trails would be accessible during all days of the week, peak activities would likely occur during weekends or holidays. Based on these factors, OHV-generated noise is unlikely to generate nuisances that would prohibit nearby residents from sleeping or enjoying quiet times in their homes.

33 California State Parks Off-Highway Motor Vehicle Recreation (OHMVR) Division, "OHV Sound Regulations," http://ohv.parks.ca.gov/?page_id=23037.

34 USDOT FHA, *Fundamentals and Abatement of Highway Traffic Noise* (1980), 97.

The proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. Additionally, as shown in **Table 5.11-5** of the Draft EIR, several locations have experienced singular noise spikes as high as 84 dB(A). Sources of these noise spikes are from large trucks, speeding automobiles, and motorcycles. With these short-term noise spikes, locations retained an ambient noise level of 56–65 dB(A). Implementation of the proposed Project would realistically increase noise levels by 3 to 7 dB(A). While the increase is minor, the behavioral pattern of OHV users are unpredictable and an unexpected high concentration of OHVs could occur along certain popular roads. Therefore, the potential for noise impacts would still exist.

Impacts would be potentially significant.

Mitigation Measure

The following mitigation measures are identified to reduce significant noise impacts:

MM-NOI-1 Where combined-use routes are located less than 100 feet from sensitive receptors, the Signage Plan shall be modified to include signage to reduce OHV speeds to 25 mph. Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.

MM-NOI-2: The Project Applicant shall conduct ongoing community and public outreach programs to work with local OHV groups and OHV-related businesses. The outreach program should include awareness with respect to aftermarket exhaust systems (e.g., mufflers), reducing noise emissions, and the importance of staying on designated combined-use routes.

Community and/or public outreach should be conducted in the form of an educational program, including the use of informational brochures and pamphlets, posting brochures on existing kiosks, and providing OHV vendors (such as rental companies) with brochures to be distributed to OHV users during safety orientations as part of OHV rental registration.

MM-NOI-3: Upon implementation of the proposed Project, the County of Inyo or the City of Bishop shall implement a noise-monitoring program for routes located within their respective

jurisdictions within 100 feet from sensitive receptors to determine if increased noise from OHV use exceeds acceptable standards over a 24-hour period (60–65 Ldn). If noise levels are exceeded, then the County or City, depending on jurisdiction, shall close the combined-use routes to travel by OHVs.

Findings

The mitigation measures listed previously are expected to reduce potentially significant impacts to a **less than significant level**. Mitigation Measures **MM-NOI 1**, **MM-NOI-2**, and **MM-NOI-3** would reduce potential noise impacts that could result from an unexpected high concentration of OHVs occurring along certain popular roads during peak OHV seasons. **MM-NOI 1** would reduce OHV speed near sensitive receptors, which would reduce the revolutions per minute (RPM) for OHVs and in turn reduce the noise generated from engines. **MM-NOI-2** would encourage the installation of quieter aftermarket exhaust systems to reduce potential noise emissions for OHVs. **MM-NOI-3** would implement a noise-monitoring program to determine if increased noise from OHV use exceeds acceptable standards over a 24-hour period (60–65 Ldn) and would close routes if noise levels are exceeded. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-NOI-1**, **MM-NOI-2** and **MM-NOI-3** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

Impact

5.11.4.2 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

Impact

The proposed Project would not create any stationary noise sources because it does not involve the construction of any facility, residential buildings or roads. All noise attributed to the proposed Project would come from mobile sources.

The increase in trips from the Project would increase the ambient noise levels when compared to existing conditions. OHV activity would occur only along County-designated routes, and it would be dispersed throughout the day during operational hours, between 8:00 AM and 8:00 PM. While the provisions allow for a 12-hour period for OHV travel, peak concentrations of OHV travel would likely occur during the hours of 10:00 AM to 3:00 PM, as it is typically the peak hours for leisure activities.

Additionally, it is unlikely that an increase in noise levels would occur on a daily basis. It is anticipated that the 2.7 percent traffic increase would occur during peak seasons and 1.35 percent during off-peak seasons. As shown on **Table 5.11-5, Project Noise Levels**, of the Draft EIR, sensitive receptors that are less than 100 feet from a combined-use route are likely to experience increased noise spikes over 60–65 dB(A). However, OHV travel would be sporadic and unpredictable, and limited to daytime hours. Popularity of OHV routes are often determined by general weather conditions and consensus amongst OHV users. Because of this irregularity, an overall daily average above 65 Ldn is highly unlikely. During the peak seasons (spring and fall), the proposed Project would generate an overall increase of approximately 2.7 percent. While the increase is minor, the behavioral pattern of OHV users are unpredictable, and the potential for noise levels occurring above ambient levels would still exist.

Impacts would be potentially significant.

Mitigation Measure

Mitigation measure **MM-NOI-1, MM-NOI-2, and MM-NOI-3** have been identified to reduce impacts.

Findings

The mitigation measures listed previously are expected to reduce potentially significant impacts to a **less than significant level** by requiring a modified Signage Plan to include reduce 25 mph speeds for OHVs, community and/or public outreach programs, and implementation of a noise monitoring program for Project routes within 100 feet form sensitive receptors. If noise levels exceed acceptable standards on Project combined-use routes, then the County or City can prohibit OHVs from traveling those combined-use routes. Mitigation Measures **MM-NOI 1, MM-NOI-2, and MM-NOI-3** would reduce the potential for the increase of noise levels above ambient levels. Since the behavioral pattern of OHV users are unpredictable, these mitigation measures would reduce potential noise impacts that could result from an unexpected high concentration of OHVs occurring along certain popular roads during peak OHV seasons. **MM-NOI 1** would reduce OHV speed near sensitive receptors in order to reduce the noise generated from engines. **MM-NOI-2** would encourage the installation of quieter aftermarket exhaust systems to reduce potential noise emissions for OHVs. **MM-NOI-3** would implement a noise-monitoring program to determine if increased noise from OHV use exceeds acceptable standards over a 24hour period (60–65 Ldn) and would close routes if ambient noise levels are exceeded. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop’s jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-NOI-1, MM-NOI-2, and MM-NOI-3** as applicable to the portion of

the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

2.3.2 Significant and Unavoidable Impacts

The following significant and potentially significant environmental impacts of the project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact. Notwithstanding the disclosure of these impacts, the Board of Supervisors elects to approve the project due to overriding considerations as set forth below in **Section 3.0, Statement of Overriding Considerations**.

Air Quality

Impact

5.3.4.1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Once the Project becomes operational, its normal day-to-day activities will generate air pollutant emissions for mobile sources as a result of vehicle trips. Mobile emissions would be generated by OHVs traveling in the Adventure Trails network.

The USEPA has indicated that exposure to elevated levels of PM10 can result in health effects. Major concerns for human health from exposure to PM10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive to the effects of particulate matter. Acidic PM10 can also damage human-made materials and is a major cause of reduced visibility in many parts of the U.S. New scientific studies suggest that fine particles (smaller than 2.5 micrometers in diameter) may cause serious adverse health effects.

The 17 proposed combined-use routes in the Bishop Area would utilize existing County-maintained roads. Bishop Area combined-use Routes 1, 2, 3, and 4 also include roads maintained by the City of Bishop. **Table 5.3-8, Peak Daily Emissions for Bishop Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Bishop Area. **Table 5.3-9, Peak Daily Emissions for Big Pine Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Big Pine Area. The three proposed combined-use routes would utilize County-maintained roads, which begin in and travel west from the community of Big Pine. **Table 5.3-10, Peak Daily Emissions for Northern Inyo Range Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Northern Inyo Range Area. **Table 5.3-11, Peak Daily Emissions for Aberdeen Area**

Routes, of the Draft EIR illustrates the peak daily emissions associated with each route in the Aberdeen Area. The three combined-use routes would utilize existing County-maintained roads that travel north and south from Aberdeen. **Table 5.3-12, Peak Daily Emissions for Independence Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Independence Area. The five proposed combined-use routes would utilize existing County-maintained roads that travel east and west from Independence. **Table 5.3-13, Peak Daily Emissions for Lone Pine Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Lone Pine Area.

Based on a review of the mass daily emissions presented in **Tables 5.3-8** through **5.3-13** of the Draft EIR, CO and NO_x are below the numerical thresholds for all proposed roadway segments. Bishop Routes 11, 12, 14, 16, and 18 exceed the mass daily threshold for PM₁₀. In addition, Bishop Routes 11 and 16 exceed the mass daily threshold for PM_{2.5}. As a result, the segments that exceed the mass daily thresholds are subject to further analysis. Pollutants emissions and their associated concentrations were estimated and compared to the appropriate measurable change criteria.

Based on a review of the mass daily emissions presented in **Table 5.3-14** of the Draft EIR, Bishop Route 18 exceeds the mass daily threshold for 24-hour PM₁₀ as noted in **Table 5.3-7** of the Draft EIR. All remaining routes were below the identified significance thresholds for both the 24-hour and annual average times.

It should be noted that while Bishop Route 18 exceeds the maximum pollutant concentration for PM₁₀, a detailed review of the modeling results show that of the 5-years analyzed, only one year exceeded thresholds. Further, the modeling analysis is considered “worst-case” as it places all trips on each trail. Further, the receptor locations used were monitoring stations and not sensitive receptors, the impacts from the increased PM₁₀ elevations would not result in adverse effects on specific receptors. However, because the modeling results exceed the threshold, the impact is considered potentially significant relative to Bishop Route 18.

The proposed Project will be required to comply with the GBUAPCD’s Rule 431—Particulate Emissions, due to the exceedances of State or federal ambient particulate matter standards caused by reentrained road dust from paved roads. The purpose of this rule is to improve and maintain the level of air quality in the communities in the GBUAPCD, so as to protect and enhance the health of its citizens by controlling the emissions of particulate matter. The rule also calls for paved-road dust reduction measures, as well as pollution-reduction education programs. Due to increased dust levels, the proposed Project may conflict with Rule 431.

Impacts would be potentially significant.

Mitigation Measure

The following mitigation measures have been identified to reduce impacts to air quality:

- MM-AQ-1** Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles-per-hour (mph).
- MM-AQ-2** Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal “knock-off” grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to air quality by requiring a posted 15 mph speed limit for unpaved intervals of any combined-use routes within 0.5 miles of any residential unit. Additionally, metal “knock-off” grates shall be installed where combined-use routes transition from unpaved to paved roadway sections located within 0.5 miles of a residential unit. Mitigation Measures **MM-AQ-1** and **MM-AQ-2** would reduce PM10 particulate emissions and increased dust levels resulting from OHV use. However, impacts would be significant and unavoidable for Bishop Route 18 because if particulate matter (PM10) exceeding thresholds. Impacts would be less than significant for all other combined-use routes. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop’s jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-AQ-1** and **MM-AQ-2** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

2.4 FINDINGS RELATED TO CUMULATIVE IMPACTS

Cumulative impacts were analyzed in each environmental topic section of the Draft EIR. Findings for any cumulatively considerable contribution to significant cumulative impacts are included in **Section 2.3**.

2.5 FINDINGS RELATED TO THE RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Based on the EIR and the entire record before the County Board of Supervisors, the County Board of Supervisors makes the following findings with respect to the project's balancing of local short-term uses of the environment and the maintenance of long-term productivity:

- As the Project is implemented, certain impacts would occur in the short term. Where feasible, policies and actions have been incorporated in the Project and mitigation measures added to the Project, as appropriate, to mitigate these potential impacts.
- The long-term implementation of the Project would provide important social, economic, and environmental benefits to Inyo County. The Project will encourage economic vitality. The Project will provide for the implementation of the ATV Adventure Trails program.
- Notwithstanding the foregoing, some long-term impacts would result from implementation of the pilot Project.

Despite short-term and long-term adverse impacts that would result from implementation of the Project, the short-term and long-term benefits of implementation of the Project justify implementation.

2.6 CEQA PROJECT ALTERNATIVES

The feasibility of the alternatives is considered at two different points, with two different standards, in the EIR process. "The issue of feasibility arises at two different junctures: (1) in the assessment of alternatives in the EIR and (2) during the agency's later consideration of whether to approve the project" (*Cal. Native Plants Society v. City of Santa Cruz* [2009 177 Cal.App.4th 957, 981]). For the first phase—inclusion in the EIR—the standard is whether the alternative is potentially feasible. By contrast, at the second phase—the final decision on project approval—the decision-making body evaluates whether the alternatives are actually feasible. At that juncture, the decision makers may reject as infeasible alternatives that were identified in the EIR as potentially feasible (*Cal. Native Plants Society v. City of Santa Cruz* [2009 177 Cal.App.4th 957, 981]). These Findings represent the second phase of the Alternatives analysis, and the County is making the final decision on whether the Alternatives are feasible.

Under the heading "Findings Required under CEQA," an alternative may be "infeasible" if it fails to achieve the lead agency's underlying goals and objectives with respect to the project. Thus, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing

of the relevant economic, environmental, social, and technological factors” of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 401, 417).

Any one of the stated reasons identified under an Alternative is sufficient to find that Alternative infeasible.

2.6.1 Alternatives

A comparison of the impacts of the proposed Project and the alternatives selected for further evaluation is provided in this section for each of the environmental topics addressed in the EIR. This comparison of impacts assumes, for each topic, that the mitigation measures identified in this EIR for the proposed Project would also be incorporated into the alternatives.

In accordance with the State CEQA Guidelines, the discussion of the environmental effects of the alternatives in an EIR may be less detailed than provided for in the proposed Project but should be sufficiently detailed to allow meaningful evaluation, analysis, and comparison with the proposed Project.³⁵

2.6.2 Alternatives Considered and Eliminated from Detailed Consideration

The State CEQA Guidelines³⁶ require an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons underlying the lead agency’s determination. The State CEQA Guidelines states the following:

The EIR should also identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the Lead Agency's determination...Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Several alternatives were initially considered for further evaluation in this EIR based on the potential for each to reduce or eliminate the significant environmental impacts identified for the Project.

The following alternatives were considered and rejected as infeasible: Alternative Routes and Routes on Non-County- or Non-City-Maintained Roads.

35 State CEQA Guidelines, sec. 15126.6(d) (2013).

36 State CEQA Guidelines, sec. 15126.6(c) (2013).

Alternative Routes

The Alternative Routes alternative would eliminate certain combined-use routes and implement alternative routes other than those specified in **Section 3.0, Project Description**, of the Draft EIR.

This alternative has been eliminated from further consideration because the routes identified by the Project Applicant were proposed to meet selection parameters set forth in the enabling legislation, AB628. No other suitable routes provided a unified linkage of trail systems for OHV users. Further, the applicants completed an extensive screening process to ensure that the routes identified as part of the proposed Project met the requirements of AB 628, provided acceptable start and end points, and provided OHV users with routes that would be of beneficial use. Additionally, this alternative would not avoid or substantially lessen any of the significant effects of the proposed Project.

Routes on Non-County- or Non-City-Maintained Roads

The Routes on Non-County- or Non-City-Maintained Roads alternative would include routes on non-County- or non-City-maintained roads. Under this alternative, routes in the City of Bishop would not be included. As with the proposed Project, this alternative would not include routes on federal land or land maintained by private entities, such as USFS or LADWP.

This alternative has been eliminated from further consideration because AB 628 requires that the routes identified by the Project applicant be within County-maintained roadways. Therefore, this alternative would not meet a primary condition of AB 628.

2.6.3 Summary of Alternatives Considered

The following alternatives were identified for evaluation:

Alternative 1: No Project Alternative

Alternative 2: Reduction of Routes Based on Environmental Constraints

Alternative 3: Reduction of Routes Based on California Highway Patrol (CHP) Safety Analysis

Alternative 4: Seasonal Route Closures

Alternative 5: Removal of Routes That Link to or Cross into Inyo National Forest Land

Alternative 6: Phased Pilot Project Designation

Alternative 1: No Project Alternative

Finding

Alternative 1: No Project is infeasible because it fails to meet key Project objectives.

Facts in Support of Finding of Infeasibility

Alternative 1 would result in greater impacts related to agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, and transportation and traffic than would the proposed Project.

Alternative 1 would result in similar impacts related to aesthetics, greenhouse gases, land use, population, and housing, recreation.

Under Alternative 1, no trail designation would occur, and some illegal use of County-maintained roads by non-street-legal vehicles would continue to occur. There are currently no designated sections of combined-use roads that are part of the City of Bishop or County of Inyo Maintained Mileage System. The use of County-maintained roads by green- and red-sticker vehicles is currently illegal.

Under this alternative, the combined-use segments identified by the Applicant would not be implemented. Illegal non-street-legal OHV activity would remain throughout the County. As part of the No Project Alternative, no signage plan would be implemented, and appropriate mitigation measures would not be implemented. Ambiguity as to which roads in the Owens Valley Area are legal for travel by OHVs would remain. The amount of OHV use within Owens Valley communities would remain light and sporadic. The number of non-street-legal OHVs in and adjacent to area communities will continue to increase reflecting general recreation user trends.

The No Project alternative would allow the County of Inyo and the City of Bishop Maintained Mileage Systems to remain in their existing state, and the proposed Adventure Trails Project would not be implemented. While potentially significant impacts would be avoided with this alternative, the following Project objectives would not be achieved with the No Project Alternative:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.

- Link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads.
- Designate City and County roads for combined use by normal vehicle traffic and off-highway vehicles in accordance with State law.
- Implement AB 628 (Conway), which authorizes Inyo County to establish a pilot project that would allow the designation for combined-use segments for a distance of more than three (3) miles and up to 10 miles for specified combined-use roads in the unincorporated area within Inyo County.
- Implement the recreational objectives of the County's and the City of Bishop's *General Plans* including:
 - Enhance opportunities for off-road vehicles.
 - Encourage the appropriate expansion of new recreational opportunities on federal lands.
 - Promote the acquisition of additional Off-Highway Vehicle (OHV) access routes, including support of programs such as the Adventure Trails Program.
 - Increase outdoor recreational opportunities and recreational use of the area's vast open space resources.
- Establish standard symbols for signs, markers, and traffic control devices to assist off-highway motor vehicles in identifying areas that are legal to ride.
- Improve protection of natural and cultural resources of Inyo County by providing signed OHV routes, which would avoid known areas of sensitivity.

Encourage OHV users to avoid the use and trespass of private lands, including those owned by LADWP.

- Provide increased economic activity to Inyo County-based businesses from OHV users utilizing the surrounding public and private recreation areas.
- Minimize impacts on County residents by providing a framework for OHV use in and around the communities in the Owens Valley.

Alternative 2: *Reduction of Routes Based on Environmental Constraints*

Finding

The Reduction of Routes Based on Environmental Concerns Constraints alternative (Alternative 2) assumes that the proposed Project would eliminate certain combined-use routes and/or portions of routes based on environmental constraints, such as air quality, biological resources, hydrology, etc.

Routes that have three or more environmental constraints would also be entirely eliminated (see **Figure 6.0-1, Alternative 2 Routes**, of the Final EIR).

In addition to environmental considerations, the following routes have been removed from Alternative 2 due to the results of the CHP Safety Determination (see **Appendix 6.0, CHP Safety Determination Letters**, of the Draft EIR and **Appendix 4.0, CHP Safety Determination Letters**, of the Final EIR). The eliminated routes are:

- Bishop Route 2 (Alternatives B and C)
- Bishop Route 3 (Alternatives B and C)
- Bishop Route 4 (Alternatives B and C)
- Big Pine Route 2
- Independence Route 4

In addition, the following routes have been removed based on environmental constraints and the CHP Safety Determination Letters:

- Bishop Route 1 within 0.25 mile from the Bishop Airport
- Bishop Route 2 within 0.10 mile from Bishop Airport (including Alternatives B and C)
- Bishop Route 3 within 0.25 mile from Bishop Airport (including Alternatives B and C)
- Bishop Route 4 within 0.25 mile from Bishop Airport (including Alternatives B and C)
- Bishop Route 8 adjacent to the Owens River
- Bishop Routes 11 and 12 along Wyman Creek
- Bishop Route 14 within 0.50 mile of the Owens River and habitat for the bank swallow.
- Bishop Route 15 within 1.7 miles from Bishop Airport
- Bishop Route 16 adjacent to riparian areas along Silver Canyon Road
- Bishop Route 17 adjacent to riparian areas along Wyman Creek
- Bishop Route 18 due to air quality (PM10) exceedance
- Big Pine Route 2

- Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors. Additionally, Aberdeen Route 3 travels through a residential neighborhood.
- Independence Route 1 within 0.8 miles from the Independence Airport
- Independence Routes 3, 4, and 6 that traverse areas of native habitat and are adjacent to riparian areas
- Lone Pine Route 1 that traverses areas of native habitat and is adjacent to riparian areas
- Lone Pine Routes 2 and 3 within 1.3 to 1.8 miles from the Lone Pine Airport, respectively
- Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek and other riparian areas, including breeding and nesting habitat for yellow-breasted chat and least bell's vireo
- Lone Pine Route 7 adjacent to native habitat and riparian areas, including the Water Birch Riparian Scrub

Based on the alternative analysis, Alternative 2, the Reduction of Routes Based on Environmental Concerns alternative, evaluates the reduction of routes based on environmental constraints. Alternative 2 would remove certain combined-use routes and/or portions of routes based on environmental constraints, such as air quality, biological resources, hydrology, etc., which would result in a total of 11 full-length combined-use routes. Routes that have three or more environmental constraints would be entirely eliminated (see **Figure 6.0-1** of the Final EIR).

Alternative 2 was determined to be the environmentally superior alternative because impacts to agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and public services would be reduced when compared to the proposed Project.

Facts in Support of Finding of Infeasibility

Alternative 2 would result in similar impacts to aesthetics, greenhouse gases, land use and planning, recreation, and population and housing compared to the proposed Project. Alternative 2 would result in greater impacts to transportation and traffic.

Alternative 2 would result in reduced impacts to agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and public services when compared to the proposed Project.

The Reduction of Routes Based on Environmental Constraints alternative (Alternative 2) assumes that the proposed Project would eliminate certain combined-use routes and/or portions of routes based on environmental constraints, such as air quality, biological resources, hydrology, etc. Routes that have three or more environmental constraints would also be entirely eliminated. While this alternative is considered the environmentally superior alternative, the following Project objectives would not be achieved with this Alternative:

- Provide increased access to Inyo County’s outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough’s Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.
- Link existing off-highway motor vehicle trails on federal BLM and USFS lands via County- and City-maintained roads.
- Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.

Alternative 3: Reduction of Routes Based on California Highway Patrol (CHP) Safety Analysis

Finding

The Reduction of Routes Based on CHP Safety Analysis alternative (Alternative 3) assumes that the proposed Project would eliminate certain combined-use routes based on the result of the CHP Safety Determination Letters (See **Appendix 6.0, CHP Safety Determination Letters**, of the Draft EIR and **Appendix 4.0, CHP Safety Determination Letters**, of the Final EIR).³⁷ Pursuant to AB 628, California Vehicle Code Section 38026.1 (e), the “County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.” CHP Safety Determination is a requirement of AB 628. Alternative 3 reflects the results of the Safety Determination Letters of January 10, 2014, and May 13, 2014 (See **Appendix 6.0** of the Draft EIR and **Section 4.0** of the Final EIR). On February 6, 2014, Inyo County appealed the elimination of Bishop

³⁷ Department of California Highway Patrol, CHP Safety Determination Letter (May 13, 2014).

Routes 1 through 4, requesting that CHP complete a safety evaluation of these routes. On May 13, 2014, CHP approved Bishop Routes 1 through 4 with the exception of Alternatives B and C for Bishop Routes 2 through 4.

Under Alternative 3, the combined-use routes identified by the CHP in their Safety Determination would be eliminated from the proposed Project. The Project addressed in the Draft EIR was based on the application packet for the Eastern Sierra All-Terrain Vehicles (ATV) Adventure Trails Project that was submitted to Inyo County. Subsequent to the submission of the application, the CHP Safety Determination denied two combined-use routes and four alternative combined-use routes, which would result in 36 combined-use routes (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR). As the proposed Project has been reduced to the consideration of 36 proposed combined-use routes, Alternative 3 reflects the environmental consequences of the eliminated routes.

These routes were denied based on an increased safety risk presented by OHV use of Hanby Avenue. The eliminated routes would include:

- Bishop Route 2 (Alternatives B and C)
- Bishop Route 3 (Alternatives B and C)
- Bishop Route 4 (Alternatives B and C)
- Big Pine Route 2
- Independence Route 4

Facts in Support of Finding of Infeasibility

Alternative 3 would result in reduced impacts with respect to geology and soil, hazards and hazardous materials, hydrology and water quality, noise, and public services when compared to the Project. Alternative 3 would result in similar impacts to air quality, agriculture and forestry resources, biological resources, cultural resources, aesthetics, greenhouse gases, population and housing, recreation, and transportation and traffic.

Alternative 3 considers the reduction of routes as required by AB 628, Section 38026.1(e). Alternative 3 supports the requirement based on the results of the CHP Safety Determination Letters. While the Project applicant's goal would be met in regards to the designation of combined-use routes, a reduction of routes based on the CHP safety analysis would result in 36 of the 38 of the Project applicant's proposed combined-use routes available for implementation.

Alternative 3 would reduce the number of proposed Project routes from 38 to 36 based on the CHP safety analysis, which would eliminate two combined-use routes and two alternative combined-use routes that would not be implemented. Potentially significant impacts would be avoided or reduced with this alternative, and all Project objectives would be achieved with this Alternative.

Alternative 4: Seasonal Route Closures

Finding

The Seasonal Route Closures alternative (Alternative 4) assumes that the proposed Project would restrict and/or disallow OHV travel on appropriate combined-use routes during certain seasons. Under Alternative 4, combined-use routes that link with Bureau of Land Management (BLM)–maintained OHV routes would conform to BLM’s seasonal closures (see **Figure 6.0-3, Alternative 4 Routes**, of the Final EIR).

According to BLM’s Resource Management Plan (RMP), BLM has three route designations: open, limited use, and closed. All of the proposed Project’s routes that link with BLM’s routes are designated as limited use. BLM defines “limited use” routes as routes that limit the type of vehicles allowed on the route, the number of vehicles allowed on the route, or seasonal closures. Typically, complete or seasonal closures require public outreach and input prior to the closure. Additionally, BLM has expressed concern that the use of combined-use routes in the City- and County-maintained roads would indirectly increase OHV-related impacts to their own lands.

Because of the results of the CHP Safety Determination (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR), Bishop Routes 2, 3, and 4 (Alternatives B and C), Big Pine Route 2, and Independence Route 4 have been removed from Alternative 4.

The following routes have been removed from Alternative 4 based on the CHP Safety Determination:

- Big Pine Route 2
- Bishop Route 2 (Alternative B and C)
- Bishop Route 3 (Alternative B and C)
- Bishop Route 4 (Alternative B and C)
- Independence Route 4

Alternative 4 would implement seasonal closures on the following routes:

- Bishop Route 2 (Alternative A)
- Bishop Route 3 (Alternative A)
- Bishop Routes 6–12
- Bishop Routes 14–18
- Independence Routes 1–3 and 6
- Lone Pine Routes 1–7

Environmental concerns include potential impacts to deer migration corridors, disturbance of animals during breeding and nesting seasons, and impacts to cultural resources. Other reasons for seasonal closures would be weather conditions, soil instability, and an unexpected increase in traffic congestion.

Facts in Support of Finding of Infeasibility

This alternative would result in greater impacts to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, public services, noise, and transportation and traffic when compared to the proposed Project. Alternative 4 would result in similar impacts to aesthetics, greenhouse gases, hazards and hazardous materials, land use and planning, recreation, and population and housing when compared to the proposed Project. Alternative 4 would result in reduced impacts to air quality impacts when compared to the proposed Project.

Under this alternative, seasonal closures would occur to reduce proposed Project impacts. This alternative allows for the designation of the Project applicant's combined-use routes, allowing the Project applicants objectives to be met while allowing for seasonal closure to reduce potential environmental impacts. Potentially significant impacts would be avoided with this alternative, and the following proposed Project objectives would not be achieved with Alternative 4:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.
- Implement the recreational objectives of the County's and the City of Bishop's *General Plans* including:

- Enhance opportunities for off-road vehicles.³⁸
 - Encourage the appropriate expansion of new recreational opportunities on federal lands.³⁹
 - Promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program.⁴⁰
 - Encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.⁴¹
 - Promote economic stability for businesses within the County dependent upon recreation activities.
 - Encourage and promote private programs and public/private partnerships that express the cultural heritage of the area.⁴²
 - Increase outdoor recreational opportunities and recreational use of the area's vast open space resources.⁴³
- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including BLM and USFS.
 - Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.

Alternative 5: Removal of Routes That Link to or Cross into Inyo National Forest Land

Finding

The Removal of Routes That Link to or Cross into Inyo National Forest Land alternative (Alternative 5) assumes that the proposed Project would disallow designation of combined-use routes that link to or cross Inyo National Forest land. Alternative 5 would remove 22 routes from the combined-use routes for the proposed Project (see **Figure 6.0-4, Alternative 5 Routes**, of the Draft EIR). The elimination of combined-use routes linked to routes maintained by the USFS would be based on potential indirect

38 *Inyo County General Plan (2001).*

39 *Inyo County General Plan, "Conservation/Open Space Element" (2001).*

40 *Inyo County General Plan, "Circulation Element" (2001).*

41 *Inyo County General Plan, "Economic Development Element" (2001).*

42 *Inyo County General Plan, "Conservation/Open Space Element" (2001).*

43 *Bishop General Plan, "Parks and Recreation Element" (1994).*

impacts on USFS lands where combined-use routes end and USFS routes begin, as well as on concerns about sensitive cultural resources and road maintenance due to increased OHV usages on USFS routes. This alternative would remove the entire route that connects to or crosses USFS lands.

Because of the results of the CHP Safety Determination (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR), Bishop Routes 2, 3, and 4 (Alternatives B and C) have been removed from Alternative 5. The following routes have been removed from Alternative 5 due to the CHP Safety Determination:

- Bishop Routes 2 (Alternatives B and C)
- Bishop Routes 3 (Alternatives B and C)
- Bishop Routes 4 (Alternatives B and C)

The following routes connecting to USFS lands would be removed under Alternative 5:

- Bishop Routes 10, 11, 12, 16, 17, and 18
- Big Pine Routes 1, 2, and 3
- Aberdeen Routes 1, and 2
- Northern Inyo Range Area Routes 1, 2, and 3
- Independence Routes 2, 3, 4, and 6
- Lone Pine Routes 2, 4, 5, and 6

Facts in Support of Finding of Infeasibility

Alternative 5 would result in greater impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and public services. This alternative would result in similar impacts associated with aesthetics, greenhouse gases, recreation, and population and housing. Alternative 5 would result in reduced impacts associated with air quality when compared to the proposed Project.

Under this alternative, the removal of all USFS routes would occur, resulting in the removal of 22 out of the 38 proposed combined-use routes. While the Applicant's goal would be met in regard to the desire to designate combined-use routes, a reduction of more than 50 percent of the proposed combined-use routes would not meet the following proposed Project objectives:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.
- Link existing off-highway motor vehicle trails on federal BLM and USFS lands via County- and City-maintained roads.
- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including BLM and USFS.
- Minimize impacts on County residents by providing a framework for OHV use in and around the communities in the Owens Valley.

Alternative 6: *Phased Pilot Project Designation*

Finding

The Phased Pilot Project Designation alternative (Alternative 6) designates a limited number of proposed routes, based on the short time before the January 1, 2017, sunset of the legislation allowing the pilot project. Alternative 6 assumes that the proposed Project would proceed on an interim basis in the near term, initially designating a limited number of combined-use routes based on the feasibility of the route implementation, including environmental constraints. Given the concerns expressed by the Inyo National Forest with the proposed project, under this alternative only one route would link to or cross Inyo National Forest land (see **Figure 6.0-5, Alternative 6 Routes**, of the Final EIR).

Alternative 6 would initially designate 3 routes from the combined-use applications for the proposed Project, which would allow for the 3 routes to be implemented and the impacts of the designation monitored prior to the sunset of the legislation enabling the pilot project. Information based on the results of the monitoring of the impacts caused by the use of the designated routes would be available for consideration by State Legislature in determining whether to continue the Adventure Trails project on an interim or permanent basis. The designation of combined-use routes would be based on known areas of controversy, environmental constraints, and potential indirect impacts on surrounding lands.

Because of environmental considerations and the results of the CHP Safety Determination (see **Appendix 4.0** of the Draft EIR and **Appendix 6.0** of the Final EIR), Big Pine Route 2 has been removed from Alternative 6.

The following routes would be included under Alternative 6:

- Bishop Route 1
- Independence Route 1
- Lone Pine Route 1

Facts in Support of Finding of Infeasibility

This alternative would result in greater impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, and transportation and traffic when compared with the proposed Project. This alternative would result in similar impacts associated with aesthetics, greenhouse gases, recreation, land use and planning, and population and housing when compared with the proposed Project. This alternative would result in reduced impacts associated with air quality when compared with the proposed Project.

Alternative 6 would reduce the number of proposed Project routes from 38 to 3, resulting in a phased pilot program that would involve the implementation of four combined-use routes. While the Applicant's desire to designate combined-use routes would be achieved, a reduction of 35 routes of the proposed combined-use routes would not be fulfilled under this Alternative:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for OHVs by connecting OHV trail segments, OHV recreational-use areas and necessary service facilities, and lodging facilities and OHV recreational facilities.
- Link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads.
- Designate City and County roads for combined use by normal vehicle traffic and off-highway vehicles in accordance with State law.
- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including BLM and USFS.
- Minimize impacts on county residents by providing a framework for OHV use in and around the communities in the Owens Valley.

- Encourage OHV users to avoid the use and trespass of private lands, including those owned by LADWP.
- Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.

2.7 FINDINGS REGARDING EIR RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard (CEQA Guidelines, Section 15088.5, subd. [a]).

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (*Mountain Lion Coalition v. Fish and Game Com.* [1989] 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines, Section 15088.5, subd. (b)).

The County has published for review proposed modifications to the text in the Final EIR and the Project. The County Board of Supervisors finds that the changes identified in the proposed modifications do not identify any new impacts or identify any substantial increase in the severity of an environmental impact that would not be reduced to a less than significant level through mitigation, nor would the modified mitigation measures result in new significant environmental impacts. Because no new unmitigated impacts have been identified or created by the modified mitigation, the EIR is not changed in a way that

deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. The modifications to the EIR's mitigation measures represent improvements to the analysis and mitigation of impacts, and therefore do not require recirculation of the EIR.

3.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The County Board of Supervisors makes this Statement of Overriding Considerations in accordance with State CEQA Guidelines Section 15093 in support of approval of the ATV Adventure Trails of the Eastern Sierra Project. In the County Board of Supervisor's judgment, the benefits of the ATV Adventure Trails of the Eastern Sierra Project outweigh its unavoidable significant effects. The following Statement identifies the reasons why, in the County Board of Supervisor's judgment, the benefits of the ATV Adventure Trails of the Eastern Sierra Project as approved outweigh its unavoidable significant effects.

Any one of the stated reasons below is sufficient to justify approval of the ATV Adventure Trails of the Eastern Sierra Project in spite of the unavoidable impacts. Thus, even if a court were to conclude that not every reason set forth in this Statement is supported by substantial evidence, the County Board of Supervisors finds that any individual reason in this Statement is separately sufficient to approve the project. This Statement is supported by the substantial evidence set forth in the Draft EIR, Final EIR, Errata, the Findings set forth above, and in the documents contained in the administrative record.

PROTECTION OF NATURAL AND CULTURAL RESOURCES

The Project will improve natural and cultural resource protection by providing signed OHV routes that avoid known areas of sensitivity. The Project would implement signage to reduce potential for trespassing and route proliferation into areas of sensitive natural and cultural resources.

IMPROVED TRAFFIC SAFETY

The Project will permit the safe use of regular vehicular traffic and the driving of OHVs on roadways that will improve traffic safety for both OHV users and other motorists and roadway users along all designated routes. In addition, the Project's signage plan encourages OHV users to remain on designated routes in an effort to reduce route proliferation and avoid trespassing on private lands. The Project provides for increased regulation of OHV use and will reduce illegal activity, allowing law enforcement to effectively monitor the Project routes. The project will help to more clearly indicate those areas where OHV users are allowed to ride.

INCREASED ECONOMIC ACTIVITY

The Project will provide increased economic activity to Inyo County-based businesses from OHV users utilizing the surrounding public and private recreation areas. Additionally, the Project will promote economic stability for businesses within the County dependent upon recreation activities.

Tourism contributes greatly to the economy of the County. OHV users, both resident and transient, can contribute to the tax revenue of the County through the sale tax amount related to sales that include

OHV influences. Based on the per capita amount of \$552 per year, this equates approximately to between \$320,712 and \$577,392 (depending on total riders during off-peak and peak seasons).

PROVIDE INCREASED ACCESS AND FRAMEWORK FOR OHV USE

The Project will provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain Volcanic Field, Tungsten Hills, and the Volcanic Tablelands, among others. Additionally, the Project will provide a unified linkage of trail systems for OHVs by connecting OHV trail segments, OHV recreational-use areas and necessary service facilities, and lodging facilities and OHV recreational facilities. The Project will also link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads. The Project will aim to minimize impacts on county residents by providing a framework for OHV use in and around the communities in the Owens Valley.

UNIFIED LINKAGE OF TRAIL SYSTEMS FOR OHV USERS

The Project would help create a more unified linkage of trail systems for off-highway vehicles. The OHV user would be able to experience longer and interconnected OHV opportunities and to link more seamlessly with existing services, camping, and lodging facilities. This is one of the goals of AB 628.

IMPLEMENT INYO COUNTY AND THE CITY OF BISHOP GENERAL PLANS

The Adventure Trails Project will implement the recreational objectives of the *General Plans* for both Inyo County and the City of Bishop. These recreational objectives include the following: enhance opportunities for OHVs; encourage the appropriate expansion of new recreational opportunities on federal lands; promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program; encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage; promote economic stability for businesses within the County dependent upon recreation activities; encourage and promote private programs and public-private partnerships that express the cultural heritage of the area; and increase outdoor recreational opportunities and recreational use of the area's vast open space resources.

The Project will include designation of combined-use routes within Inyo County and the City of Bishop. This Project will enhance opportunities for OHV use; encourage the appropriate expansion of new recreational opportunities on federal lands; promote the acquisition of additional OHV access routes; encourage public agencies to develop new tourist-serving facilities; promote economic stability for business with the County that rely on recreation activities; and encourage and promote private programs and public-private partnerships that express the cultural heritage of the area. The Project will also improve protection of natural and cultural resources of Inyo County by providing signed OHV routes that would avoid known areas of sensitivity.

CONCLUSION

The County Board of Supervisors has considered these benefits and considerations and has considered the potentially significant unavoidable environmental effects of the ATV Adventure Trails of the Eastern Sierra Project; these include air quality during operations (mobile emissions) along Bishop Route 18. The Board hereby declares that it has balanced the economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed project against its unavoidable environmental risks when determining whether to approve the project.

The County Board of Supervisors has determined that the economic, legal, social, technological, and other benefits of the ATV Adventure Trails of the Eastern Sierra Project outweigh the identified impacts, and the identified potential adverse environmental impacts may be considered acceptable. The County Board of Supervisors has determined that the ATV Adventure Trails of the Eastern Sierra Project benefits set forth above override the significant and unavoidable environmental costs associated with implementation of the ATV Adventure Trails of the Eastern Sierra Project. The proposed project has thus been reduced to the consideration of 36 proposed combined-use routes. It is important to note that during the preparation of the EIR, the document based its analysis on the application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project, submitted on October 12, 2012. Concurrent with the preparation of the EIR, the CHP Safety Determination Letters rejected the approval of Bishop Routes 2, 3, and 4 (Alternatives B and C), Big Pine Route 2, and Independence Route 4.⁴⁴ As such, approval of the entire 38 combined-use routes would be infeasible, and only 36 of the 38 proposed combined-use routes would be fit for approval.

The County Board of Supervisors adopts the mitigation measures in the final Mitigation Monitoring and Reporting Program (MMRP) incorporated by reference into these Findings, and finds that any residual or remaining effects on the environment resulting from the ATV Adventure Trails of the Eastern Sierra Project, identified as Significant and Unavoidable in the Findings of Fact, are acceptable, due to the benefits set forth in this Statement of Overriding Considerations. The County Board of Supervisors makes this Statement of Overriding Considerations in accordance with State CEQA Guidelines Section 15093 in support of approval of the ATV Adventure Trails of the Eastern Sierra Project.

44 Department of California Highway Patrol, CHP Safety Determination Letter (May 13, 2014).

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RESOLUTION NO. 2014-02

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
COUNTY OF INYO, STATE OF CALIFORNIA, RECOMMENDING THAT THE
BOARD OF SUPERVISORS CERTIFY THE FINAL ENVIRONMENTAL IMPACT
REPORT CONCERNING, AND MAKE CERTAIN FINDINGS
WITH RESPECT TO THE EASTERN SIERRA ATV ADVENTURE TRAILS
PROJECT CONDITIONED ON THE BOARD OF SUPERVISOR'S SUBSEQUENT
APPROVAL OF THE ABOVE ACTIONS**

WHEREAS, the Inyo County Board of Supervisors, through Section 15.12.040 of Inyo County Code has designated the Planning Commission to serve as the Environmental Review Board pursuant to Section 15002 of the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, pursuant to Section 15025 of the State CEQA Guidelines and Section 15.12.040 of the Inyo County Code (CEQA Procedures), the Planning Commission is responsible for the environmental review of all County projects; and

WHEREAS, on October 12, 2012, the Eastern Sierra Adventure Trails of the Eastern Sierra (Applicant) submitted an application pursuant to the California Vehicle Code as amended by Assembly Bill (AB) 628 and per the Inyo County AB 628 Implementing Procedures to establish combined-use roads open for use by Off Highway Vehicles (OHVs) with certain conditions, revisions to these applications were received on June 28, 2013; and

WHEREAS, on October 10, 2013, a Notice of Preparation for a Draft Environmental Impact Report and an Initial Study and Environmental Checklist was prepared and circulated to interested parties for a 30-day comment period, ending on November 12, 2013, with Public Comment Scoping Meetings held in Independence, CA on October 24, 2013 and in Bishop CA on October 30, 2013; and

WHEREAS, following the close of the comment period for the Notice of Preparation and an Initial Study and Environmental Checklist, a Draft Environmental Impact Report (DEIR) was prepared, pursuant to CEQA concerning applications for combined-use routes known collectively as the Eastern Sierra ATV Adventure Trails (Project), which allows for combined-use of County and City maintained roads by certain non street legal vehicles specified in the California Vehicle Code along roadways that transect a variety of zoning and General Plan designations; and

WHEREAS, the Draft Environmental Impact Report (DEIR) for the Project was circulated to the State Clearinghouse, all affected agencies, and all interested parties for public review and comment pursuant to the provisions of CEQA for a 45-day public review period as required by Section 15.32.060

of Inyo County Code, commencing on July 17, 2014 and ending on September 2, 2014, with 137 written comments received (one of the comment letters was a form letter submitted by approximately 2,900 copies received) and comments received at a public hearing and workshop on August 6, 2014 in Bishop and Independence; and

WHEREAS, following the close of the comment period, a Final Environmental Impact Report (FEIR) was produced, consisting of the DEIR, a list of agencies, persons, and organizations who made comments on the DEIR, comments received on the DEIR, responses to comments, and any changes or revisions to the DEIR; and

WHEREAS, the Inyo County Planning Commission held a meeting on November 5, 2014, to review and consider the EIR for the Eastern Sierra ATV Adventure Trails Project, which would require the above actions, and considered the staff report for the applications, and all oral and written comments regarding the application.

WHEREAS, the Eastern Sierra Adventure Trails System, LLC is a non-profit group formed to encourage access to public lands and for the combined-use of certain area roads; and

WHEREAS, Policy GOV-4.2 of the Inyo County General Plan states that “The County supports and encourages varied use of public and private recreational opportunities” including “Off road vehicle use is a significant recreational activity in the County. Existing off-road vehicle use areas should be continued and additional off-road vehicle areas should be developed”; and

WHEREAS, the proposed Eastern Sierra Adventure Trails System applications are allowed when it has been determined by the California Highway Patrol that there will be no increase in safety hazards on roadways and when the combined-use routes provide a link between OHV trail segments/OHV recreation areas with goods and services.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Planning Commission finds and determines that the proposed actions will act to further the orderly growth and development of the County.

BE IT FURTHER RESOLVED that the Planning Commission of the County of Inyo has reviewed the proposed Application, and that, based on all of the written and oral comment and input received at the November 5, 2014, hearing, including the Planning Department Staff Report, the DEIR and FEIR for the above-described proposed project;

BE IT FURTHER RESOLVED that the Planning Commission recommends that the Board of Supervisors take the following actions:

RECOMMENDED ACTIONS

1. Certify that the subject Final Environmental Impact Report (FEIR) was prepared in compliance with CEQA, was presented to and considered by the Board, reflects the independent judgment of the Board, make the required CEQA findings, and certify the EIR.
2. Adopt the Mitigation, Monitoring & Reporting Program (MMRP) for the project, as delineated in the FEIR.

3. Recommend to staff either of the following alternatives to move forward for the Board of Supervisors' consideration of the individual combined-use applications: a) the staff recommended alternative including County roads on USFS land or b) the staff recommended alternative that would condition County approval of those roads on USFS land on a future jurisdictional agreement between the County and the USFS.
4. Recommend that the Board of Supervisors revise the County's Implementing Procedures for AB 628.

PASSED AND ADOPTED this 5th day of November, 2014, by the following vote of the Inyo County Planning Commission:

AYES: 5

NOES: 0

ABSTAIN: 0

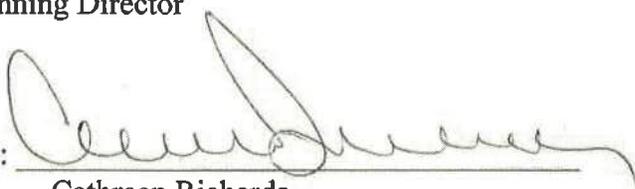
ABSENT: 0



Ross Corner, Chair
Inyo County Planning Commission

ATTEST:
Josh Hart, AICP
Planning Director

By :



Cathreen Richards,
Acting Secretary of the Commission

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AGENDA ITEM NO.: 8 (Action Item – Public Hearing)

PLANNING COMMISSION

MEETING DATE: November 5, 2014

SUBJECT: Eastern Sierra ATV Adventure Trails System of the Eastern Sierra project:

- Final Environmental Impact Report (FEIR)
- Amendment to the Implementing Procedures for Assembly Bill 628
- Combined-Use Application known as the “ATV Adventure Trails of the Eastern Sierra Project”

EXECUTIVE SUMMARY

Assembly Bill 628 (AB 628) authorizes the County of Inyo to undertake a pilot project to designate combined-use routes up to ten miles long on certain unincorporated County roads. (A combined use route would allow certain off-highway vehicles (OHVs) to use routes where only on-road vehicles are now permitted). The County has adopted Implementing Procedures for AB 628. The Eastern Sierra ATV Adventure Trails System of the Eastern Sierra, Inc. has submitted a Combined-Use Application packet known as the “ATV Adventure Trails of the Eastern Sierra Project” in accordance with Assembly Bill (AB) 628 and the County’s Implementing Procedures. The application requests the County to undertake a pilot project to designate combined-use routes up to ten miles long on certain unincorporated County roads, and it requests the City of Bishop to undertake a project to designate several combined-use routes of up to three miles long on certain roads maintained by the City of Bishop. The application requests the implementation of 38 combined use routes.

Inyo County has prepared a Draft Environmental Impact Report (DEIR) and a Final Environmental Impact Report (FEIR) pursuant to the California Environmental Quality Act (CEQA) for implementation of 38 combined-use routes within County- and City-maintained roads in and around unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The Commission will receive presentations from the staff and the applicant and is requested to (1) recommend that the Board of Supervisors make the required CEQA findings regarding the

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adequacy of the EIR and (2) provide input to staff and the Board regarding the Commission's choice of the preferred project alternative.

PROJECT INFORMATION

Supervisory District:	All
Project Applicant:	Eastern Sierra Adventure Trails System, LLC (contact persons: Randy Gillespie, Dick Noles, and Steve Toomey) 3566 Brookside Drive, Bishop, CA 93514
Property Owner:	Multiple – Project occurs entirely within the Right-of-Way on roads part of the Inyo County Maintained Mileage System
Address/ Community:	In and around the communities of Lone Pine, Independence, Aberdeen, Big Pine, and the City of Bishop
A.P.N.s:	Multiple
Existing General Plan Designations:	Variable
Existing Zoning:	Variable
Surrounding Land Use:	The combined-use routes are along roads part of the County Maintained Mileage System. The routes link goods and services in Owens Valley communities with existing OHV trails or OHV recreation areas generally on Federal land.
Recommended Action:	1) Adopt the attached Resolution, recommending that the Board of Supervisors certify the Final Environmental Impact Report (FEIR) and certify that the provisions of the California Environmental Quality Act (CEQA) have been met. 2) Provide input to staff with respect to which alternative to move forward for the Board of Supervisors' consideration of the individual combined-use applications. 3) Recommend that the Board of Supervisors revise the County's Implementing Procedures for AB 628.
Alternatives:	1). Recommend the approval of routes different than those described in the Staff Recommended Alternative.

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2). Recommend that the Board of Supervisors not certify the EIR and specify areas to be rectified.

3) Provide specific direction to staff to provide additional information.

Project Planner(s): Courtney Smith (Public Works) and Elaine Kabala (Planning Department)

Background

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project (proposed Project) to Inyo County on October 12, 2012. The application packet was filed in accordance with both Assembly Bill (AB) 628, which allows for such a pilot project, and the Inyo County AB 628 Implementing Procedures. The application was revised in response to County and public agency comments on June 21, 2013. The application requested the County of Inyo to undertake a project to designate, until January 1, 2017, when the legislative authorization provided by AB 628 for the pilot project is automatically repealed, several combined-use routes up to 10 miles long on certain unincorporated County roads; and it requested the City of Bishop to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Pursuant to the California Environmental Quality Act (CEQA) and the County's CEQA Procedures, Inyo County (Lead Agency) prepared a DEIR which addressed the implementation of the 38 combined-use routes within County- and City-maintained roads, located within portions of Death Valley Road, outside and west of Death Valley National Park; routes in and around the unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The DEIR for the project was released for a 45-day public comment period that ended on September 2, 2014.

Following the receipt of comments on the DEIR, the FEIR was prepared. A Final EIR (FEIR) has been prepared for the project, consisting of public comment letters, staff responses to the comment letters, any amendments/corrections made to the DEIR, and the mitigation for the project – including a Mitigation Monitoring Plan. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department's website (<http://www.inyocounty.us/ab628/>).

The purpose of the FEIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project, and of the mitigation measures and alternatives that may be adopted to reduce these impacts. The FEIR identifies the following potentially significant effects from the project: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water

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quality, and noise. Of these, impacts to air quality cannot be mitigated to less than significant levels.

Staff Analysis

Route Specific Analysis

This analysis looks at both potential environmental issues and issues the County/City need to take related to the designation of these routes. Based on the analysis provided below, County staff has come up with a recommended alternative that is slightly different than that described in the EIR. See the attached “Staff Recommended Alternative” spreadsheet.

Aberdeen Area Routes		
#	Start & End Point	Issues
1	Aberdeen to Division Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
2	Aberdeen to Taboose Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
3	Aberdeen to Birch Ck Rd	End point on BLM land, property owners on Birch Creek Road opposed to combined-use designation due to dust and noise; speed limit of mph through community; the OHV trail segment links to Big Pine No. 3 to the west. Property owners affected by dust more than other areas because of dirt road.
Notes: The Aberdeen store provides RV spaces. Store is not open regularly		

Northern Inyo Range Area Routes		
#	Start & End Point	Issues
1	Death Valley (DV) Rd – Harkless to Papoose	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns (four turns are signed with speed limits of 15 mph, dirt roads being linked to proved access to extensive USFS system).
2	DV Rd – Harkless west to USFS road	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns, road links into extensive USFS system.
3	DV Rd – Papoose to Little Cowhorn	Start and end point on USFS land, see USFS jurisdictional issues; DVNP concerned about proximity to National Park. No OHVs allowed in Park, route would invite use of Waucoba-Saline Road by OHVs. If route approved, place a no ATVs sign at the Waucoba-Saline intersection and also just east of Little Cowhorn Valley on Death Valley Road.
Notes: The name for combined-use routes along Death Valley Road have been changed to “Northern Inyo Range Area” routes in response to a comment submitted by Death Valley National Park.		

Big Pine Area Routes		
#	Start & End Point	Issues
1	Bristlecone Motel	County Road crosses corner of USFS road; County required to

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	to Keough's	find that Keough's Hot Springs Resort is an "Off Highway Motor Vehicle Recreational Facility", route mainly directs users toward LADWP maintained roads, and there is no direct link to a BLM or USFS road. Route goes through main part of town. Approval of route requires subsequent approval by LADWP as Keough's Hot Springs Resort is an LADWP lease.
2	Big Pine Shell to McMurray Meadows Rd	Route denied by CHP and is no longer being considered.
3	Big Pine Chevron to McMurray Meadows Rd	End point on USFS land, route includes crossing of US 395 and County will assume additional liability per AB 628 at the intersection; route uses portion of Glacier Lodge Road with higher speed traffic; the OHV trail segment links to Aberdeen #3 to the east.
Notes:		

Bishop Area Routes		
#	Start & End Point	Issues
1	Golden State Cycles to Poleta OHV area	Route travels through residential area; property owner indicates that ATV rental business will remain at current business. Potential for conflicts here due to Brew Pub in building next to GSC Adventures. Requires City approval.
2	Tri County Fairgrounds to Poleta OHV area	CHP denied alternatives that use Hanby. Only alternative approved uses Wye Road and then the Haul Road around the airport to access Airport and then Poleta Roads. Route requires approval by both the City of Bishop and the County. Fencing required as mitigation between Haul Road and Airport lease and easement will be funded by project Applicants. Approval of route requires subsequent approval by LADWP as Tri County Fairgrounds is an LADWP lease.
3	Chamber to Poleta OHV area	Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as the Bishop Chamber of Commerce is an LADWP lease.
4	Pizza Factory to Poleta OHV area	Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as Pizza Factory is an LADWP lease.
5	Brown's Town to Poleta OHV area	County assumes liability for ATVs crossing US 395 at Warm Springs Rd intersection. Approval of route requires subsequent approval by LADWP as Brown's Town is an LADWP lease.
6	Pleasant Valley Cmpgrnd to Horton Creek	County assumes liability for ATVs crossing US 395 at Pleasant Valley Dam/Sawmill Road intersection. Approval of route requires subsequent approval by LADWP as Pleasant Valley campground is an LADWP lease.
7	Pleasant Valley Cmpgrnd to Tungsten City Rd	Potential conflicts with bicyclists in bike lanes. Approval of route requires subsequent approval by LADWP as Pleasant Valley Campground is an LADWP lease.

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8	Pleasant Valley Cmpgrnd to Casa Diablo Rd turn	Approval of route requires subsequent approval by LADWP as Pleasant Valley Campground is an LADWP lease. Trail segment linked to is very short. BLM recommends against approval of this route. Staff recommends denial.
9	Brown's Town to Bir Rd	Implementation of route requires subsequent approval by LADWP. Route turnoff on first road on BLM land.
10	Coyote Valley Rd to end	End point of route on USFS land, see USFS jurisdictional issues.
11	Silver Cyn Rd midway to top	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings. Routes being linked to are very short. Route currently popular with dirt bikes/ATVs/UTVs.
12	Silver Cyn Rd top to Wyman Canyon Rd midway	See comments on Bishop area Route No. 11. It is recommended to place "no ATV" signs on White Mountain Rd at intersections with Silver Cyn Rd (both the high route and the low route)
14	Britt's Diesel to Casa Diablo Rd	Trail segment linked to is very short. BLM recommends against approval of this route. Road is currently popular for camping by climbers. Staff recommends denial.
15	Britt's Diesel to Poleta OHV area	Laws-Poleta Rd has very light traffic.
16	Britt's Diesel to Silver Cyn midway	End point on USFS land. See USFS jurisdictional issues.
17	Wyman Canyon Rd stretch	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings.
18	Poleta OHV area to Black Cyn Rd end	Despite Air Quality issues raised in environmental document, appears to be functional link
<p>Notes: Routes with beginning point in City of Bishop and end point off of County road require approval by both agencies.</p>		

Independence Area Routes		
#	Start & End Point	Issues
1	Independence Inn to Betty Jumbo Mine rd turn	Mazourka Canyon Road is a high speed rural route; however the traffic is so light that OHVs will not pose a safety hazard.
2	Betty Jumbo Mine Rd to Santa Rita Flat turn	End point is on USFS land. See USFS jurisdictional issues.
3	Independence Inn to Foothill Rd via Onion Valley Rd	Onion Valley Road is high speed road on grade without great passing visibility, County will assume liability for crossing of US 395 at Kearsarge Street
4	Rays Den Motel to Foothill Rd via Onion Valley Rd	Route denied by CHP and is no longer being considered.
6	Still Life Café to Foothill Rd end	There is no onsite parking at the start point - Still Life Café. OHVs would park in front of other businesses and residences on Kearsarge

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	via Onion Valley Rd	Street. Staff recommends denial of this route based on a lack of onsite parking. This makes start point nebulous and applies impacts to other properties. If Independence Area No. 3 is approved, visitors will be able to access Still Life Café.
Notes:		

Lone Pine Area Routes		
#	Start & End Point	Issues
1	Boulder Creek RV Park to N. Fork Lubken Ck	AB 628 requires County to assume liability for crossing of US 395 by non-street legal vehicles at US 395. CHP safety determination required additional signage for north-south traffic on US 395. Individual riders should have no trouble crossing US 395 here as there is a median that serves as a refuge between lanes. Jamborees or organized groups with more than a couple vehicles will need to exercise extreme caution in making the crossing due to the group ride mentality. Narrow spot on Lubken Lane should not create safety hazard during daylight hours due to low traffic volumes.
2	McDonalds to Movie Road via Tuttle Creek Canyon	Route starts in townsite boundaries. Tuttle Creek canyon narrow winding road with limited site distance. CHP approved safety determination. Tuttle Creek Rd crosses USFS land. See USFS jurisdictional issues.
3	Lone Pine Propane east to quarry road	This route has logistical trouble with both the start point and the end point. The regular access to Lone Pine Propane is from US 395. The only way to access the business is via a normally gated close service entrance. The business owners have stated that they will allow ATVs to use the service entrance. Does this mean it will be open all the time? The BLM indicates that the route linked to is short and dead ends and a gated borrow pit. Route appears to be aimed to link to roads on LADWP maintained roads. Potential for unsafe traffic movements at Lone Pine Propane and US 395 if the service gate is closed. Approval of route requires subsequent approval by LADWP. Staff recommends denial of this route.
4	Carls Jr. to Movie Road via Tuttle Creek Rd	Issues similar to Lone Pine No. 2 above
5	Dave's Auto Parks to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 2 above. In addition route involves County assuming liability for the crossing of US 395 at Whitney Portal Road by ATVs
6	Dow Villa to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 5 above.
7	Movie Road to near end of Hogback Rd	See USFS jurisdictional issues. Inyo National Forest concerned about shortness of road being linked to. This is mitigated by numerous turnoffs on BLM land along the combined-use route

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Notes: Access east of town limited because County roads (Owenyo and Lone Pine Narrow Gauge Road) do not access BLM or USFS land except in one small location.

Agency Notification and Jurisdictional Issues

The project has encountered a mixed reaction from land management agencies. Under the County's Implementing Procedures, the County was required to notify each of the major land management agencies in and around the Owens Valley.

Inyo National Forest

The Inyo National Forest has repeatedly expressed general support for the project though they have had specific concerns with the project. In particular, the Forest Service is concerned that they are not able to identify any right of way agreements that gives the County the authority to maintain the roads proposed to be designated as combined use routes. The Forest Service believes that in order for the County to proceed with a project on USFS land, an agreement between the USFS and the County must be in place that clearly describes the easement or right of way that is being used as a part of the project. Before the Forest Service could consider entering into a jurisdictional agreement for the roads, there would have to be compliance with the National Environmental Policy Act (NEPA). The Forest Service has maintained this position since at least February 2012. County staff's position has been that the roads are part of the County Maintained Mileage System and that the County has been controlling speeds and maintaining the roads since at least the 1948 when the Inyo County Road Register was approved by the Board of Supervisors.

No clear jurisdictional agreements have been located for the subject roads. It should be noted that County Road north of Big Pine (it crosses a corner of Forest Service land) that is an abandoned right of way of US 395. If appropriate road right of way agreements can't be located, then the only way for the County to demonstrate that there is a jurisdictional agreement is to 1) reach an agreement with the Forest Service or 2) demonstrate that the County has rights to use the roadway based on Revised Statute (RS) 2477. To prove that each road belongs to it under RS 2477, the County would need to demonstrate that the road has been maintained since before the initial forest reserve (which later became the Inyo National Forest) was created in 1905. Further, the only entity that can decide on RS 2477 claims is a court. Records for individual roads go back earlier than the early 1900s, although the records are difficult to locate.

Two Paths

Staff is providing the Planning Commission and Board of Supervisors with two distinct paths which may be followed to move forward with respect to proposed combined-use routes that cross USFS land. The first path is to disregard the USFS claim that and to designate certain County maintained roads that cross USFS land as combined-use routes. The second path is to approve the routes, but to condition the future use of the routes upon the future approval by the USFS of a jurisdictional agreement between the County and the USFS.

If the County conditions the use of the combined-use routes on the reaching of a jurisdictional agreement with the USFS, it should be noted that the process to negotiate right of agreements on specific routes may take an extended period of time. Further, NEPA may require cultural

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surveys along the entire length of certain combined-use routes. Once that information has been completed, it is estimated that it would take 12-24 months to complete NEPA. The County would likely need to hire a consultant to complete the NEPA process. Finally, because of the large distance of roads crossing USFS land, it is likely that the NEPA evaluation will not be initiated until funding is identified to complete this process.

Bureau of Land Management (BLM)

The BLM has raised project level concerns and raised concerns about specific combined-use routes. In particular they are concerned about Lone Pine No. 3 and Bishop Nos. 8 and 14.

City of Los Angeles Department of Water and Power (LADWP)

LADWP has expressed reservations about the project from the start. LADWP has liability concerns and environmental concerns over the potential proliferation of OHV use on Los Angeles-owned lands because of the designation of combined-use routes. In addition, LADWP is concerned over its ability and County's ability to enforce trespass laws on its lands. LADWP is also concerned that increased OHV use resulting from the project will interfere with the implementation of court-mandated environmental projects on Los Angeles-owned lands. LADWP has not been willing to designate any roads on Los Angeles-owned lands as OHV trail segments that could be linked to by combined-use routes.

With the 3.0 mile maximum length for combined-use routes that existed under the pre-AB 628 Vehicle Code, it was impossible for the project proponents to propose combined-use routes between the towns and areas on BLM or USFS land. Hence the project proponents sought legislation from the California legislature that would allow Inyo County to extend the combined-use distance in the County to ten miles. AB 628 was written specifically so the project proponents could link to roads on BLM and USFS land. For the purposes of AB 628, LADWP is considered a private property landholder. The project applicants have had ensure that the proposed combined-use routes link to Federally-designated roads legal for OHV recreation. LADWP approval is required for some proposed routes that have a start or an endpoint on LADWP land (see discussion of subsequent approvals below). County has been consulting with LADWP concerning an ordinance to facilitate law enforcement of off-road vehicle use on LADWP land.

Death Valley National Park

Though none of the proposed combined-use routes enter into Death Valley National Park (DVNP), park management is concerned about cumulative increases to OHV traffic inside of DVNP. Non street legal vehicles are not allowed on any roads inside of DVNP. DVNP staff recommends that the County not approve any of the routes on Death Valley Road. DVNP staff also requests that if the routes are approved, that the County change the name of these routes so it doesn't include the words Death Valley. In accordance with the request from DVNP, County staff has changed the names of combined-use roads in this area from "Death Valley Road Area" to "Northern Inyo Range" routes.

Revision to Implementing Procedures

The Inyo County AB 628 Implementing Procedures were approved by the Board of Supervisors in 2012. During the scoping meetings for the Draft EIR, a concern was raised that

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the County and/or City should be able to close a route in the event of some sort of unanticipated environmental impact. Another issue was raised by several commenting parties about the business at the start of Bishop Area Route No. 1, Golden State Cycles, closing their doors. The owner of Golden State Cycles has submitted a letter to the County and City stating that the business will continue as an ATV rental store with some maintenance facilities available to the public.

It is recommended that the Commission recommend to the Board of Supervisors that the County's Implementing Procedures be revised to include the following verbiage to address these two concerns.

17. If a necessary service facility that is a start or an end point of a combined-use route closes, the applicants shall be required to submit a revised application within 90 days from the date the business is closed. The County shall determine if an additional application is required.
18. If the County's monitoring of a combined-use route determines that undesirable impacts are being created by the route, the County shall have the authority by a vote of the Board of Supervisors to close a combined-use route. The County shall close the route by the removal of all signage within 90 days from the date of the Board action.

It is also recommended that the Implementing Procedures be revised by the inclusion of a reference to all of the mitigation measures described in the Mitigation and Monitoring Plan.

20. The Mitigation and Monitoring Plan for the Eastern Sierra Adventure Trails System Environmental Impact Report is included as part of the Implementing Procedures by reference.

It is also recommended that the Implementing Procedures be revised by the inclusion of a mitigation measure addressing public agency concerns about route proliferation. This revised measure reads:

21. The County shall monitor for the creation of new OHV routes along the proposed combined-use routes. The County shall coordinate with the property owner/land management agency and determine if corrective action is required. If necessary, barriers will be place to prevent further use of the new routes.

Number 13(c) of the Implementing Procedures states that "the County shall yearly collect at least week-long set of data..." County staff has contacted a consultant with expertise in traffic counts and the company indicated that to count vehicles by vehicle type may require a video count. Video traffic counts are difficult to install for more than three days. To make the Implementing Procedures more feasible, it is recommended that the length of the traffic count be changed from seven to three days and include two weekend days to reflect the most likely days for use of the combined-use routes by OHVs.

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Subsequent Approvals - LADWP approval of start and/or end points to combined-use routes

Several routes have start and/or end points on lands leased to lessees by the City of Los Angeles. LADWP is only willing to consider approving the start and end points after the County has acted on the proposed combined use applications. The Inyo County Implementing Procedures for AB 628 specify that any combined-use applications that start and/or end on private property must have the approval of the owner of that Assessor's Parcel Number. The table below shows a list combined-use routes that have a start or endpoint on an LADWP lease. The start and/or endpoints are described in the table below and are shown in **Bold**.

Route Name	Start Point	End Point
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs Resort
Lone Pine #2	Lone Pine Propane	BLM maintained road off of Dolomite Loop Rad
Bishop #2	Tri County Fairgrounds	Poleta Canyon OHV Recreation Area
Bishop # 3	Bishop Chamber of Commerce	Poleta Canyon OHV Recreation Area
Bishop #4	Pizza Factory	Poleta Canyon OHV Recreation Area
Bishop #5	Brown's Town	Poleta Canyon OHV Recreation Area
Bishop #6	Pleasant Valley Campground	BLM maintained road off of Horton Creek Rd
Bishop #7	Pleasant Valley Campground	BLM maintained road off of Tungsten City Rd
Bishop #8	Pleasant Valley Campground	BLM maintained road off of Casa Diablo Rod
Bishop # 9	Brown's Town	BLM maintained road off of Bir Rod

The lessees of the properties identified above have submitted letters to the County as a part of the combined use applications granting permission to use the above facilities. LADWP must approve the start and/or end points described in the table above before any of these routes can be opened to combined use.

Fiscal Impacts

State Parks Grant

The completion of the Environmental Impact Report is being funded as followed (1) 74% through a California State Parks Off Highway Motor Vehicle Motor Recreation (OHMVR) grant, and (2) 26% through planning funds administered by the Inyo County Local Transportation Commission (LTC).

Phase II of the OHMVR grant will cover 74% of the expenditure for three Road Department vehicles (the Road Department will provide a 26% match).

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Signage Grant

The installation of the signage required for the project is being funded through an agreement with the California State Parks OHVMRD in the amount of \$100,000. It is anticipated that the cost for additional signage required as mitigation in the environmental document can be covered by the amount of the grant.

AB 628 Implementing Procedures Monitoring

The cost to monitor the combined-use routes, as set out by the Implementing Procedures, is covered by funds administered by the LTC. The LTC will include the monitoring as a task in its Overall Work Program. The Overall Work Program serves as a scope of work for work completed by the County and City for transportation planning. It is estimated that the monitoring of combined-use routes traffic volume by vehicle type will cost from \$30,000 to \$50,000 per year. This is a specialized service as it is difficult to measure the use of different vehicles without a camera.

Road Maintenance

There will be some ongoing cost to the County for the operation of any designated combined-use routes. The maintenance will be covered by the normal activities of the Road Department. This is not a significant cost as the roads are currently part of the maintained mileage system. This may create some change in the maintenance activities performed by the Road Department. The Road Department will have some additional work in the monitoring of the signage.

The designation of Bishop Area Routes No. 2, 3, & 4 may result in additional maintenance requirements for the Road Department. The "Haul Road" on the west side of the airport lease and easement south of Wye Road is not currently part of the County Maintained Mileage System. The Haul Road is not part of the county maintained mileage system. There is a possibility that increased use of this road could create whoop-de-dooos. It is recommended that the Adventure Trails Group of the Eastern Sierra, LLC be encouraged to complete any future required maintenance.

Mitigation Measures

The funding for the mitigation measures not involving signage has not been identified. See the spreadsheets showing the applicability of the mitigation measures to different routes and the spreadsheet that describes the mitigation measures and the likely funding sources. It is assumed that some of the future activities related to the mitigation and maintenance of the combined-use routes will be eligible for future State Parks OHMVR grants, though the County will assume some of this expense. Mitigation and monitoring expenses are summarized in the Mitigation Measure Cost Summary. This table assumes that all signage expenses will be covered by the existing State Parks OHMVR signage contract.

Long Term Operation of the Adventure Trails of the Eastern Sierra System

The long term success of the system will require applying for future State Parks grants for future improvements, maintenance, maps, and educational materials. The completing of these grants will create an additional workload for the County. It is recommended that the County and City of Bishop reach an agreement with the project applicants where the

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applicant group takes the lead in working on applications to further the combined-use system and also to work on specific maintenance and monitoring activities. The Applicant based their application on the Paiute ATV Trail system in Central Utah. The Paiute ATV Trail itself is managed by the Fishlake National Forest and the BLM. The Paiute ATV Trail Committee, a non-profit organization consisting of government, city, Sheriff, business owners and local citizens aid in fund raising and management of the trail system. The applicant's would need to coordinate with the County/Inyo National Forest/BLM/LADWP to submit future State Parks grant applications.

Project Alternatives

As noted in Chapter 6 of the DEIR, six alternatives were considered for the project:

Alternative 1 – No Action Alternative

Under Alternative 1, no trail designation would occur, and any existing illegal use of County-maintained roads by non-street-legal vehicles would continue to occur. There are currently no designated sections of combined-use roads that are part of the City of Bishop or the County of Inyo maintained mileage systems. The use of County-maintained roads by green- and red-sticker vehicles is currently illegal. Existing illegal non-street-legal OHV activity would remain throughout the County. Ambiguity as to which roads in the Owens Valley area are legal for travel by OHVs would remain because the signage that would be installed under the project would not be installed. The amount of OHV use within Owens Valley communities would remain light and sporadic. The number of non-street-legal OHVs in and adjacent to area communities will continue to increase reflecting general recreation user trends.

Alternative 2 – Reduction of routes based on environmental constraints

This alternative would eliminate certain combined-use routes based on environmental constraints, such as air quality, biological resources, hydrology, etc. Routes that have three or more environmental constraints would also be entirely eliminated.

Alternative 3- California Highway Patrol (CHP) Safety Analysis

Under AB 628, routes may not be designated for combined use if they have not been approved by the California Highway Patrol (CHP). At the time the environmental document was released for public comment, the review of the proposed routes by the CHP was still pending. The CHP Safety Determinations have been submitted to the County. 36 of the 38 routes have been approved. Big Pine Route No. 2 and Independence No. 4 were denied and the alternative routes for Bishop Routes 2, 3, & 4 were denied. The alternative routes that were not approved use Hanby Avenue to access East Line Street and Poleta Road.

Alternative 4- Seasonal Route Closures

The Seasonal Route Closures alternative (Alternative 4) assumes that the proposed Project would restrict and/or disallow OHV travel on designated combined-use routes during certain seasons. This alternative assumes that the BLM seasonally closes roads on its

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boundaries because of the roads being defined as “limited use.” This is not the case. The BLM can close the roads if conditions warrant, however, this is seldom done in practice.

Alternative 5- Removal of routes that link to or cross Inyo National Forest land

This alternative would remove an entire route if it connects to or crosses USFS lands. This alternative would remove 22 of the proposed combined-use routes. As previously discussed, the Inyo National Forest does not acknowledge that roads part of the County Maintained Mileage System unless there is a formal jurisdictional agreement in place. The County has been maintaining these roads and installing regulatory signage since at least 1948. Forest Service staff maintains that the process to reach a jurisdictional agreement would trigger National Environmental Policy Act (NEPA) requirements.

Alternative 6- Phased Pilot Program

This alternative assumes that the proposed Project would proceed on an interim basis in the near term, initially designating a limited number of combined-use routes based on the feasibility of the route implementation, including environmental constraints. This alternative would only initially designate four routes. This alternative would provide that the County would monitor the limited number of routes prior to the sunset of the legislation enabling the pilot project. Information based upon the results of the monitoring of the impacts caused by the use of the designated routes would be available for consideration by State Legislature in determining whether to extend the legislation so that the Adventure Trails project could continue on an interim or permanent basis. The designation of combined-use routes would be based upon known areas of controversy, environmental constraints, and potential indirect impacts on surrounding lands.

Staff recommended Alternative – Version A

This option would designate 32 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use.

Staff recommended Alternative – Version B

This option would initially designate 12 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use, but condition that use upon the Forest Service approval of a jurisdictional agreement for 20 additional combined-use routes.

Environmental Review

- Draft EIR (DEIR)

A Draft Environmental Impact Report (DEIR) was prepared for the project based on potential impacts, as identified both in the Initial Study prepared for the project, and by commenters responding to the Notice of Preparation (NOP). The DEIR was released for a 45-day review period on July 17th that expired on September 2, 2014.

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- Public Comments

The County received about 137 comment letters from federal agencies, state agencies, local agencies, environmental organizations, and the general public. See the FEIR **Table 2.0-1, Commenters and Comment Letters**, which lists all commenters and shows the comment set identification number for each letter.

In addition, the County also received approximately 2,900 form letters. Because these letters are essentially the same and do not provide any unique information, they have been treated as a single letter. A sample of the form letter has been included in the Final EIR and bracketed to identify comments relating to environmental concerns; the remaining form letters are provided electronically.

- Final EIR (FEIR)

A Final EIR (FEIR) has been prepared for the project, consisting of public comment letters, staff responses to the comment letters, any amendments/corrections made to the DEIR, and the mitigation for the project – including a Mitigation Monitoring Plan. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department’s website (<http://www.inyocounty.us/ab628/>).

- Mitigation, Monitoring & Reporting Program (MMRP)

The mitigation measures outlined within the DEIR have been incorporated into an overall Monitoring, Mitigation & Reporting Program (MMRP) for the project, which outlines all mitigation proposed for the project and which is contained within the FEIR at Chapter 4. The FEIR, and the MMRP contained within Chapter 4, reflect changes made to project mitigation since the DEIR.

RECOMMENDED ACTIONS

The Planning Commission is being requested to:

1. Recommend certification of the EIR prepared for the project, and
2. Provide input to staff with respect to which alternative to move forward for the Board of Supervisors consideration of the individual combined-use applications.
3. Recommend to the Board of Supervisors that the Board revise the County’s Implementing Procedures for AB 628.

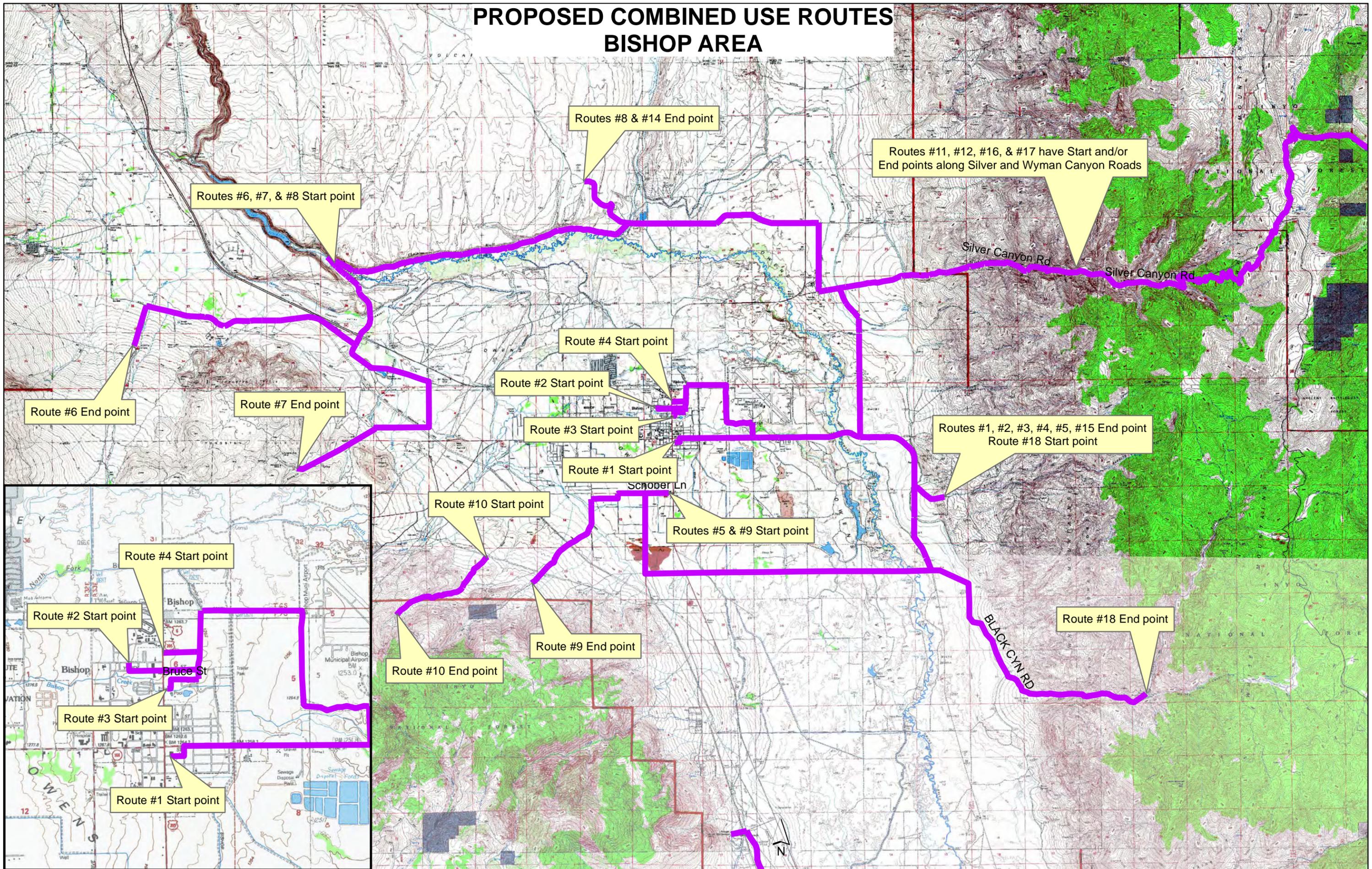
ATTACHMENTS

1. Site Map Set (Sheets 1-6)
2. Draft EIR (see <http://www.inyocounty.us/ab628/>)

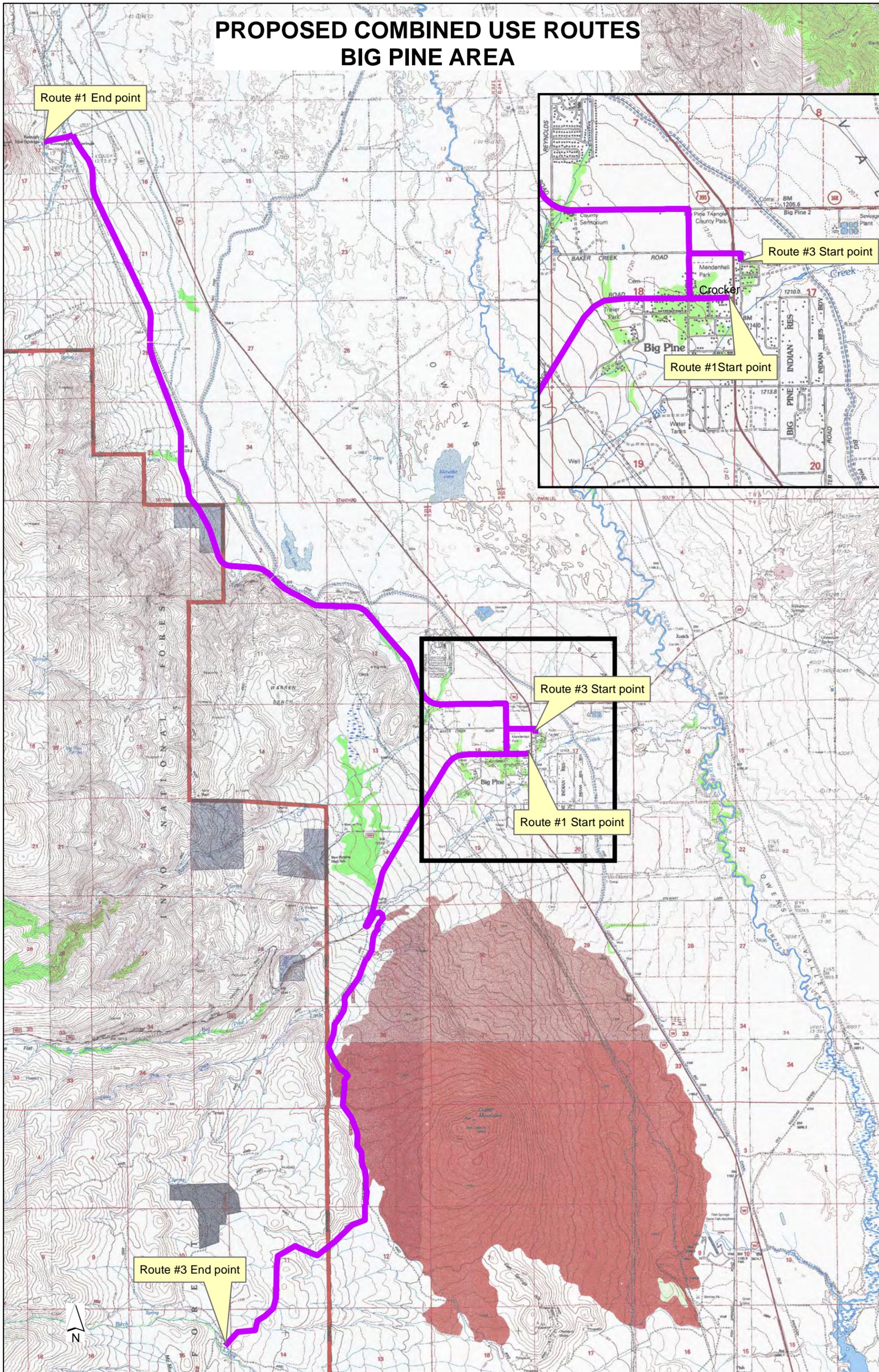
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3. Final EIR (see <http://www.inyocounty.us/ab628/>)
4. Project Mitigation: Mitigation Monitoring & Reporting Program (MMRP) (see <http://www.inyocounty.us/ab628/>)
5. Revised Inyo County AB 628 Implementing Procedures
6. Planning Commission Resolution
7. Mitigation Measure Cost Summary Spreadsheet
8. Mitigation Measure Applicability Spreadsheet
9. Staff Recommendation Spreadsheet
10. Public comment letters:
 - a. Tom Hardy
 - b. John Armstrong, President, Eastside Velo Bike Club – 10/6/14 and 10/19/14
 - c. Valerie Baldwin
 - d. Anita Jennings
 - e. Barbara Epstein and Family
 - f. Irv Tiessen
 - g. Sherrill Futrell

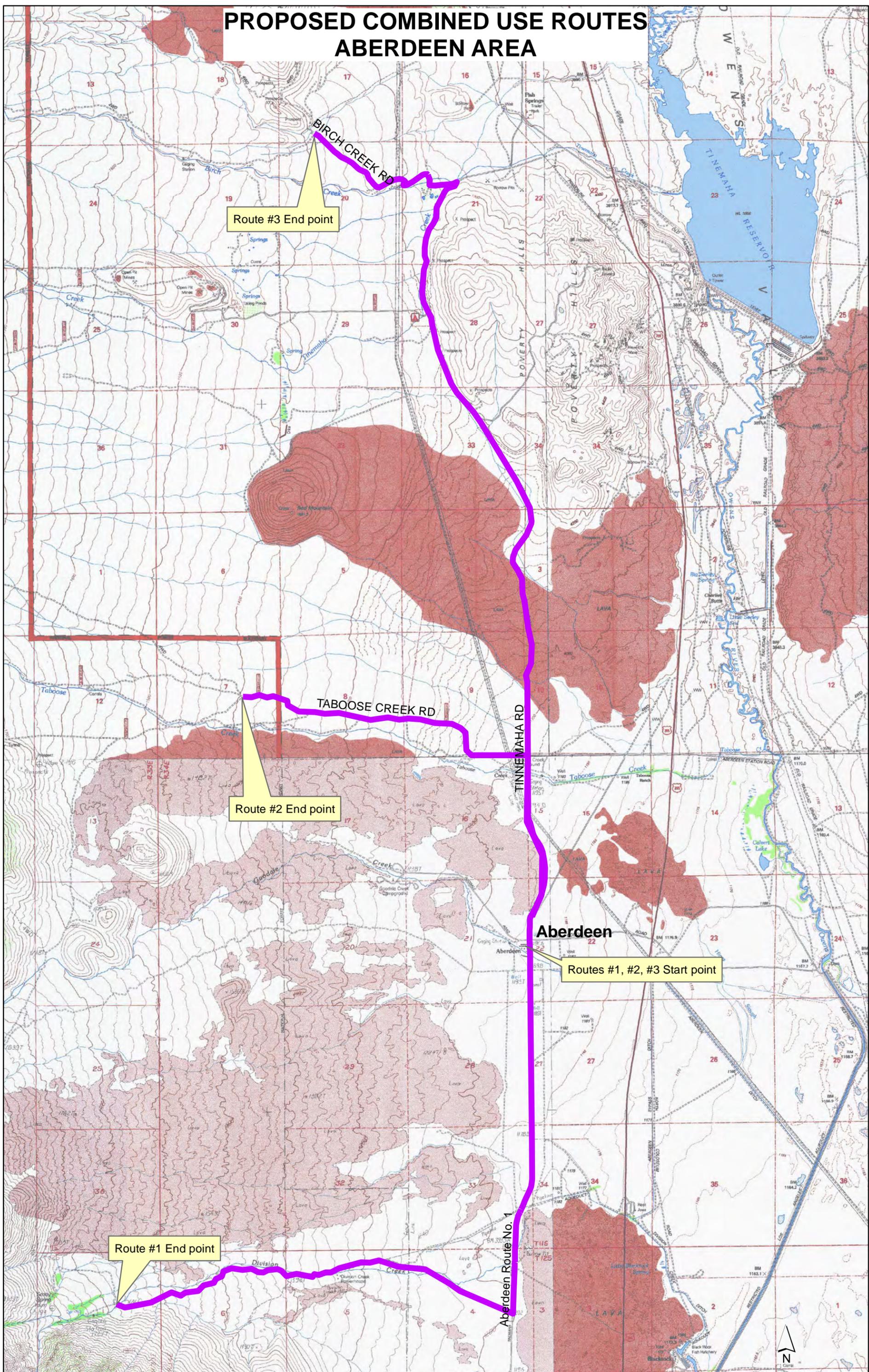
PROPOSED COMBINED USE ROUTES BISHOP AREA



PROPOSED COMBINED USE ROUTES BIG PINE AREA



PROPOSED COMBINED USE ROUTES ABERDEEN AREA



Route #3 End point

Route #2 End point

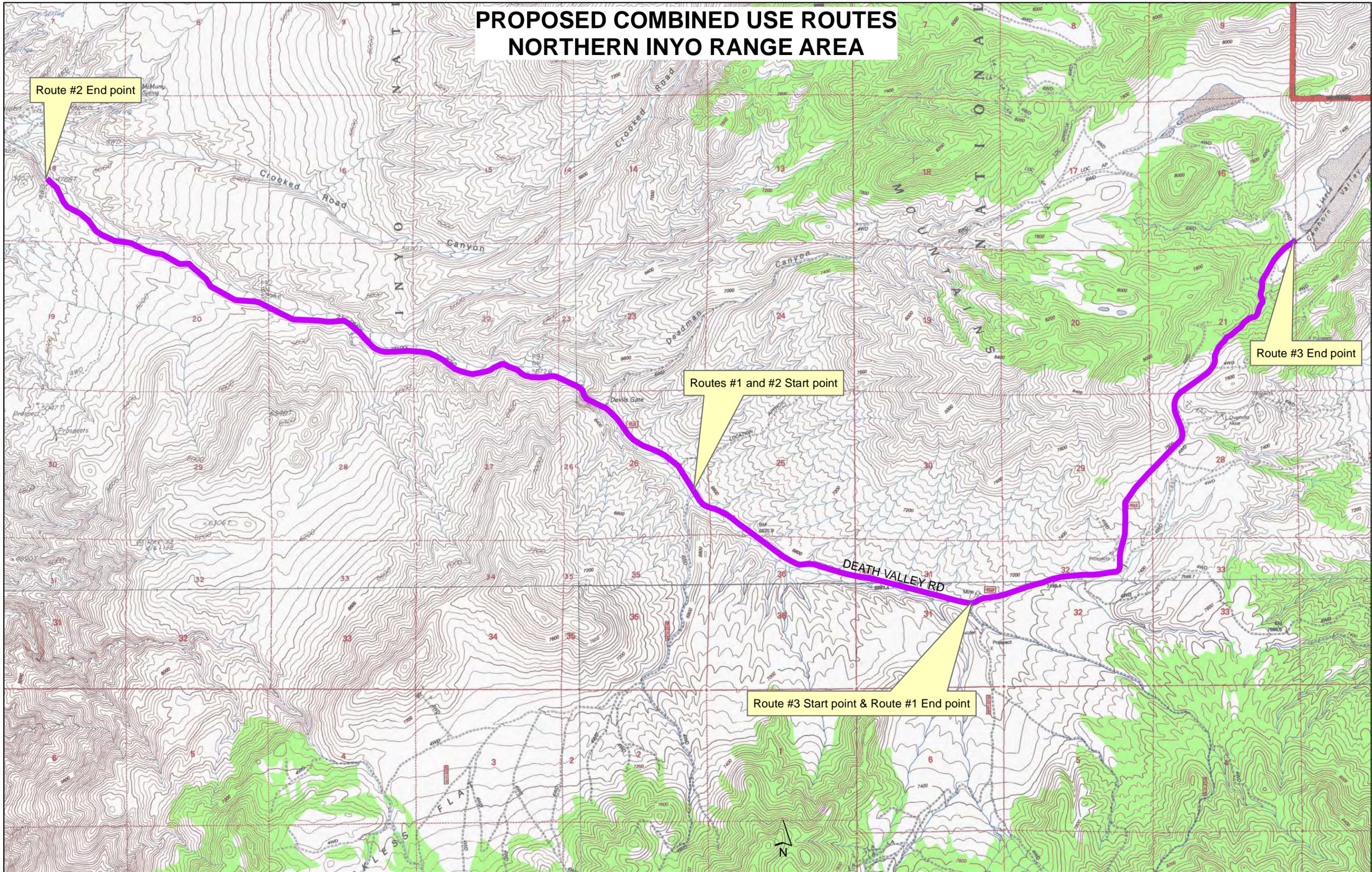
Routes #1, #2, #3 Start point

Route #1 End point

Aberdeen Route No. 1



PROPOSED COMBINED USE ROUTES NORTHERN INYO RANGE AREA



Route #2 End point

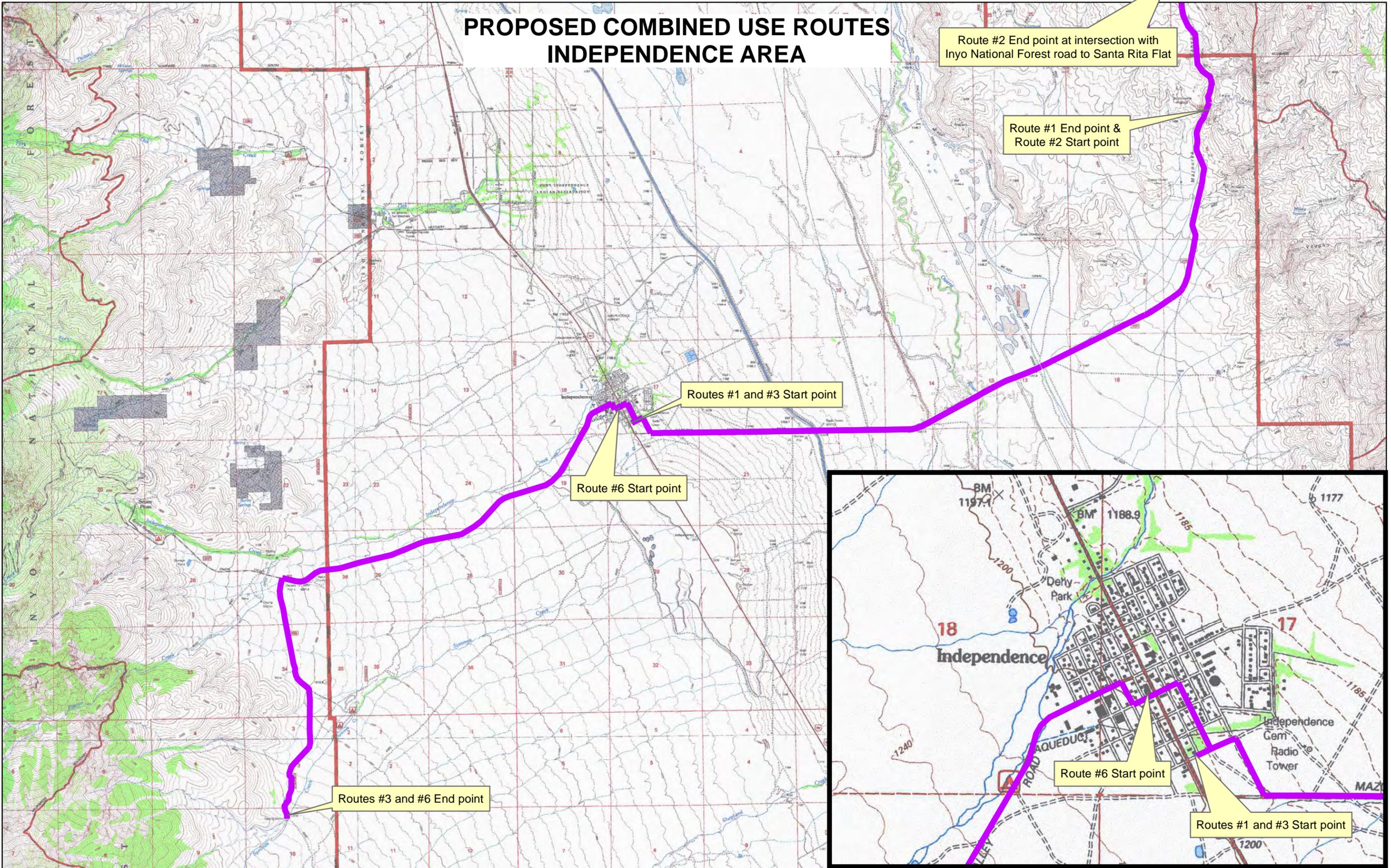
Routes #1 and #2 Start point

Route #3 Start point & Route #1 End point

Route #3 End point



PROPOSED COMBINED USE ROUTES INDEPENDENCE AREA



Route #2 End point at intersection with Inyo National Forest road to Santa Rita Flat

Route #1 End point & Route #2 Start point

Routes #1 and #3 Start point

Route #6 Start point

Routes #3 and #6 End point

Route #6 Start point

Routes #1 and #3 Start point

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Mitigation Measure Applicability

Route Name	Start Point	End Point	Links to BLM	Links to Inyo NF	Links to LADWP	MM AGR-1	MM AQ-1	MM AQ-2	MM BIO-1	MM CUL-1(A)	Highly Sensitive Areas (Distance)	MM CUL-1(B-D)	MM GEO-1	MM HAZ-1	MM HAZ-2	MM HAZ-3	MM LU-1	MM NOI-1	MM NOI-2	MM NOI-3	
Aberdeen #1	Aberdeen Store	Division Ck rd end		Yes		Yes	N/A	N/A	Yes	Yes	5.7	Yes	No	No	No	Yes		Yes	App.		
Aberdeen #2	Aberdeen Store	Taboose Ck rd end		Yes		Yes	N/A	N/A	Yes	Yes	4.0	Yes	Yes	No	No	Yes		Yes	App.		
Aberdeen #3	Aberdeen Store	Birch Ck rd end	Yes			Yes	Yes	Yes - 1 location	Yes	Yes	7.8 (overlaps with No. 2)	Yes	No	No	No	Yes		Yes	App.		
											Subtotal = 16.4 miles										
Northern Inyo Range #1	Harkless Flat turnoff	Papoose Flat turn		Yes		N/A	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		No	App.		
Northern Inyo Range #2 Revised June 21, 2013	Harkless Flat turnoff	Turn to Inyo NF No. 09S103	Yes	Yes		N/A	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		No	App.		
Northern Inyo Range #3	Papoose Flat turnoff	Little Cowhorn Valley turn		Yes		N/A	N/A	N/A	N/A	Yes	0	Yes	No	No	No	Yes		No	App.		
											Subtotal = 0 miles										
Independence #1	Independence Inn	Betty Jumbo Mine Rd turn	Yes			Yes	N/A	N/A	N/A	Yes	4.2	Yes	Yes	No	No	Yes		No	App.		
Independence #2	Betty Jumbo Mine Rd turn	Santa Rita Flat Rd turn	Yes	Yes		N/A	N/A	N/A	N/A	Yes	3.9	Yes	Yes	No	No	Yes		No	App.		
Independence #3 - Revised 5/28/13	Independence Inn	Foothill Rd end		Yes		Yes	N/A	N/A	Yes	Yes	0	No	Yes	No	No	Yes		Yes	App.		
Independence #4 - Denied by CHP	Ray's Den Motel	Foothill Rd end	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Independence #6	Still Life Café	Foothill Rd end		Yes		Yes	N/A	N/A	Yes	Yes	0	No	Yes	No	No	Yes		Yes	App.		
											Subtotal = 8.1 miles										
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs			Lease	Yes	N/A	N/A	N/A	Yes	0.7	Yes	Yes	No	No	Yes		Yes	App.		
Big Pine #2 - Denied by CHP	Big Pine Shell Station	McMurray Meadows Rd turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Big Pine #3 - Revised June 21, 2013	Big Pine Chevron Station	McMurray Meadows Rd turn		Yes		Yes	N/A	N/A	N/A	Yes	6.4	Yes	Yes	No	No	Yes		Yes	App.		
											Subtotal = 7.1 miles										
Lone Pine #1 - Revised on June 21, 2013	Boulder Creek RV Park	N. Fork Lubken Canyon BLM Rd	Yes			Yes	N/A	N/A	N/A	Yes	0.5 miles	Yes	No	No	No	Yes		No	App.		
Lone Pine #2	McDonalds'	Movie Rd	Yes			Yes	N/A	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.		
Lone Pine #3	Lone Pine Propane	Dolomite Road junction to BLM Rd	Yes		Lease	Yes	N/A	N/A	Yes	Yes	0	No	Yes	No	No	Yes		No	App.		
Lone Pine #4	Carl's Jr	Movie Rd	Yes			Yes	N/A	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.		
Lone Pine #5	Dave's Auto Parts	Movie Rd	Yes			Yes	N/A	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.		
Lone Pine #6 - Revised on June 21, 2013	Dow Villa Motel	N. Fork Lubken Canyon BLM Rd	Yes			Yes	Yes	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.		
Lone Pine #7	Movie Road	Hogback Canyon Rd at INF Road #15S01	Yes	Yes		N/A	N/A	N/A	N/A	Yes	0	No	Yes	No	No	Yes		No	App.		
											Subtotal = 0.5 miles										
Bishop #1	Golden State Cycles	Poleta OHV Recreation Area	Yes			Yes	N/A	N/A	N/A	Yes	3.9	Yes	No	No	No	Yes		Yes	App.	Yes	
Bishop #2	Tri County Fairgrounds	Poleta OHV Recreation Area	Yes		Lease	Yes	Yes	Yes - 1 location	N/A	Yes	5.4 (overlaps with No. 1	Yes	Yes	No	Yes	Yes		Yes	App.	Yes	

Attachment No. 3

Mitigation Measure Applicability

Route Name	Start Point	End Point	Links to BLM	Links to Inyo NF	Links to LADWP	MM AGR-1	MM AQ-1	MM AQ-2	MM BIO-1	MM CUL-1(A)	Highly Sensitive Areas (Distance)	MM CUL-1 (B-D)	MM GEO-1	MM HAZ-1	MM HAZ-2	MM HAZ-3	MM LU-1	MM NOI-1	MM NOI-2	MM NOI-3
Bishop #3	Bishop Chamber of Commerce	Poleta OHV Recreation Area	Yes		Lease	Yes	Yes	See Bish #2	N/A	Yes	5.4 (overlaps with No. 1	Yes	Yes	No	Yes	Yes		Yes	App.	Yes
Bishop #4	Pizza Factory	Poleta OHV Recreation Area	Yes		Lease	Yes	Yes	See Bish #2	N/A	Yes	5.4 (overlaps with No. 1	Yes	Yes	No	Yes	Yes		Yes	App.	Yes
Bishop #5	Brown's Town	Poleta OHV Recreation Area	Yes		Lease	Yes	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		Yes	App.	
Bishop #6	Pleasant Valley Campground	Horton Creek Campground	Yes		Lease	Yes	N/A	N/A	N/A	Yes	3.0	Yes	No	No	No	Yes		No	App.	
Bishop #7	Pleasant Valley Campground	Tungsten City	Yes		Lease	Yes	Yes	Yes - 1 location	N/A	Yes	4.8 (overlaps with No. 6)	Yes	Yes	No	No	Yes		No	App.	
Bishop #8	Pleasant Valley Campground	Casa Diablo Rd turn	Yes		Lease	Yes	N/A	N/A	Yes	Yes	7.9	Yes	Yes	No	No	Yes		No	App.	
Bishop #9	Brown's Town	Bir Road turn	Yes		Lease	Yes	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		No	App.	
Bishop #10	Coyote Valley Road turn	Coyote Valley Rd	Yes	Yes		N/A	N/A	N/A	N/A	Yes	0	No	Yes	No	No	Yes		No	App.	
Bishop #11	Silver Canyon Rd midway	Silver Cyn Rd top		Yes		N/A	N/A	N/A	Yes	Yes	1.6	Yes	Yes	Yes	No	Yes		No	App.	
Bishop #12	Silver Canyon Rd top	Wyman Canyon Rd midway		Yes		N/A	N/A	N/A	N/A	Yes	0	No	Yes	Yes	No	Yes		No	App.	
Bishop #14	Britt's Diesel	Casa Diablo Rd turn	Yes			Yes	N/A	N/A	Yes	Yes	4.2 (overlaps with No. 8	Yes	Yes	No	No	Yes		Yes	App.	
Bishop #15	Britt's Diesel	Poleta OHV Recreation Area	Yes			Yes	N/A	N/A	N/A	Yes	3.3 (overlaps with Nos. 1-4)	Yes	No	No	No	Yes		Yes	App.	
Bishop #16	Britt's Diesel	Silver Canyon Rd midway		Yes		Yes	N/A	N/A	Yes	Yes	0	No	Yes	Yes	No	Yes		Yes	App.	
Bishop #17 - Revised on June 21, 2013	Wyman Canyon Rd	Wyman Canyon Rd		Yes		N/A	N/A	N/A	Yes	Yes	0	No	Yes	Yes	No	Yes		No	App.	
Bishop #18	Redding Canyon Rd	Black Canyon Rd	Yes	Yes		Yes	N/A	N/A	N/A	Yes	0	No	Yes	No	No	Yes		No	App.	

Subtotal = 25.8 miles

Total = 3

Total Distance = 57.9

Total = 1.2 miles

Total = 14 locations

**Attachment No. 3
Mitigation Measure Cost Summary**

Mitigation Measure	Description	Required Action(s)	Fund Source	Staff Time	Cost	Timeline
MM AGR-1	Where combined-use routes intersect with LADWP maintained roads that access LADWP grazing leases, a Carsonite post shall be installed. The post shall include an arrow pointing toward the start point and/or end point of the combined-use route to note the direction of the combined-use route and to direct OHV riders away from LADWP roads that access LADWP grazing leases.	1) Revise signage plan and 2) signage installed before route opens	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM AQ-1	Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles-per-hour (mph).	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed	State -funding assumed to be adequate	After approval, before opening
MM AQ-2	Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal "knock-off" grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.	1) Purchase equipment and 2) install equipment	County or Project Applicants	Installation assumed to take two Road Dept employees two days for each unit, total of 12 person days	Installation of three units @\$3,150 each for Grizzly track out device or equivalent, may also require 5 mph signage (six) at \$350 each, approximate total cost = \$11,550	After approval, before opening
MM BIO-1	The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph in an effort to reduce potential collisions with wildlife along biologically sensitive areas such as those that are adjacent to biologically sensitive areas that include riparian areas and designated sensitive habitat. These biologically sensitive areas include: <ul style="list-style-type: none"> • Bishop Route 8 adjacent to the Owens River • Bishop Routes 11 and 12 along Wyman Creek • Bishop Route 14 along Jean Blanc Road within 0.5 miles of the Owens River and habitat for the Bank Swallow, that utilizes riparian areas • Bishop Route 16 adjacent to riparian areas along Silver Canyon • Bishop Routes 17 adjacent to riparian areas along Wyman Creek • Unpaved portions of Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors • Independence Routes 3, 4, and 6 that are within 500 feet of the end of the combined-use route because of riparian areas. • Lone Pine Route 3 adjacent to the Owens River and habitat for breeding and nesting of yellow-breasted chat and Least Bell's vireo • Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek, Tuttle Creek, and other riparian areas including breeding and nesting habitat for yellow-breasted chat and Least Bell's vireo 	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM BIO-2	The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph at unarmored stream crossings along Bishop Routes 11, 12, 16, and 17 within Silver Canyon and Wyman Canyon. Signage shall be placed at a distance of 500 feet on either side of the unarmored stream crossing.	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM CUL-1(A)	During the pilot program, a monitoring program shall be implemented as follows: <ul style="list-style-type: none"> • Before any County-maintained roads are opened for combined-use, the County shall map all roads or trails that transition to the combined-use routes. Prior to the County submitting a report on the Adventure Trails Program to the State Legislature under AB 628, the County shall repeat the mapping survey to determine if any new trails that transition to combined-use routes have been created since the original mapping. 	1) Map spur roads, identify which are in High sensitivity areas, 2) Resurvey before submitting report to legislature	County - LTC staff investigated using LTC-administered funds, State replied this task was not eligible to use those funds	Approximately two weeks of field time, one day of office time, total of 11 person days	Staff time only, no capital expenditure	After approval, before opening

Mitigation Measure Cost Summary

<p>MM CUL-1(B-D)</p>	<ul style="list-style-type: none"> • If any of the newly created OHV trails are located in areas designated “high archaeological sensitivity,” the County shall retain a Cultural Resources specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. The Cultural Resources specialist shall render an opinion regarding the cause of the damage, and if the damage resulted from people visiting the resource area via increased OHV use. • Based on the opinion rendered by the Cultural Resources specialist, if it is determined that significant cultural resources located along the routes have been negatively impacted by OHV use, then prior to the continuation of the project beyond the Pilot Program phase, barriers and/or signs shall be placed along the affected areas; placement of barriers and/or signs will be subject to the permission of the adjoining land owner(s). Barriers may include fencing or some other road obstacles (e.g., brush piles or large boulders) that would be positioned to close those affected areas and prohibit OHV activity from accessing the cultural resource site(s). • In the event that new trails transitioning to the combined-use routes have been created, the Signage Plan shall be modified to include additional signage to be installed stating “OHV Use Prohibited—All Vehicular Traffic Must Use Designated Routes.” Modifications to the signage plan shall be consulted and designed in accordance to Caltrans specifications. 	<p>If necessary, 1) hire a cultural resource specialist and 2) Mitigate any new routes by blocking the road</p>	<p>County funds and/or project applicants for volunteer labor to complete new route closure</p>	<p>Approximately one week per year of County staff, hiring archaeologist to complete survey would take one day; minimum of 5 person days per year</p>	<p>if new routes discovered expense for Cultural Resource specialist approximately \$5,000 to \$10,000 per incident; recommend making applicants responsible for closing new routes; previous archaeological surveys from flood damage indicate a likely rate of app. \$3,600 per mile of survey; the cost of any required mitigation would be site specific</p>	<p>After implementation</p>
<p>MM GEO-1</p>	<p>Implement a monitoring program throughout the month of March, during which time the peak wet-weather season corresponds with the peak OHV-use season, on the portions of unpaved roads susceptible to wet-weather damage by motor vehicles. Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly during the monsoon season. If a route includes any unpaved segment or combination of unpaved segments exceeding 1 mile, the route would be subject to this mitigation measure. In the Bishop Area, Routes 2 (Alternative A), 3 (Alternative A), 4 (Alternative A), 7, 8, 10–12, 14, and 16–18 would require monitoring. All proposed routes in the Independence Area would need monitoring. Finally, Lone Pine Routes 3 and 7 would require monitoring. Based on the results of the monitoring program and should substantial soil erosion occur on said routes, the County would provide recommendations for soil treatment. Treatment would include but not be limited to the options of adding a surface treatment to the road to reduce erosion or decommissioning the combined-use routes by not allowing the continued use of OHVs.</p>	<p>Complete an annual survey during March of the routes described herein</p>	<p>County</p>	<p>This task would be completed by Road Dept. staff during the regular course of their maintenance activity. This would vary depending on how wet of a winter it has been; unable to access several County roads (Silver and Wyman Canyon until May in some years)</p>	<p>Staff time</p>	<p>After implementation</p>
<p>MM HAZ-1</p>	<p>Where combined-use routes have unarmored stream crossings, the Signage Plan shall be modified to include “No Stopping in Water” to reduce the potential of hazardous fluids spills directly entering the environment and waterways.</p>	<p>1) Revise signage plan and 2) install at time signage moved in place</p>	<p>1) Staff time & 2) State Parks signage grant</p>	<p>1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff</p>	<p>State -funding assumed to be adequate</p>	<p>After approval, before opening</p>
<p>MM HAZ-2</p>	<p>Prior to allowing the use of the Haul Road portion of Bishop Routes 2, 3, and 4 (Alternative A), security fencing (three strands of barbed wire) shall be installed along those portions of the combined-use routes inside of the County Airport Lease and/or Easement to prevent access to airport operational areas.</p>	<p>Construct 1.2 miles of fence with three gates (north, USFS, etc.)</p>	<p>Project Applicant</p>	<p>Approximately one day of staff time, 1/2 day before the work commences and then 1/2 day to inspect the completed product.</p>	<p>6,280 feet @ \$2.50 per linear ft; with 3 gates, = \$15,700</p>	<p>After approval, before opening</p>

Mitigation Measure Cost Summary

MM HAZ-3	In the event of a future wildfire on combined-use routes, the County will coordinate with the Inyo County Sheriff's Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project Area and provide recommendations for treatment. Based on the results of the evaluation, recommendations may include temporary closures on routes with the highest potential for wildfires. Additional recommendations may include community and public outreach programs to educate OHV users with respect to safety and wildfire awareness.	In the event there are wildfire closures on BLM or USFS land, consider closure to OHVs	County	It is highly unlikely that this task will be triggered. Land management agencies have historically not restricted access during fire season	Staff time to modify signage for short or long term closure	After implementation
MM LU-1	Where combined-use routes are located near surrounding lands known to have critical habitat as defined by Section 17.96 of Title 50 of the Code of Federal Regulations, the Signage Plan shall be modified to include the posting of signs on County-designated combined-use roads to state "Critical Habitat Area: Stay on Designated Combined Use Routes." Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.	1) Revise signage plan and 2) install at time signage moved in place	State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM NOI-1	Where combined-use routes are located less than 100 feet from sensitive receptors, the Signage Plan shall be modified to include signage to reduce OHV speeds to 25 mph. Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM NOI-2	The Project Applicant shall conduct ongoing community and public outreach programs to work with local OHV groups and OHV-related businesses. The outreach program should include awareness with respect to aftermarket exhaust systems (e.g. mufflers), reducing noise emissions, and the importance of staying on designated combined-use routes. Community and/or public outreach should be conducted in the form of an educational program, including the use of informational brochures and pamphlets, posting brochures on existing kiosks, and providing OHV vendors (such as rental companies) with brochures to be distributed to OHV users during safety orientations as part of OHV rental registration.	The applicant shall conduct a community and public outreach program and work with local OHV groups & businesses	Project Applicants and/or State Parks	Staff shall coordinate with applicant regarding public outreach	Project Applicants	After Implementation
MM NOI-3	Upon implementation of the proposed Project, the County of Inyo or the City of Bishop shall implement a noise-monitoring program for routes located within their respective jurisdictions within 100 feet from sensitive receptors to determine if increased noise from OHV use exceeds acceptable standards over a 24-hour period (60-65 Ldn). If noise levels are exceeded, then the County or City, depending on jurisdiction, shall close the combined-use routes to travel by OHVs.	1) Hire a consultant to monitor 14 locations	County - LTC staff investigated using LTC-administered funds, State replied this task was not eligible to use those funds	Staff time to generate Agenda Request to hire consultant, approximately 1 person day	Estimated to cost \$10,000 to \$20,000 per year, consider combining traffic counts in same contract	After implementation
Total				23 person days the first year, approximately 7 person days per year of Pilot Program afterward	For County \$11,550 from County for the first year; annual monitoring cost of \$10,000 to \$20,000; depending on impacts cost could increase significantly; For applicants, initial cost of \$15,700 to install fencing around Bishop airport, applicant responsible for future maintenance of fence as long as combined-use road exists	

Attachment No. 3

From: [John and Lynette Armstrong](#)
To: [ab628](#)
Subject: ATV Adventure Trails of the Eastern Sierra Project
Date: Monday, October 06, 2014 2:07:40 PM

Inyo County

Dear Sirs,

I notice that Eastside Velo Bicycle Club was not notified of the EIR proceedings or consulted for the project. Since our members use some of the highways mentioned in the program this would have been relevant and useful. In particular I would like to ask:

1. What measures are being made to ensure that ATV drivers are being made aware of their responsibilities regarding cyclists on the highways mentioned?
2. What responsibilities of ATV operators are being discussed when they encounter mountain bike operators on roads and trails within this network?

Thanks,

John Armstrong

President

Eastside Velo Bike Club

PO Box 2752

Mammoth Lakes CA 93546

Attachment No. 3

From: [John and Lynette Armstrong](#)
To: [ab628](#)
Subject: ATV Adventure Trails of the Eastern Sierra Project
Date: Sunday, October 19, 2014 1:44:33 PM

October 19 2014

Inyo County

Dear Sirs,

Since writing to you on October 6th I have been able to learn a lot more about the AT program and its purpose. If I am correct this program allows ATV operators the opportunity to drive their vehicles from their residence, or possible campground, to the backcountry roads they like to use and be within the law. This seems like a way in which recreation in the Eastern Sierra may be made more convenient and accessible, without essentially changing too much regarding highway use in and around Bishop, at least so far as cyclists are concerned.

As a point of information, in the winter months there are numerous road cyclists that use the roads in Round Valley, Pleasant Valley Dam area, Paradise, Rock Creek, Pine Creek, SH 168, East Line St, Warm Springs, Eastside Road, the Laws area and the Wilkerson area for winter exercise. In addition cyclists also use Waucoba Road out to the end of the pavement as a training area. These cyclists are generally from Inyo and Mono Counties, as well as some out of town visitors.

As you may know, Inyo and Mono Counties are becoming well known for cycling. The Mammoth Fall Century ride in early September recently attracted 1250 riders, 95% of whom are from out of our area. The Bishop Round Valley area was featured on the cover of "Bicycling" Magazine, a national publication, in August 2014.

If the cyclists of our area can be considerate to road traffic in riding single file, as far as practicable to the right of the pavement when traffic is present, this will be legal, respectful and appropriate behavior. If motorists, both regular motor vehicles and ATV's, can understand and respect the new "Three feet for Safety" rule in California, then this will be respectful of cyclists on the highway.

There is more than enough room in the Eastern Sierra for many different types of recreation and in the spirit of "Share The Road" let's see if we can all make this work.

Sincerely,

John Armstrong

President

Eastside Velo Bike Club

PO Box 2752

Attachment No. 3

Mammoth Lakes CA 93546

(760)914-0396.

October 6th 2014.

Inyo County

Dear Sirs,

I notice that Eastside Velo Bicycle Club was not notified of the EIR proceedings or consulted for the project. Since our members use some of the highways mentioned in the program this would have been relevant and useful. In particular I would like to ask:

1. What measures are being made to ensure that ATV drivers are being made aware of their responsibilities regarding cyclists on the highways mentioned?
2. What responsibilities of ATV operators are being discussed when they encounter mountain bike operators on roads and trails within this network?

Thanks,

John Armstrong

President

Eastside Velo Bike Club

PO Box 2752

Mammoth Lakes CA 93546

Attachment No. 3

Tom Hardy
286 May Street
Bishop, CA 93514

October 27, 2014



Inyo County Planning Commission
P.O. Box L
Independence, CA 93526

RE: Proposed "Adventure Trails" Project
Public Comment

Dear Honorable Members of the Inyo County Planning Commission:

I am writing to voice my opposition to the proposed Adventure Trails Project, at least to the extent that it would allow Off Highway Vehicle (OHV) access to residential areas in Bishop. At the outset, I wish to be clear that my opposition is expressed in my capacity as a private citizen and a resident of the "east side" of the City of Bishop, and not in any other way. I was raised in Bishop and have lived and worked in Inyo and Mono Counties for the vast majority of my adult life.

I have withheld judgment on the proposed Adventure Trails project for some time for many reasons. I believe that the Eastern Sierra should be home to many different kinds of recreation, and that we have room to accommodate many different ways for individuals and families to enjoy the outdoors. There are many areas in Inyo County where off road enthusiasts can enjoy their hobby, and that is appropriate. However, the proposed Adventure Trail project, if adopted, would do more than simply allow one class of recreationists to enjoy their past-time—it would force that past-time on the rest of us and permanently damage the qualities that make me want to live in Bishop. My wife and I choose to live in the City of Bishop for many reasons, but chief among them is that we enjoy the quiet, residential "feel" of our neighborhood. Off road vehicles driving on our streets, even nearby streets, would likely destroy that residential feeling that we so enjoy and risk turning our neighborhood into a motorized playground for people who do not live here.

I am also concerned because it has been my recent observation that operators of off road vehicles near the City of Bishop are becoming increasingly rude and obnoxious. I frequently walk and run on the roads east of the City, and it used to be common practice for motorcyclists and other off road vehicle operators to slow down, wave and then pass at a respectful and polite speed. Now, I find myself being required to dodge out of the way of OHVs and "eat their dust" as they blow past at unsafe speeds. Just this past weekend I observed two young people on dirt bikes drive right past a DWP sign stating "no motor vehicle traffic" and continue on their way. I know that it is often said that "most OHV users are polite"; while that used to be the case, it does not seem to be that way anymore. When my wife and I purchased our home, we did not intend to live in an OHV recreation area. It is completely inappropriate to turn it into one now.

I have also not seen any compelling evidence that the proposed Adventure Trail project would be an overall economic benefit to the County of Inyo. Undoubtedly, it will benefit a few who cater to this particular market. However, it seems to me that visitors bringing their OHVs are, of necessity, bringing them on trailers or other

Attachment No. 3

Inyo County Planning Commission

October 27, 2014

Page 2

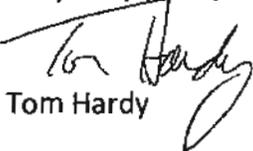
street-legal vehicles and have ample opportunities to drive to downtown businesses in appropriate vehicles. I would expect that most are going to be camping, and other than spending some money on gas, very little economic benefit will actually flow to most locals, but we will pay the price of increased noise and decreased safety.

I am also concerned that the potential negative impact on tourism has not been thoroughly examined. Many people visit our area for wilderness and near-wilderness experiences. As someone who hikes and enjoys the outdoors on foot and on a bike, I know first-hand that large numbers of visitors come here for a non-motorized experience. Towns "buzzing" with OHV vehicles are not conducive to the visitors seeking something else, and we could risk driving away a large number of tourists who otherwise would come. I know that I would not choose to visit a town that I knew had a large contingent of OHV users (in fact, on various trips, we have avoided those types of locations).

I want to emphasize that there is a place for OHV use. I am not opposed to OHV use in general. Portions of the Adventure Trails project outside of our populated areas that link existing off road use areas might be appropriate. However, OHVs simply do not belong in our towns and in the City of Bishop. The supposed benefits are few or none, and the costs on the citizens who have chosen to live in our towns and City are simply inappropriate. OHVs as a recreational outlet are unique in that while they can be fun for those who choose to use them, they also impose huge aesthetic and quality of life costs on the many of us who do not. To adopt a policy or plan that imposes potentially significant negative costs on our communities with little to no demonstrated benefit is bad public policy. It is fundamentally unfair to those of us who live in the communities to be impacted.

I urge you to decline to recommend the adoption of the proposed Adventure Trails System, at least as to the proposed portions passing through residential areas.

Very truly yours,


Tom Hardy

Attachment No. 3

From: [Elaine Kabala](#)
To: [Courtney Smith](#)
Subject: FW: AB628
Date: Friday, October 24, 2014 8:28:17 AM

From: Anita Jennings [mailto:anitajennings@hotmail.com]
Sent: Thursday, October 23, 2014 5:12 PM
To: InyoPlanning
Subject: AB628

Are the coverage of costs for road maintenance really available to the city of Bishop. Are you really paying attention to spark and noise suppression. Do the unincorporated area have citizen input or just those persons whose businesses will benefit?

Thank you! anitajennings@hotmail.com

Attachment No. 3

From: [Elaine Kabala](#)
To: [Courtney Smith](#)
Subject: FW: Adventure Trails Program
Date: Friday, October 24, 2014 8:27:36 AM

From: Valerie Baldwin [mailto:valbaldwin@yahoo.com]
Sent: Thursday, October 23, 2014 8:19 PM
To: InyoPlanning
Subject: Adventure Trails Program

Dear Sirs:

I am totally against this proposal to link ATV trails to one another. Its bad enough that these vehicles tear up our BLM land that is we should be trying to preserve, but by linking them together it only encourages this activity.

Please, so not approve this use.

Thank you for your attention,

Valerie Baldwin
243 Echo Lane
Portola Valley, Ca 94028

Attachment No. 3

From: [InyoPlanning](#)
To: [Courtney Smith](#)
Subject: FW: Adventure Trails
Date: Monday, October 27, 2014 8:12:42 AM

FYI – I will write a letter of receipt.

From: Barbara Epstein [mailto:justbarb56@gmail.com]
Sent: Sunday, October 26, 2014 1:01 PM
To: InyoPlanning
Subject: Adventure Trails

I would like to protest the environmental impact this “Adventure Trails” project would have in the areas involved. As long time recreational participants in the area, we do not consider the noise, pollution, and physical hazards that would result from Adventure Trails would be good for anyone living in, or visiting, the areas displayed in the map.

We’re certain the business interests who are promoting this project have no conscience when it comes to the public good.

Barbara Epstein and Family

Attachment No. 3

From: [InyoPlanning](#)
To: [Courtney Smith](#)
Subject: FW: Adventure Trails
Date: Monday, October 27, 2014 8:13:27 AM

-----Original Message-----

From: Irvin Tiessen [<mailto:tiessen@mindspring.com>]
Sent: Friday, October 24, 2014 8:12 PM
To: InyoPlanning
Subject: Adventure Trails

Inyo County Planning Dept.,

Dear Sir's:

I've been a guest of the desert and it's surrounding flora fauna since the 1940's. Through high school, college and many post graduate degrees, my freedom of thought and expression have always been in the solitude of the ancient pines of the White Mountains and the arid high altitude of the surrounding area of Bishop, Ca. My post graduate work was with General Motors Corp. and finally into the education of our school children. My complaint of the proposed "Adventure Trails" is quite simply the name itself... "Adventure Trails". How corporate. Fun for the children... wheeeee, isn't this fun??? To destroy an entire eco system to placate the corporate greed of the "all terrain vehicle" manufacturers group? I have attended meetings where "agents", obsessed with bottom line agendas for vehicle sales, have actually written out remarks for persons to say at public meetings. As a representative of General Motors, since retired, I was privy to much of this type of public "outcry", for goals that are industry directed B.S., which is supposed to represent true public opinion. The strategy of the Honda's, etc. is to create, which they have, a network of "Clubs", which will advocate the "need" to have more and more space to operate their vehicles. This is what they, the corporations, are advocating with their "Adventure Trails",.... go out and ravage a stretch of beautiful American heritage to satisfy some corporate bottom line, And... there are always those distressed Americans, who have no vision beyond their joy and hilarity of the moment, as they ravage 10,000 years of history in a burst of gas and churning wheels.... wheeeee! As some of your information stipulates, "noise cannot be mitigated" in 38 combined use permits for the destruction of a huge area. It galls me to know, that I will not be permitted to enjoy the serenity of the purposed "Trails", because vehicle registration, or the "lost" possible revenue generated from unknown area businesses. will dominate local thinking. All of California is strapped financially, due to extremely short sighted politicians, but the remembrance and love of your beautiful area, cannot be subjected to a short sighted view of tomorrow. Since most of the money that would be generated by the sale of future vehicles to trash the environment would go to foreign countries, please make a decision to keep America and it's environs safe for our future use. I could have said so much more, but seriously, I'm getting pessimistic about who we are as Americans and if we can value anything beyond immediate gratification.

My best friend Sam, who is ninety years old, as a young man trained over your sky's and eventually qualified to fly P-38's over Germany in WW11... some of his practice rounds of 50. cal can still be found in your area. After the war he returned to your environs and trained many generations of youngsters to appreciate the White Mountains, Saline Valley, Papoose Flats, Squaw Valley, Death Valley, Mohave, the Sonoran and so many other locations. Sam is still alive. I would hope that some individual might rise to honor Sam in his fading years. Thank you for listening.

Irv Tiessen A frequent traveller to your area.

Attachment No. 3

From: [Elaine Kabala](#)
To: [Courtney Smith](#)
Subject: FW: NO ON ATV trails
Date: Wednesday, October 29, 2014 9:24:14 AM

-----Original Message-----

From: Sherrill Futrell [<mailto:safutrell@ucdavis.edu>]

Sent: Tuesday, October 28, 2014 4:11 PM

To: InyoPlanning

Cc: wcglen@aol.com; mpaulson@garlic.com; krandig@msn.com; larosdol@aol.com;
dzikibill@yahoo.com; safutrell@ucdavis.edu; laura.knitpixie@gmail.com; daddios@me.com;
cathy.billings@gmail.com; metsaalune@yahoo.com; greg.wm@hotmail.com; tarehn@comcast.net;
bngkestrel@msn.com; Adam.Kapp@sierraclub.org; mdickes@blm.gov

Subject: NO ON ATV trails

I have just spent a lot of money in Bishop and poured sweat for a week removing tamarisk from Saline Valley with 16 other Sierra Club service volunteers, and I guarantee you that I will never do it again, or spend a nickel in Inyo County again, if you let ATVs destroy the little bit of peace remaining in your area. I mean it. - Sherrill Futrell, Davis

COUNTY OF INYO
PLANNING COMMISSION

MINUTES OF NOVEMBER 5, 2014 MEETING

COMMISSIONERS:

WILLIAM STOLL
CYNTHIA WAHRENBROCK
ANNETTE SWITZER
ROSS CORNER
JOHN "JIM" GENTRY

FIRST DISTRICT
SECOND DISTRICT (VICE-CHAIR)
THIRD DISTRICT
FOURTH DISTRICT (CHAIR)
FIFTH DISTRICT

Inyo County Planning Commission
Post Office Drawer L
Independence, CA 93526
(760) 878-0263
(760) 872-0382 FAX
inyoplanning@inyocounty.us

STAFF:

JOSHUA HART
CLINT QUILTER
KEVIN CARUNCHIO
CATHREEN RICHARDS
ADENA FANSLER
ELAINE KABALA
DAVID NAM
VACANT

PLANNING DIRECTOR
PUBLIC WORKS DIRECTOR
COUNTY ADMINISTRATOR
SENIOR PLANNER
ASSOCIATE PLANNER
ASSOCIATE PLANNER
COUNTY COUNSEL
PLANNING COORDINATOR

The Inyo County Planning Commission met in regular session on Wednesday, November 5, 2014, in the Administration Building, in Independence, California. Chair Corner opened the meeting at 4:30 p.m.
These minutes are to be considered for approval by the Planning Commission at their next scheduled meeting.

ITEM 1: **PLEDGE OF ALLEGIANCE** – The Pledge of Allegiance was led by Commissioner Wahrenbrock.

ITEM 2: **ROLL CALL** - Commissioners: John "Jim" Gentry, William Stoll, Cynthia Wahrenbrock, Ross Corner and Annette Switzer were present.

Commissioners Absent: None.

Staff present: Josh Hart, Planning Director; Clint Quilter Public Works Director, David Nam, County Counsel; Cathreen Richards, Senior Planner; Elaine Kabala, Associate Planner.

Staff absent: Kevin Carunchio, County Administrator; Adena Fansler, Associate Planner.

ITEM 3: **PUBLIC COMMENT PERIOD** – This item provides the opportunity for the public to address the Planning Commission on any planning subject that was not scheduled on the Agenda.

Mr. Mike Johnson commented to the Commission about issues he has with animal maintenance in residential areas. The Commission decided to put the item on an agenda for a later date.

ITEM 4: **APPROVAL OF MINUTES** – Approval of Minutes from the September 24, 2014 Planning Commission Meeting.

MOTION: Commissioner Stoll made a motion to approve the minutes with corrections per Mr. Hart; Commissioner Wahrenbrock made a second.

Motion passed 4-0-1 Commissioner Switzer abstained.

ITEM 5: **TENTATIVE PARCEL MAP NO. 407 (REDLINE)** – Mr. Ray Warburton, on behalf of Mr. William Redline, is requesting to subdivide Assessor Parcel No. (APN) 004-050-21 into two 9,971 sq. ft. lots. The property is located at 231 West Street, in the community of Big Pine. Both of the proposed parcels are zoned Single Residence or Mobilehome with a minimum lot size of 9,900 sq. ft (RMH – 9,990) and are designated by the General Plan Land Use Element Residential Low Density (RL). This application is subsequent to Zone Reclassification No. 2011-02 (Crispin), which rezoned the property to allow for a minimum lot size of 9,900 sq. ft., and was reviewed by the Planning Commission on October 26, 2011 and approved by the Inyo County Board of Supervisors on December 6, 2011. The project is exempt from the California Environmental Quality Act (CEQA).

Ms. Kabala, Associate Planner presented the Staff Report to the Commission.

The Public Hearing was opened at 4:44. No one from the public spoke. The hearing was closed at 4:44pm.

MOTION: Commissioner Wahrenbrock made a motion to approve; Commissioner Stoll made a second.

The Motion passed 5-0.

ITEM 6: **VARIANCE NO. 2014-04 (TESLA MOTORS, INC.)** – Tesla Motors proposes to construct an electric vehicle charging station at the Lone Pine Film History Museum (APN 026-080-15), which is owned by the Southern Inyo Community Foundation. The applicant is requesting the variance to exceed the six-foot height limit to 8.5-feet for an enclosure used to house the electrical equipment necessary for operation of the station. The project is categorically exempt from CEQA.

Ms. Cathreen Richards, Senior Planner presented the Staff Report to the Commission. The applicant also provided information about the project.

The public hearing was opened at 5:01 p.m. No one from the public wished to comment. The public Hearing was closed at 5:01pm.

MOTION: Commissioner Gentry made a motion to approve; Commissioner Switzer made a second.

The Motion passed 5-0.

ITEM 7: **APPOINTMENT OF COMMITTEE MEMBERS TO THE NATURAL RESOURCES ADVISORY COMMITTEE** – The term of Natural Resources Advisory Committee member Walter Sharer expired October 6, 2014 and a vacancy still exists for an Alternate member. The County solicited for these two positions and received a letter of interest from Mr. Sharer. The Planning Commission will consider recommending that the Board of Supervisors reappointed Mr. Sharer to the Committee.

Mr. Josh Hart, Planning Director presented the item.

MOTION: Commissioner Stoll made a motion to recommend; Commissioner Switzer made a second.

The Motion passed 5-0.

ITEM 8: **ATV ADVENTURE TRAILS OF THE EASTERN SIERRA PROJECT ENVIRONMENTAL IMPACT REPORT**

– The Adventure Trails System of the Eastern Sierra, Inc. has submitted an application for a proposed project in accordance with Assembly Bill (AB) 628 and the Inyo County AB 628 Implementing Procedures to undertake a pilot project to designate combined-use routes up to ten miles long on certain unincorporated County roads, and; to designate several combined-use routes of up to three miles long on certain roads maintained by the City of Bishop. Inyo County has prepared an Environmental Impact Report (EIR) pursuant to CEQA for implementation of the 38 combined-use routes within County- and City-maintained roads in and around the City of Bishop and the unincorporated communities of Aberdeen, Big Pine, Independence, and Lone Pine. The Planning Commission will consider recommending that the Board of Supervisors certify the EIR and provide input to staff regarding the proposed routes.

Mr. Courtney Smith Senior Transportation Planner presented the project. Mr. Roland Ok from Meridian Consulting presented the Draft Environmental Impact Report and Mr. Clint Quilter Director of Public Works presented the staff recommendations.

Many people from the public commented both in support of and against the project.

Commenters in support of the project were: Lefty Irwin, Bruce Cotton, Mike Johnston, Lynne Greer, Jack Sutherland, Sam Dean; and the project applicants Dick Noles, and Randy Gillespie.

Comments in support included: support for the project and the efforts of the ATV of the Eastern Sierra Group; enthusiasm of elderly and disabled for OHV access; the project’s economic benefits; increased access; comment that the project would not impact Eastern Sierra Group which uses street-legal vehicles; comment that there is sufficient wilderness to accommodate multiple recreation groups, and that the mitigations identified in the EIR are sufficient; support for the project based on the belief that it will benefit the local economy because OHVs are being pushed out of other areas; experience of traveling to other communities that have successfully implemented similar combined-use programs; and a clarification that the project does not impact dirt bikes.

Commenters against the project were: Bill Mitchell, Nancy Hardy, Daniel Pritchett, Steve McLaughlin, Larry Nahm, Dan Connor, Ilene Anderson, Mr. John Sutherland and Constance Spenger.

Comments against included: funding for mitigation, monitoring and on-going law enforcement, specifically regarding unreliable funding from Green Sticker funds; existing law enforcement for illegal ATV behavior; increasing ATV tourism is a poor economic and tourism strategy for Inyo County and will displace existing tourism; the project would disproportionately benefit a single recreation group, while displacing others; the economic assumptions are overstated, and that no economic analysis has been done for the project; requests that the County look at alternative methods for increasing tourism besides ATVs; the Final EIR, including the EIR is biased in support of the project, comments were inadequately addressed by the Topical Responses; the effectiveness of identified mitigation measures; the EIR does not analyze indirect impacts to surrounding areas; requests that the project be given more opportunity for public comment; the initial project is too broad to be considered a pilot project, and that the pilot project should be more scaled back to minimize potential impacts during the pilot phase; the project could be considered a nuisance and will decrease property values of properties adjoining the proposed routes; safety and noise concerns regarding routes that transect residential neighborhoods; there are insufficient campground facilities for the anticipated increased usage; the project will degrade the quality of life by inflicting traffic and noise impacts on residents; the FEIR does not analyze indirect use, trespass, or impacts at the end of the route; a request that a joint EIS/EIR document be prepared

pursuant to the request of the U.S. Forest Service; the proposed routes are in sum greater than ten miles in length, which is inconsistent with AB 628; the unfunded liability the County would assume for monitoring, mitigations and potential accidents associated with the combined-use routes; the incompatibility between user groups, such as equestrians and pedestrians, insufficient law enforcement for the project; and, the project could have detrimental effects to local businesses.

Marty Hornick of the Inyo National Forest and Becca Brooke of the Bishop District of the Bureau of Land Management spoke on behalf of their respective agencies. Mr. Hornick expressed the support of the U.S. Forest Service for the project generally, but indicated concern that the project needs to be in compliance with proper procedures and laws. Mr. Hornick indicated support for a project alternative that allows for Inyo County to obtain jurisdiction over roads that are currently being disputed, with subsequent NEPA analysis. The U.S. Forest Service also has concerns regarding cultural resources and monitoring, specifically regarding insufficient baseline data and monitoring protocols. Mr. Hornick also stated his concern that the U.S. Forest Service had been inadequately consulted regarding cultural resources. The U.S. Forest Service suggests the County move forward with a smaller pilot project.

Ms. Becca Brooke provided clarification on the Bureau of Land Management's (BLM) comments addressing Bishop Routes #8 and #14. BLM's concern is the termination point for the two routes, which is a dead-end road. She believes that the roads being linked to, do not meet the definition of a recreational use area.

The Planning Commission deliberated, topics included: the proposed routes could be considered a nuisance by some, and any routes would need to be disclosed as part of a real estate sale; owning a home adjacent to the proposed routes could also be considered a positive attribute for some homebuyers; the proposed project is a pilot program, and not necessarily permanent; the size of pilot project could be reduced in the initial phase as well; the need to accommodate all recreation groups; underage drivers and ensuring that all participants are insured; request for a clarification on the concerns from the U.S. Forest Service regarding road jurisdiction and cultural resources. Mr. Clint Quilter, Public Works Director, explained that until recently, a feasible, long term solution for resolving road jurisdiction issues had not been identified. Mr. Joe Gibson of Meridian Consultants explained the interaction Meridian Consulting had with the Inyo National Forest regarding the development of the Cultural Resources portion of the DEIR.

Further deliberation topics included: preference for a smaller pilot project that did not include routes through residential neighborhoods, and to see the jurisdictional issues resolved; the lack of restroom facilities along the proposed routes; the project will require financial support from the County; could green sticker funding be used to pay for law enforcement staff, and concluded by reiterating that implementing the pilot project would provide the best information on whether the project has project is a positive or negative impacts.

MOTION: Commissioner Gentry made a motion to approve; Commissioner Wahrenbrock made a second.

The Motion passed 5-0.

COMMISSIONERS' REPORT/COMMENTS –

Commissioner Wahrenbrock asked what the status of the Commission having an item to talk about water issues and the drought. Mr. Hart said he was working with Dr. Robert Harrington, Water Department Director, to give the commission a presentation on water issues in the County.

DIRECTOR'S REPORT-

Mr. Hart announced that the Eastern Sierra Recreation Group would be meeting on November 12; the Forest Service was holding a meeting on the Forest Plan on November 28; the Draft DRECP is out for review; the REGPA Draft PEIR is out for review and was handed out and the Department will have a new Project Coordinator beginning November 6.

ADJOURNMENT - With no further business, Chair Corner adjourned the meeting at 7:26 p.m., to reconvene December 3, 2014 at 10:00 a.m.

Prepared by:
Cathreen Richards
Inyo County Planning Department

Courtney Smith

From: Kathy Behrens <kathybehrens@verizon.net>
Sent: Monday, November 10, 2014 2:58 PM
To: ab628
Subject: Adventure Trails Project EIR

Can you answer this question for us - the material we received does not make it clear what is being requested.

It appears that "an adventure trail system" is going to be developed. It seems also that the trails will be on existing roads. Is it the case that the issue before us is just whether or not "off-road" vehicles will be able to use these roads?

Or is the issue that "off-road" vehicles will be going "off roads" in the Sierra backcountry, where they currently do not?

I would have no great objection to sharing a county-maintained road with the occasional non-street-legal vehicle. I would object greatly to having folks ride around making tracks all over the open country.

So the answer to this question is very important to me.

Additionally, it's not possible to determine from the map on the web site which roads are being proposed for these adventure trails. The pink lines are too large to see anything under them. Is there a better map somewhere?

Thank you,

Kathy Behrens
Property owner in Lone Pine

Kathy Behrens
310-871-3791

Courtney Smith

From: Allison Levin <gonative@sonic.net>
Sent: Tuesday, November 11, 2014 5:13 PM
To: Pat Gunsolley
Subject: Re: Public Hearing Notice - ATV Adventure Trails of the Eastern Sierra

Re ATV Adventure Trails System of the Eastern Sierra hearing.

As someone who visits the Eastern Sierras for the natural beauty and quiet, I object to the ATV adventure trails of the Eastern Sierra Project/Inyo County. The negative impacts that the EIR report lists are significant and have a longterm destructive effect on the area.

More urgently, I am concerned that wild areas such as these should be protected for the habitat they provide for wildlife , including birds, plants and endangered species. Noise and water pollution seriously harm such wildlife.

Sincerely,

Allison Levin

258 Glen Dr, Sausalito, CA94965

Courtney Smith

From: Cynthia Hathaway <doorways@aloha.net>
Sent: Tuesday, November 11, 2014 8:06 AM
To: Pat Gunsolley
Subject: ATV Adventure Trails opposition

Dear Inyo County Board of Supervisors,

I object to granting ATV Adventure Trails System of Eastern Sierra the requested permit. We have all seen the damage to natural terrain due to the use of off-road recreational vehicles. Irresponsible drivers seem compelled to blaze their own trails for fun, at the expense of fragile environment that does not belong to them. Especially in areas that are remote and not easily patrolled. The negative impact and scars will last far beyond the January of 2017.

Thank you.

Cynthia Hathaway

Courtney Smith

From: pol1@rosenblums.us
Sent: Tuesday, November 11, 2014 1:18 PM
To: Pat Gunsolley
Subject: Comments on Final EIR for the ATV Adventure Trails System of the Eastern Sierra

Dear Inyo County Board of Supervisors:

I have read the final EIR and object to the conclusion that Alternative 6 is not the preferred alternative because OHV users will be encouraged to break the law and thus cause more environmental impact than modified Alternative 2. This is an issue of law enforcement and not a true environmental concern. I would suggest that the CHP and local law enforcement could arrange to have surprise enforcement days with high fines for offenders to eliminate this lawless behavior. As the EIR makes clear, these OHV combined use roads have severe environmental impacts. As there is no other higher public purpose served by these roads than recreation, I think it is prudent to start out with a small project and evaluate the results over time to see if further expansion is warranted. Once these fragile environments have been damaged by OHV use they will take centuries to recover if at all. I strongly recommend that you consider Alternative 6 as the recommended project.

Stephen Rosenblum
Palo Alto, California

Courtney Smith

From: anya.beswick@gmail.com
Sent: Tuesday, November 18, 2014 9:35 AM
To: ab628
Subject: "Adventure Trails Project EIR"

Please do NOT allow this project to go ahead without full consideration of the environmental impact on the area. Thank you.

Sent from Windows Mail

Courtney Smith

From: Mark McGuire <mamcgu@hughes.net>
Sent: Monday, November 10, 2014 8:55 PM
To: Pat Gunsolley
Subject: "Adventure Trails"

This is a comment on the designation of roads and trails form use by off-roaders in the desert areas. My experience, and the experience of many others, is that those who ride these vehicles care nothing about the environment, but on the other hand are bent on destroying it. It is well known that these vehicles can be made much quieter, yet those fail to sell, since the buyers demand the ability to disturb and annoy people who come to the desert and wilderness to enjoy silence. They refuse to stay on designated trails but continually make new ones. They create a hazard for hikers. They discard trash and start fires. They should be banned entirely from unincorporated lands, and confined to small fenced areas. Enforcement of exclusion should be increased.

Thank you for considering my comments, which are based on personal experience.

Mark McGuire
Pob 53
20543 Cap Canyon Road
Onyx CA 93255
760-378-4800

Courtney Smith

From: earl frounfelter <efrounfelter@yahoo.com>
Sent: Monday, November 10, 2014 5:27 PM
To: Pat Gunsolley
Subject: Trail use

To Whom it may concern,
Every time you designate any portion of a wilderness trail for the use of motorized vehicles, you destroy that trail and all that surrounds it as wilderness. There is no shortage in this country of places to go where fun is defined as noisy use of internal combustion engines. What we do not have enough of and cannot have too much of is wild places to walk and see, hear, smell and enjoy only those sights, sounds and smells that are endemic to and intrinsic to nature. Wilderness refreshes the mind, body and spirit and can only do so insomuch as it is protected from the incursion of the noise, smell and general heedlessness that comes with internal combustion engines. I implore you to keep what wilderness we have wild and free of such vehicles and the people who use them.

Thank you.

Earl Frounfelter
Santa Maria, CA

Courtney Smith

To: ab628
Subject: Comment on Adventure Trails EIR

For the Inyo County Board of Supervisors:

Comment on the Adventure Trails EIR

The ATV provision to AB 628 sounds like a bill to permit greater use of men's toys to be voted on by male county supervisors. Therefore, if you receive no comment from any other female, I hope you will weight my letter at 50% to all the comments and letters you receive from men. In return, I will attempt to represent the position of most women that I know, not just my own.

Regarding Environmental Impact to Nature, the plants and animals:

It's hard to see much if the vehicles stay on the roads. The roads already exist. They've already made their pre-existing negative impact.

Regarding Environmental Impact to Humans, the community environment:

1. That would be a whole other kettle of fish. ATVs make more noise and spew more pollution in the air than most cars. And, depending on the vehicle and how it is driven, generate more dust. All of these are negative impacts that folks out walking their dogs, riding their bicycles or airing their houses will have to bear. And that is not fair. This, I think, is the point underlying that flyer that went out warning homeowners that their property values might diminish if the ATV provision were passed.
2. The other awful impact of ATVs is litter. Litter, litter everywhere. Somehow, men can take a full can of beer out on their ATV Adventure Trail jaunt but cannot return the same empty can back to their own garbage can. Instead, they use Mother Nature as their infinite potty. Well guess what? Mother Nature can't handle it. A human has to come along and pick up after them---as though they were children!

Because I walk up to Aberdeen campground from Aberdeen Resort almost every day, I have adopted that stretch of road. Before the popularity of ATVs, there was virtually no litter even though plenty of cars and trucks used the road to access the camp site. Now, with the advent of ATVs, I am picking up beer cans, juice boxes, glass bottles, and styrofoam boxes all the time, in season and out because the paved road has two sandy shoulders that the ATVs use.

Litter, litter, litter, noise, diesel pollution and dust will be your biggest environmental impact to humans if the ATV bill is passed. BUT!

Human Community Environmental Mitigation Ideas:

1. Women are not against bills that overwhelmingly favor men. But we do not want to bear the environmental brunt of such bills. All women want is fair consideration that the needs of both men and women are considered in the laws you pass. It is piggy actions of men, who believe their macho status allows them to be inconsiderate, that women cannot abide. Yet women love men and know that they can be "trained." For example, men used to toss litter from their cars. Then there was an anti litter campaign. Auto litter bags were distributed. Women placed them in cars, women reminded their men to use them and women emptied the bags. We have made a huge impact that *proves* litter can be curbed when explicit attention is paid to it. We could do the same thing with the ATV bill.

2. Noise, diesel pollution and dust are best handled by severe speed limits around houses and frequently walked roads.

Camel's Nose Under the Tent:

The Camel's nose under the tent in this ATV bill is that what guys *really* want is to drive their ATVs into town. That potential seemed to me to have the greatest appeal in the comments I read in recent news accounts of the Adventure Trails initiative. It isn't tourists versus locals as characterized by some officials. Tourists don't care about dirt roads. All they do is beeline it on paved roads. The ATV bill is strictly a local issue with a local, community impact. The majority of the comments I read from locals were more along the lines of: "Oh boy! let's drive 'em into town!" Increased multi purpose road use is not attractive as a means to go "out there." People are already doing that even without this bill. The attraction is to "go into town."

Therefore, unless Inyo County is willing to put a whole lot more policemen on the beat, you will see ATVs in town to go shopping. The ATV'er mantra will become: "Sin and if you are caught, ask for forgiveness or claim ignorance....But chances are, you won't be caught." Of course, they will be run over by huge trucks who don't see them. But 'the guys' are not thinking that far ahead right now. That's up to you to do.

The biggest problem with the ATV bill is that it will foster so much momentum to drive into town that the best policing efforts will always be working against an overwhelming gradient and never really prevailing...unless we become a police state (which we can't afford anyway.)

But, apart from the obvious danger of being run over, the "to town concept" has some merit and is worth exploring. (Guys are not 100% crazy.) If separate, safe routes could be designed with separate safe parking lots, many people might give up their cars for this less expensive option. IF there was no littering and IF speed limits were respected, ATV access to town could be a colossally wonderful option for the local residents and make Owens Valley unique. Kind of the 21st century equivalent of riding your horse into town. Some of the trails might even be fenced with scenic split rail equestrian fencing. What we have going for us is that our population is not so huge that such a vision could not become a reality with some planning.

Recommendations on behalf of women to be weighted at 50% of all your comments from men:

Structure the ATV bill into 2 phases with phase I including a sunset clause.

1. Part I: TRIAL & TRAINING: ATV'ers are not to litter and are to go the posted low speed limit around houses to cut down on noise, pollution and dust.

Provide a positive carrot incentive for this training by mentioning a future vision for separate trails into town, IF ALL GOES WELL IN PHASE I. Provide a negative stick incentive by adding a sunset clause to Phase I. If all does *not* go well and people do ride into town and there *is* littering, noise, pollution and dust, then the whole "ATF Adventure Trails" initiative will be cancelled. Give Phase I two years. Take photographs before and after. Create a big anti-littering campaign. Give out ATV litter bags just as we did with cars. Set up a hotline where people can call in any negative impact/infraction they are exposed to. Publish articles in the paper about how well the ATV'ers are doing or not doing as a means of feed back to them. Get the entire valley involved. This trial period will allow you to learn a lot.

2. Part II: REWARD: With discipline established, the next step should be designs for safe access to and parking in towns. The sunset provision is not invoked for ATV Adventure Trails after Phase I. ATV'er would thus, have much to gain and much to lose if the bill were structured in this fashion. Remember, men *can* be trained to become good stewards of our community environment, especially if it's in their interest. I believe that most women, half of your electorate, would also approve of the structured recommendations presented above because they are fair to all and they address the community environmental issues that we care about. Last, but not least, property values of houses that have direct access to "to town trails" might actually go up because now they are an amenity, not a blight.

Sincerely,

Christine Speed
150 Tinnemaha Road
Independence, CA
949-500-4842

Attachment No. 5 - i

Steven P. McLaughlin and Janice E. Bowers
P.O. Box 819
Big Pine, CA 93513
Phone: (760) 938-3140
Email: spmieb@qnet.com
janbowers819@gmail.com

RECEIVED
2014 NOV 21 AM 8:54
INYO COUNTY
ADMINISTRATOR
CLERK M. T. JOHNSON

November 21, 2014

Patricia Gunsolley, Clerk
Inyo County Board of Supervisors
P.O. Box N
Independence, CA 93526

Dear Ms. Gunsolley:

This letter is in response to the Public Hearing Notice regarding the December 2, 2014, meeting of the Board to address the Adventure Trails Systems project. This Notice directs Inyo County residents to submit their "written objections and protests" to you.

I live on Birch Creek Road which is on the proposed Aberdeen #3 route. My concerns focus on the *process* of approving this project, not its merits. I want to address two issues: (1) the specific application for this route, and (2) public input into the CEQA process for this project.

1. Aberdeen Route #3 Application.

The County approved the Assembly Bill Implementing Procedures on May 8, 2012, according to a presentation made to the Planning Commission on August 6, 2014. Section 2.a.ix states in part that the application must include:

"ix. A list of property owners adjacent to any and all combined-use routes from the Inyo County Assessor's Department."

I downloaded a copy of the application on November 6, 2014. The first page of this application indicates that the Date Application Complete was December 3, 2012. This application does **not** provide the list of residents, as required by the Implementing Procedures.

Since this application was not correctly filed, it seems to me that Aberdeen #3 should not have been included in the CEQA analysis, and that the Board of Supervisors should not take any action on this application on December 2, 2014, including selecting any alternative that includes Aberdeen #3. There may be similar problems with other proposed routes.

This apparent violation of the Implementing Procedures is indicative of the applicants' consistent disregard for the concerns of residents along these routes. Up to this point, the County has also failed to fully acknowledge and address the concerns of residents. I hope this will

change at the December 2 meeting.

2. Public input (particularly from residents).

While CEQA guidelines prescribe that public comments must be “considered,” I’ve seen almost no evidence that the County has acknowledged many of the concerns of residents or responded to them in a conscientious way.

I have given oral comments at two Planning Commission meetings, August 6 and November 5, 2014. At these meetings members of the public are limited to 3 minutes, and commissioners are bombarded with a long series of these 3-minute sound bites. I’ve seen the same thing at other public hearings. Residents don’t have time to adequately address their concerns and commissioners don’t have time to adequately understand and assess the input. This is not meaningful public input.

I have submitted written comments at each opportunity: in response to the Mitigated Negative Declaration, Notice of Preparation (Scoping comments) for an environmental impact report (EIR), on the draft EIR (DEIR), and now on the final EIR (FEIR). Meaningful input can not occur when decision makers (Board of Supervisors) do not read these comments. There must be a couple of thousand pages in the scoping comments letters, DEIR, and FEIR, and it is unrealistic (and unreasonable) to expect each supervisor to have read all of this material. In practice, the BoS depends on staff, who in turn depend on the consultants who actually prepare the CEQA documents. (Although I hope at least a few of you have read this letter.)

There is also no meaningful input when (a) FEIR responses to DEIR comments are false, superficial, or incomplete, or (b) the FEIR ignores comments, i.e. does not consider them at all, and thus fails to comply with CEQA guidelines. I will provide examples of each.

(a) False, superficial, or incomplete responses.

Example 1. Establishing a baseline for noise.

Comment on DEIR: “Ambient noise levels were monitored on a single day, March 13, 2014, a Thursday Apparently noise levels after implementation will also be measured only on a single day (p. 1.0-19 of DEIR). In order to understand noise impacts of the Adventure Trail, the County should have measured noise levels on a busy weekend (e.g., Memorial Day, July 4, or Labor Day).”

FEIR Response simply refers to other responses (69-1, 84-13), neither of which address the problem of an inadequate baseline for evaluating Adventure Trail impacts on noise levels in residential areas.

Example 2. Fire risk.

Comment on DEIR (p. 2.0-296): I commented that during periods of peak use “OHV groups are likely to camp on the periphery of existing campgrounds or on unauthorized/undeveloped sites near the routes,” which will produce an increased risk of fire from campfires or the vehicles themselves. “There is dense, highly flammable sagebrush and rabbitbrush surrounding existing campsites, and the bed of Tinnemaha [sic] Creek is full of dense willow Fire rings currently in use occur within 15-20 feet of dry rabbitbrush on the north end of the campground. A fire started at or around the edges of Tinnemaha Campground during the frequent periods of strong southerly winds would run rapidly from the campground area onto the Birch Creek neighborhood, in much the same way that the March 18, 2011, Center Fire quickly spread from the Bernasconi Center into Big Pine.”

FEIR response (p. 2.0-299): “Refer to response to comment 57-4 regarding fire impacts.” Response 57-4 (p. 2.0-241) states “local fire protection services are equipped to handle a temporary increase in OHV accidents that may arise from the proposed Project.”

My comment addressed fires associated with illegal campsites—not accidents. This response ignores information provided on specific risk factors along Aberdeen #3, and does not acknowledge that local fire protection efforts are not always successful, as in the inability to protect some residences and structures during the Center Fire, which were much closer than Birch Creek residences are to a fire station.

Several residents on Birch Creek Road expressed concerns about increased fire risks associated with the Adventure Trail. If the County continues to ignore these concerns and a wildfire spreads from an unauthorized OHV campsite on a busy weekend and damages or destroys nearby properties, the County could (and should) be held liable for all damages.

Example 3. Economic impacts on residents.

Comment on DEIR (p. 2.0-297): “In the likely scenario of expanded, irresponsible, and unregulated use of these routes, some residents could experience a decrease in their property values.”

FEIR response (p. 2.0-300): “With respect to economic impacts of the Project, CEQA Guidelines Section 15131 states that ‘economic or social effects of a project shall not be treated as significant effects on the environment.’ Therefore, it is neither necessary nor required that they be evaluated.”

This is highly disingenuous. One of the objectives of the Project is to “Provide increased economic activity to Inyo County-based businesses from OHV users utilizing the

surrounding public and private recreation areas” (DEIR p. 1.0-5), and all of the alternatives are evaluated for how well they accomplish this objective. It seems that the only positive economic impacts can be considered—why does that not contradict CEQA Guideline Section 15131?

My original comment in fact understated the negative economic impact of the Adventure Trail. At the November 5, 2014 meeting of the Planning Commission, Chairman Ross Corner did acknowledge that the Adventure Trail is a “nuisance” that must be disclosed if residents list their properties for sale, and that being on an Adventure Trail route would adversely impact property values. Our real estate agent made a similar comment to us.

(b) Comments that are not considered at all, a failure to comply with CEQA guidelines.

Example 1. Peak use of campgrounds.

Comment on DEIR: “On many spring weekends the Tinnemaha [sic] Campground appears to be full. For example, on May 17, 2014 there were 25 groups at the campground, 39 groups on May 23, 53 groups on May 25, 42 groups on August 2, and 29 groups on August 30. The campground was closed on June 11-14 for a group with a special use permit.”

FEIR Response (p. 2.0-299). “The County includes 139 acres of parkland ... in addition to more than 5 million acres of public lands ... that provides ample recreational space and opportunities for all visitors. Therefore, the Project would not result in substantially exceeding campground capacity.”

The FEIR response does not respond to the issue of *peak* use, and neither acknowledges nor responds to the comment on current conditions on Aberdeen #3. Furthermore, this response contradicts the response I received in commenting on the Negative Mitigated Declaration: “Further correspondence with the Inyo County Parks and Recreation Department confirms that these campgrounds [Tinemaha and Taboose Creek] are full on spring and early summer weekends” (p. 4).

Example 2. Enforcement.

Comment: In my comments on the DEIR I wrote “If the County and the Applicant maintain that reckless and illegal behavior on Adventure Trail Routes can be controlled by signs, THEN THEY MUST PROVIDE SOME EVIDENCE THAT SIGNS ARE EFFECTIVE IN PREVENTING ILLEGAL AND/OR IRRESPONSIBLE BEHAVIOR.” I provided two specific examples where signs are ineffective along Aberdeen #3: exceeding a posted 15 mph speed limit on Birch Creek Road, and not paying campground fees at Tinemaha Campground.

FEIR response (p. 2.0-298): The reply simply repeats language from the DEIR that signs will be posted. The FEIR ignored the request for *any* example of signs being effective in preventing or reducing illegal or irresponsible behavior by OHV operators.

Elsewhere the FEIR (p. 2.0-385) states in response to a similar comment that "... it is the County's opinion that signage is sufficient mitigation for the Project" Mitigation is *not* enforcement. Without effective enforcement of laws and AT rules, noise, dust, safety of residents, and damage to cultural resources all become significant and unmitigable impacts.

Because the EIR appears to have included one or more routes that did not have properly completed applications, and because it failed to consider several public comments, I urge the Board to not certify the EIR. Applicants should be directed to follow *all* implementation guidelines in preparing their applications, and seek to acquire additional funding to initiate a new environmental impact report.

Sincerely,

A handwritten signature in cursive script that reads "Steven P. McLaughlin". The signature is written in dark ink and is positioned above the printed name.

Steven P. McLaughlin

Courtney Smith

To: ab628
Subject: Adventure Trails Project: Proposed Route

From: MICKY CARR [<mailto:frank-micky@msn.com>]
Sent: Saturday, November 22, 2014 12:25 PM
To: Pat Gunsolley
Subject: Adventure Trails Project: Proposed Route

Inyo County Board of Supervisors
Department of Public Works

In regards to the upcoming meeting to discuss the approved routes of the Adventure Trail system proposal:

Our residence is directly adjacent to one of the proposed routes of the system, and we as homeowners we will be directly affected by such, and would like to express the following concerns.

First we would like to note that in general we are not opposed to the Adventure Trail System as a whole and see it as something that could be a great thing for our tourist economy, however we are deeply concerned about the proposed route that includes East Line Street all the way to Sneden Street.

Having lived directly on this street at 111 Johnston Drive for over 10 years we can assure you that the amount of both commercial and private traffic on this part of the route is extremely busy. Fed Ex, UPS, 711 Cement mixers, school busses, ambulances and recreationists for the Owens River use it constantly. This particular stretch of road is also somewhat of a no mans land when it comes to traffic enforcement. We have long been concerned about the 25 mile an hour speed limit which is almost never enforced.

There is also a lot of pedestrian traffic and many kids who spend a lot of time fishing and swimming at the nearby canal. There have been many times when a youngster has dashed across that road paying little or no attention to the traffic.

If then you decide to allow the ATV's , dirt bikes etc. to be a part of this traffic flow, (which by the way some of them already do) we feel it is only a matter of time before something tragic happens.

Also, we were told that this route to Sneden was chosen, for the purpose of people being able to get these types of vehicles rented from the former Golden State Cycle business. What happens if another rental business in another part of town decides to open? Do you then allow these types of vehicles to go on other residential streets? Or are you creating a special route for one business alone?

Finally, we would really like it to be clearly defined....Who is responsible for the traffic enforcement once these adventure trails are implemented? Will they be more likely to do that enforcement or will it remain a safety issue.

And lastly, consider this: How would you feel about these types of vehicles driving by your house mixed in with all the other traffic? What would your concerns be? Put yourselves in our position before you make this part of the route a reality.

Thank you for taking the time to consider our concerns,

Sincerely,

Frank and Micky Carr
111 Johnston Drive
Bishop, CA 93514
email: FRANK-MICKY@msn.com

Courtney Smith

To: ab628
Subject: adventure trails proposal

-----Original Message-----

From: ddholland@cebridge.net [mailto:ddholland@cebridge.net]
Sent: Sunday, November 23, 2014 7:03 AM
To: Pat Gunsolley
Subject: adventure trails proposal

I would like to go on record as opposing the proposed plan for the following reasons;

1) As a retired Caltrans employee I am very aware of the resources required to maintain this type of route designation. As the County already has budget issues, I do not see how they can absorb the added burden of sign repair and lane striping required by this proposal. While currently the proponents may state that the work will be done by volunteers and the funds supplied by the State, this will not likely continue and then the County will get "stuck" with the responsibility of maintenance.

2) The premise that this will bring added tourist dollars to the County is pure folly. While it is true that those that desire to come this area to camp and operate off road vehicles will continue to do so, the idea that the ability to drive said vehicle downtown to shop at Kmart will draw more people here is ridiculous. Those that tow their \$100,000 fifth wheel "toy hauler" with their \$40,000 Dodge truck are not going to leave said Dodge at the campground to drive a quad into town for supplies. They will continue to purchase supplies either on their way in or during their stay but the use of a small, poor handling, inefficient machine such as a quad will NOT be their choice of vehicles.

3) The proponents keep referring to the accepted use of quads in "Utah and elsewhere". It is true that quads are being used in small rural areas such as Chalfant Valley, Benton and Silver Peak. This practice is common and so long as the riders use them as they would any small car, it works fine. However, the same premise cannot be applied to more urban areas such as Bishop. Simply stated, there is no need for this plan. The areas that currently have quad use in their small rural "towns" can continue to do so and the areas such as Bishop do not need the plan as it is inappropriate.

4) As has been pointed out by many opponents, the liability to the County is real and serious. Recently Laws Museum, a County facility, was named in a lawsuit filed by quad riders that simply stopped at the museum to have lunch before riding on. They eventually had an accident miles away from the museum and are now seeking restitution from the County. As the law pertaining to this proposal clearly places the liability on the County, I cannot imagine why any County would willingly accept such risk.

In conclusion, this proposal is misleading and ill-conceived. I would ask the Supervisors to reject this plan on the grounds that the benefits are overblown and overstated while the risks and liability are huge.

Thank you.

Daniel Holland
412 S Tumbleweed
Bishop
873-5514

Tom and Nancy Hardy
286 May Street
Bishop, CA 93514

November 24, 2014

Inyo County Board of Supervisors
P.O. Box N
Independence, CA 93526

RE: Proposed "Adventure Trails" Project
Public Comment

RECEIVED
2014 NOV 24 AM 11:35
INYO COUNTY
ADMINISTRATIVE
SERVICES
DEPT

Dear Honorable Members of the Inyo County Board of Supervisors:

We are writing to voice our opposition to the proposed Adventure Trails Project, at least to the extent that it would allow Off Highway Vehicle access to residential areas in Bishop and the Bishop City Park. At the outset, we wish to be clear that our opposition is expressed in our capacity as private citizens and residents of the "east side" of the City of Bishop, and not in any other way. We have both lived in the Bishop area for many years, and in our current home since 2004.

We believe that the Eastern Sierra should be home to many different kinds of recreation, and that we have room to accommodate many different ways for individuals and families to enjoy the outdoors. There are many areas in Inyo County where off road enthusiasts can enjoy their hobby and that is appropriate. However, the proposed Adventure Trail project, if adopted, would do more than simply allow one class of recreationists to enjoy their past-time—it would force that past-time on the rest of us and permanently damage the qualities that make us want to live in Bishop. We choose to live in the City of Bishop for many reasons, but chief among them is that we enjoy the quiet, residential "feel" of our neighborhood. Off road vehicles driving on our streets, even nearby streets, would destroy that residential feeling that we so enjoy and risk turning our neighborhood into a motorized playground for people who do not live here.

We have not seen any compelling evidence that the proposed Adventure Trail project would be an overall economic benefit to the County of Inyo. Undoubtedly, it will benefit a very few who cater to this particular market. In fact, the entire project seems to be an effort to use government power to benefit a very few individuals. It also seems that one argument in favor of the project is disingenuous—that being that the project will somehow make it easier for visitors to enjoy Bishop and other communities. The fact is that visitors bringing their OHVs are, of necessity, bringing them on trailers or in other "street legal" vehicles. They certainly will not be driving OHVs from Southern California. It is already very easy for these visitors to use their properly licensed and regulated trucks, trailers, and RVs to visit Bishop's attractions and businesses.

It is especially concerning that the alleged purpose of the project is to link "OHV recreation areas" with "necessary service and lodging facilities", but only one proposed route into Bishop does that—the link to the Tri-County Fairgrounds camping facility. None of the proposed routes now links to any kind of "service" facility. One proposed route, being East Line to Sneden to Short, no longer serves an OHV sales and service center. If approved now, that route would only benefit one business that apparently rents OHVs. If approved, that route is simply a subsidy to one business, to the detriment of any potential competitors, and which imposes negative economic costs on the residents of the east side of Bishop. By any reasoned economic

analysis, it appears to be nothing more than a “giveaway” for the limited benefit of one entity. Another route appears to lead to a single restaurant, and another will only direct OHV traffic through our otherwise busy City Park, raising obvious safety concerns. As pointed out above, the premise that any links are “necessary” is a fiction—any visitors coming to Bishop will be required to transport their OHVs by means of street legal vehicles, and should have no difficulty reaching desired “services” by using street legal vehicles.

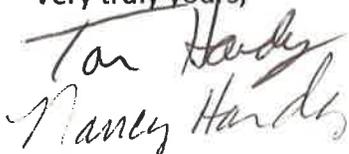
We are also concerned that the potential negative impact on tourism has not been examined in a meaningful way. Many people visit our area for many different types of outdoor experiences. As residents who hike and enjoy the outdoors on foot and on bicycle, we know first-hand that large numbers of visitors come here for a non-motorized experience. Towns “buzzing” with OHV vehicles are not conducive to the visitors seeking something else, and we risk driving away a large number of tourists who otherwise would come. We know that we would not choose to visit a town that we knew had a large contingent of OHV users (in fact, on various trips, we have avoided those types of locations). Recent letters to the editor in the *Inyo Register* confirm that this would be the case. This proposed project would forever change the character of our County from one welcoming a wide diversity of recreation to one favoring only one—recreation with engines, tires, pollution, and noise.

We are also concerned because it has been our recent observation that operators of off road vehicles near the City of Bishop are becoming increasingly rude and obnoxious. We frequently walk and exercise on the roads east of the City, and it used to be common practice for motorcyclists and other off road vehicle operators to slow down, wave and then pass at a respectful and polite speed. Now, we find ourselves being required to dodge out of the way of OHVs and “eat their dust” as they blow past at unsafe speeds. We frequently see dirt bike riders ignore speed and directional signs. I know that it is often said that “most OHV users are polite”; while that used to be the case, it does not seem to be that way anymore.

We want to emphasize that there is a place for OHV use. We are not opposed to OHV use in general. Portions of the Adventure Trails project outside of our populated areas that link existing off road use areas may well be appropriate. However, OHVs do not belong in our towns and in the City of Bishop. The supposed benefits have not been demonstrated, and the costs to the citizens who have chosen to live in our towns and City are inappropriate. OHVs as a recreational outlet are unique in that while they can be fun for those who choose to use them, they also impose huge aesthetic and quality of life costs on the many of us who do not. To adopt a policy or plan that imposes significant negative social and economic costs on our communities with little to no demonstrated benefit is bad public policy. It is fundamentally unfair to those of us who live in the communities to be impacted. When we purchased our home, we did not intend to live in an OHV recreation area, and it is inappropriate to turn our neighborhood into one now.

We urge you to decline to adopt the proposed Adventure Trails System, at least as to the proposed portions passing through residential areas. Thank you for considering our input on this critical issue.

Very truly yours,

Handwritten signatures of Tom Hardy and Nancy Hardy in cursive script.

Tom and Nancy Hardy



**California Association of 4 Wheel Drive Clubs
Natural Resources Consultant - South**

Over 50 years advocating for recreation

November 24, 2014

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526

Inyo County Board of Supervisors;

This letter is submitted on behalf of the California Association of 4 Wheel Drive Clubs (CA4WDC) and its membership. CA4WDC represents clubs and individuals within the State of California that are part of the community of four-wheel drive enthusiasts. CA4WDC members are active recreation visitors to the Eastern Sierra Nevada Mountains and are very interested and concerned about actions that deal with OHV recreation opportunity in the area.

While the main focus of CA4WDC is to protect, promote, and provide for motorized recreation opportunities on public and private lands, many of our members participate in multiple forms of recreation; including but not limited to hunting, fishing, camping, hiking, horseback riding, bicycle riding, and gem and mineral collection.

We recognize the positive health and social benefits that can be achieved through outdoor activities. We also recognize that motorized recreation provides the small business owners in the local communities a significant financial stimulus. And, our members are directly affected by management decisions concerning public land use.

Our members subscribe to the concepts of: 1) public access to public lands for their children and grandchildren; 2) condition and safety of the environment; and 3) sharing our natural heritage. The general public desires access to public lands now and for future generations. Limiting access today deprives our children the opportunity to view the many natural wonders of public lands. The general public is deeply concerned about the condition of the environment and personal safety. They desire wildlife available for viewing and scenic vistas to enjoy. They also want to feel safe while enjoying these natural wonders. Lastly, the public desires to share the natural heritage with friends and family today as well as in the future. How can our children learn and appreciate our natural heritage when native species are allowed to deteriorate and historic routes are routinely blocked or eradicated from existence?

CA4WDC supports the concept of managed recreation and believes it is prudent and appropriate management to identify areas where off-highway vehicle use is appropriate. Such use must be consistent with the public lands management plans, as well as local, state, and federal regulations. Recreation, especially recreation off of paved or gravel roads, is the leading growth in visitors to public lands. The planning processes help minimize conflicts and potential resource damage while providing for recreation access to public lands.

CA4WDC endorses the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The ATV Adventure Trails System is a proposed project consisting of 38 combined-use routes within County- and City-maintained roads, located in and around the unincorporated communities of Aberdeen,

Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The EIR identifies potentially significant effects from the project: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Of these, impacts to air quality cannot be mitigated to less than significant levels.

CA4WDC has reviewed the Environmental Impact Report and concurs with the findings. We also believe that the air quality issues noted are not in excess of existing air quality issues.

CA4WDC supports the concept of managed recreation and believes it is prudent and appropriate management to identify areas where off-highway vehicle use is appropriate. Such use must be consistent with the public lands management plans, as well as local, state, and federal regulations.

CA4WDC endorses the ATV Adventure Trails System of the Eastern Sierra as a viable project that will enhance the recreation opportunity and provide a significant positive economic impact within the region.

We encourage the Board of Supervisors to approve this proposed project.

Thank-you for the opportunity to comment on this important proposal.

Thank-you,

A handwritten signature in black ink, appearing to read "John Stewart". The signature is fluid and cursive, with a large initial "J" and "S".

John Stewart
Natural Resources Consultant
California Association of 4 Wheel Drive Clubs

Attachment No. 5 - n

December 2, 2014 ,

Dear County Supervisors ,

I have just returned home after working out of the country for a month to find this Adventure Trail Plan is still underway. I will be as brief as possible and hopefully to the point. I am an owner of a 5 acre place on Birch Creek Road and host many visitors in this valley. These visitors have come for many days of meetings at our home, camping mostly at Tinnemaha Campground and in the Big Pine area, contributing for sure to the education and economy of this valley. They have included members of the Biosphere Foundation, Wild Foundation, Nature Conservancy, Bioneers, Tree People and Weaving Earth. Please Google these reputable organizations if you do not know them. They and many others come because of the majestic beauty and history of this area, which you know so well. I am also a guide and trainer for the School of Lost Borders located in Big Pine for 30 years and we also host many visitors here, all of whom not only spend extended time in the wilderness but are patrons of many local businesses.

All of this is to say, I am all for all ages, all backgrounds, all types of people getting into and appreciating the area. I have enabled disabled people to undertake 10-day experiences in the public lands here. I have worked to offer many elders access on our trips and am currently consulting on a book for elders which includes the importance of their access to nature. I want our valley to prosper and be sustainable and am part of a pilgrimage next year to bring together many different stakeholders focused on the use of our water.

The bottom line is to say, I understand the desire to go on and off road into beautiful places as well as the concept of an adventure trail....BUT NOT in a residential area, especially one enveloped in the quiet of nature. I use a four wheel drive vehicle to go into the Inyo Mountains as I was injured myself some years ago and can no longer backpack as I used to. AND when certain places became restricted to access with wilderness designation I accepted that. There are many reasons as you all know why using resources for recreation must be monitored wisely.

At our place on Birch Creek we are surrounded by the proposed trail, and the noise, dust, and speed of the vehicles that have been showing up across the road from us and are already a problem. Our people do not want to camp at Tinnemaha when these vehicles have been moving in and out constantly. Our neighbors and visitors along with us don't want to walk on our roads. And I have been awakened in the early, early a.m. by the noise on the hillside 150 yards away with motocross type activity happening, surrounding a home three of us spent our life savings to buy.

Please reconsider any use of the Tinnemaha campground-Birch Creek area if you care about us and the many visitors we bring to this valley.

Respectfully, Gigi Coyle



760 938 1177

Courtney Smith

From: Joshua Hart
Sent: Friday, December 05, 2014 12:12 PM
To: Clint Quilter; Courtney Smith; Elaine Kabala
Subject: FW: Adventure Trails Plan

Fyi

Josh

-----Original Message-----

From: wsharer@peoplepc.com [<mailto:wsharer@peoplepc.com>]
Sent: Friday, December 05, 2014 8:40 AM
To: Joshua Hart
Subject: Adventure Trails Plan

I agree with Ted Shade the Adventure Trails Project will have significant impact on Air Quality issues, where the project is based, and I side with many citizens voicing there thoughts about noise pollution, however, I believe the greatest test will be enforcement of any regulation concerning off-road vehicles. When I questioned Dick Knowles about it he pointed to the Sheriff department's acquisition of two ATVs if two trained deputies could police the whole county. In my city of Big Pine, we already have ATVs on the roads not a lot, but an occasional occurrence. Travelling on 395 can be hazardous, as is, but adding ATV crossings will add significantly to the possibility of an accident. I am not totally against the project, but I believe there needs to be greater restrictions than I have seen in the documents. Are we really supposed to believe a tourist with children under 16 will prevent his 114 or 15 year old child from riding his own AtV, or that all riders will stay on the designated trails? All one needs to do is go down to the Jawbone Canyon area in Red Rock Canyon to see the devastation and damage done to the environment

Courtney Smith

From: Pat Gunsolley
Sent: Monday, December 08, 2014 3:01 PM
To: Courtney Smith
Subject: FW: Public Comments for hearing on AB 628 (Adventure Trails-Eastern Sierra)

Hi Courtney:

Here is another letter.

Pat Gunsolley
Assistant Clerk of the Board
P. O. Drawer N
224 N. Edwards
Independence, CA 93526
(760) 878-0373

From: Julie Fisher [<mailto:jjsfishing4u@yahoo.com>]
Sent: Monday, December 08, 2014 2:03 PM
To: Pat Gunsolley
Subject: Public Comments for hearing on AB 628 (Adventure Trails-Eastern Sierra)

To whom it may concern.

RE: AB 628 (Adventure Trails-Eastern Sierra) and EIR hearings

As a decades long visitor to the Eastern Sierra and a resident of Mammoth Lakes in the 1980's, I am sensitive to the needs of a variety of users and use types (by humans) of this spectacular area of the Sierra.

While I am not totally opposed to off road (ATV and other similar) vehicle uses, I feel that such use areas should be limited in scope and in locations to areas that are the least likely to impact wildlife, lessen air and water impacts, and would NOT disturb users who want a very quiet, clean, wild land experience, which is almost impossible to obtain in most of California.

The Eastern Sierra is one of the very few places remaining that have a truly wild feel. IF off-road (ATV, motorcycle, etc) uses are allowed in and near areas that are popular with hikers and bike riders, then all those people other users will suffer, as will the wild species and plants.

My decades of hiking and biking this area point to a NEED to protect the west part of the Owen's Valley and areas in and near the Long Valley cauldrea, also areas due north of Bishop (petroglyph areas), and Inyo, Mono Craters and Mono Lake. These areas should remain mostly areas for quiet recreation, although there are some limited areas further east that may not create too much noise impacts, but noise and pollution carry a long way, so great care should be taken to put any ATV uses in places where noise and pollution would be limited in scale and scope.

However, I do think there are many areas that would be great places to set aside for ATV and other off-road vehicles, but they should be far away from where hikers and bikers already use many trails.

I do not know the environmental issues in every area of the Eastern Sierra, but there are likely areas on the east side of the Owens Valley that may be more appropriate for ATV users, such areas are likely very rarely used by hikers and bikers, thus there would be less conflict between the users.

Thank you.

Julie Fisher & Tom Gasaway
760-214-1109
126 Village Run West
Encinitas, CA 92024

Courtney Smith

From: Elaine Kabala
Sent: Monday, December 08, 2014 3:45 PM
To: Pat Gunsolley
Cc: Courtney Smith
Subject: FW: Public Hearing Notice - Adventure Trails of the Eastern Sierra

Pat:

This email was received in response to the notice for the Adventure Trails hearing on December 30th.

Thank you,
Elaine

From: Barbara Epstein [<mailto:justbarb56@gmail.com>]
Sent: Monday, December 08, 2014 3:31 PM
To: Elaine Kabala
Subject: Re: Public Hearing Notice - Adventure Trails of the Eastern Sierra

You may want to request that this hearing be postponed until all the public is back from holiday break, in January.

I personally object to off highway vehicles using the trails and roads. It would be better to identify other suitable, limited, locations for this use, rather than have them so widespread. The noise, habitat disruption, litter, and other ecological damage needs to be considered everywhere in this special area.

The Eastern Sierra needs to be protected from this type of commercial industrialization. Eco-tourism is a big part of the local economy and widespread use of off road vehicles would provide unnecessary negative impacts that would discourage people from wanting to visit in the future.

Thank You So Much,

B

On Dec 8, 2014, at 11:01 AM, Elaine Kabala wrote:

PUBLIC HEARING NOTICE

Courtney Smith

From: ab628
To: ab628@inyocounty.us
Subject: ATV Access

From: Yolanda Reynolds [<mailto:yolandar@att.net>]
Sent: Monday, December 08, 2014 4:02 PM
To: Pat Gunsolley
Subject: ATV Access

To whom it may concern: &nbs p; 12/08/14

I strongly object to opening public lands to off road vehicle access and trails. There are already too many threats to our environments especially at this time when we are experiencing such a severe drought where almost as often forest fires are started by human activity/negligence. In addition, much used dirt roads usually result in erosion even with scarce rainfall. lastly there are few places where wildlife is spared the noise of modern/ human activities.

As the world gets more crowded every effort must be made to retain as many places and spaces free of unnecessary disturbance!!

Sincerely,

Yolanda Reynolds

Courtney Smith

From: ab628
To: ab628
Subject: Adventure Trails

From: Candy Ockert [<mailto:doglady3@sbcglobal.net>]
Sent: Tuesday, December 09, 2014 10:03 AM
To: Pat Gunsolley
Subject:

How in the world of common sense can the board of supervisors of Inyo County even ponder the development of off highway road use in the considered sensitive areas? You already know that it would undermine the CEQA already in place, destroying one of the few remaining areas of biological resources, the geology and cause soil erosion as well as contaminating water quality with the introduction of hazards, waste and noise. One should remember how fast man can destroy a beautiful environment with his carelessness. Too many people who want and would use these areas for off road do not follow the rules. You can put up signs all over the place only to be ignored or destroyed. I've been in many of pristine areas that RTV's and trucks etc. have deliberately run off the trails to purposely plow down vegetation and animals for their pure demented entertainment. Please do not knuckle down under these type of influences. Most citizens of this country want and appreciate the few remaining natural resources to continue as such. Keep our country healthy.

Candy Ockert

Courtney Smith

From: ab628
To: ab628@inyocounty.us
Subject: Comment on "Adventure" Trails of Eastern Sierra

-----Original Message-----

From: Kathleen Kent [<mailto:kikapoo@charter.net>]
Sent: Tuesday, December 09, 2014 10:16 AM
To: Pat Gunsolley
Subject: Comment on "Adventure" Trails of Eastern Sierra

To Inyo County Board of Supervisors,

My husband and I are frequent visitors of Lone Pine, Independence, Big Pine, and the Eastern Sierra, in general. We have enjoyed this unique, beautiful area of California for many years. We have hiked many areas, enjoyed the birds and wildlife, and the peace and quiet that is an integral part of the wilderness.

Introducing ATVs will destroy this peaceful environment. The noise alone will drive away the very things that attract tourism to this area.

As an example of what the proposed Adventure Trails of the Eastern Sierra will introduce: We included the Nebraska National Forest in our travel plans on a recent trip. We actually cut our visit short because the area has a network of ATV trails throughout the forest. Wherever we hiked, the sound of loud engines pervaded the entire forest (40,000 acres). We will never visit this area again, despite the beauty and opportunity for birdwatching and wildlife photography.

In summary, there are few places left where an individual can go and not be plagued by noise pollution. Approving the Adventure Trails will destroy the very thing that attracts us to this area.

Kathleen Kent
Paso Robles, CA

kikapoo@charter.net

Courtney Smith

From: FAMECHON@aol.com
Sent: Wednesday, December 10, 2014 5:14 PM
To: Pat Gunsolley; ab628; Elaine Kabala
Subject: Neighbor in Favor of ATV Trail

Dear Ladies and Gentlemen,

My wife and I live at the easternmost house in Bishop on Line Street.

We believe the ATV trail will go right past our new house which was just completed in October, 2014. We believe we have as much or more invested in our home as anyone along the designated routes.

We are totally in favor of the new ATV Trail.

We believe it will enhance the value of our property and probably all properties which it passes. Certainly, if I lived out of the area and was thinking of buying here, I would want the convenience of being able to ride right out my driveway onto the trail without trailering my ATVs.

If I owned or wanted ATVs and already lived in Bishop, but away from a designated route, I would envy those who lived next to it.

I believe the ATV routes will be good for the merchants of the area and hence the whole local economy and also for the property values of those who live along it.

If I turn out to be mistaken about the benefits of the new route or the amount of disturbance it may cause, it can always be changed or rerouted or regulated differently or abolished in the future. For now, it is certainly worth a try. No one will know for absolutely sure what it will do for the economy and neighboring property values until we try it. Our belief is that values will be increased.

John F. Harris
606 East Line Street
Bishop, CA 93514-3616
310-699-3330
famechon@aol.com

Courtney Smith

From: ab628
To: ab628@inyocounty.us
Subject: Board

From: Pat Lunde [<mailto:patlunde@gmail.com>]
Sent: Thursday, December 11, 2014 8:55 AM
To: Pat Gunsolley
Subject: Board

Concerning AB628 Implementing roads for Adventure Trails of the Easter Sierra project:

Be wise and not cave to aggressive ATV group tactics. These machine can do a lot od damage to an area on multiple levels from the land, to their noise, to their often "off the road" activities. For years we have appreciated the Bishop area for for its unique outdoor experience on untrampled lands.

I assume this is not a closed deal but open to public opinion. Therefor I am sending this Email.

/Thanks for your consideration.

Patricia Lunde, So CA resident.,

Courtney Smith

From: ab628
To: ab628@inyocounty.us
Subject: Public Hearing Notice - Adventure Trails of the Eastern Sierra

From: Cindy Kamler [<mailto:lkamler@earthlink.net>]
Sent: Monday, December 08, 2014 12:38 PM
To: Elaine Kabala
Cc: Cindy Kamler
Subject: Re: Public Hearing Notice - Adventure Trails of the Eastern Sierra

I THINK IT IS A SHAME THAT THE SUPERVISORS HAVE SCHEDULED THIS HEARING FOR DEC. 30; SO MANY PEOPLE WILL BE AWAY OR CAUGHT UP IN HOLIDAY ACTIVITIES.

PLEASE ASK THE SUPES TO RESCHEDULE AFTER THE HOLIDAYS!

Cindy Kamler
lkamler@earthlink.net

Courtney Smith

From: ab628
To: ab628
Subject: "Adventure Trails of the Easter Sierra"

From: Michael Cohen [<mailto:mpcohen0713@att.net>]
Sent: Thursday, December 11, 2014 3:48 PM
To: Pat Gunsolley
Subject: "Adventure Trails of the Easter Sierra"

Regarding "Adventure Trails of the Easter Sierra":

We live in June Lake about half of the year and we are Mono County taxpayers. Nevertheless, we have watched with interest the controversy over ATV use in Inyo County, where we often shop, walk, ride bicycles, and generally recreate.

Our experience with ATV vehicles in and around June Lake has been extremely discouraging. They drive up our dirt driveway and tear up the roadbed. They rip up the area of sagebrush north of June Lake proper and produce really large plumes of dust that remain in the air for hours. They make the June Lake campground noisy and unpleasant.

ATVs are a menace to any community that wishes to market itself as a getaway, a place for peaceful recreation. ATV drivers cannot be policed and will not be policed. ATV recreation is perhaps the least sustainable form of recreation one can imagine. The costs far outweigh any benefits. I would add health risks to residents and visitors. Adding to already serious pollution problems from Owens Lakebed--Inyo's air quality is already reported in L.A. Times—endangers the health of local residents and discourages tourist traffic.

The ATV rental business creates a blight on the landscape. Anyone who thinks otherwise should visit the entrance to Bryce Canyon National Park, and see the horrible congestion, chaos, and noise there. This kind of development is guaranteed to discourage rock climbers at Buttermilk or the Alabama Hills, and related places, as well as tourists, hikers, backpackers, and mountaineers visiting (or at least hoping to see) Mount Whitney.

Inyo county would be wise to reject any scheme that offers to sell local environmental values for the roar and pollution of this kind of motorized madness.

Michael P. Cohen
Valerie P. Cohen
2215 Lindley Way
Reno, NV 89509-3724
(775) 828-4283

Summers: P.O. Box 314
June Lake, CA 93529
(760) 648-7937

Mobile 775 762-9179

Pat Gunsolley

From: Greg Boyer <greg@gregboyerphotography.com>
Sent: Tuesday, December 02, 2014 5:12 PM
To: Pat Gunsolley
Subject: Adventure Trail

Please vote no. I have enough problems with the brainless ATV riders we suffer with now. Try walking on the canal when these clods are out making dust and noise.

Best Regards,
Greg Boyer

Pat Gunsolley

From: Christy Mo <christy.click.click@gmail.com>
Sent: Saturday, November 29, 2014 8:13 PM
To: Pat Gunsolley
Subject: Adventure Trail to introduce ORV use to new area

I am not an Inyo resident, but I visit the Sierras regularly, with at least two week long trips every year.

I am writing to voice my opposition to introduce ORV use via an Adventure Trail. The beauty of the Inyo Sierras is in the wilderness, in the quiet and as a true expression of the way America's wild country once was. It is a place that is unique. I strongly believe that it attracts visitors who value this and who are willing to pay a premium to be a part of it.

I have seen the damage ORVs can cause to arid ecosystems. It is a hobby associated with chronic rule-breaking, extending their impact beyond designated area. It creates noise, dust and damages native plants. It's incompatible with wildlife.

As a visitor, I see people who love Inyo county for bouldering, for rock-climbing, hiking, fly-fishing and sight seeing. As a graphic designer who specializes in branding, I see a place who's treasures compliment each other. ORVs do not fit within the existing attractions. They work against the Inyo brand.

Thanks for your time. I'll get off my soap box.

-Christy Montgomery
2572 Westminster Ave.
Costa Mesa, CA 92627

Pat Gunsolley

From: Signe Swenson <signeswenson@sbcglobal.net>
Sent: Sunday, November 30, 2014 7:06 AM
To: Pat Gunsolley
Subject: Adventure Trail

To Whom It May Concern,

As a frequent out of town visitor to the Owens Valley, I find it alarming that the Board of Supervisors in Inyo County is promoting OHV use on city and county roads in order to connect existing OHV routes. These vehicles already are making hiking and camping in the area less attractive. Last summer alone, during three different stays, I had OHVs interrupt the peace and quiet in my camping area enough so that I departed early for other quieter areas outside of Inyo County. The Owens Valley and its towns have long been favorite haunts of mine, but that is fast becoming less so. It is disturbing to see these vehicles ripping up the landscape, throwing volumes of dust into the surrounding areas, and polluting the scene with loud motor noise. Pleas consider keeping these vehicles to their designated routes only.

Sincerely,

Signe Swenson

Pat Gunsolley

From: Georgette Theotig <gtheotig@sbcglobal.net>
Sent: Friday, November 28, 2014 2:09 PM
To: ARKy@qnet.com; Jeff Griffiths; Mark Tillemans; Matt Kingsley; Richard Pucci
Cc: Pat Gunsolley
Subject: Adventure Trails

Dear Inyo County Board of Supervisors,

I am aware that there will be a hearing on Tuesday, December 2, regarding the proposed "Adventure Trails" recreational plan for Inyo County. I am not a resident of Inyo County. I live in Tehachapi, within eastern Kern County. I am writing to express my opinion and urge your Board to disapprove of the proposed "Adventure Trails" plan. I am a frequent visitor to the Owens Valley, on my way to Mammoth for hiking and cross-country skiing. I always appreciate the quiet charm and peace of the Owens Valley, including the tidy and peaceful little towns like Independence, Lone Pine, Big Pine, and Bishop. Each town has something unique to offer. I would definitely NOT VISIT these peaceful towns in Inyo County if ORV use increased both on the streets, as well as in the open spaces of the Owens Valley. The dust, noise, and damage from increased ORV use would be a strong reason to avoid stopping and spending my *money or time* anywhere near increased ORV use. I go to the Owens Valley to find solitude and vast scenic vistas, unmarred by noisy recreational activity. The Owens Valley is a very special place, and compromising its unique resources to bring in a few more dollars would be a great lack of leadership. ORV use is NOT COMPATIBLE with other forms of recreation such as birding, hiking, horseback riding, photography, camping, fishing, and artwork, to name a few pastimes. Why would I, as an artist and hiker, want to go anywhere near dusty, noisy, and unsightly ORV trails? I urge you to consider the negative impacts of allowing increased use of ORV traffic in Inyo County.

Thank you for your consideration of my comments.

Georgette Theotig
P.O. Box 38
Tehachapi, CA 93581

gtheotig@sbcglobal.net

Pat Gunsolley

From: Michael Brundage <michaelbrundage@cox.net>
Sent: Saturday, November 29, 2014 12:09 PM
To: Pat Gunsolley
Cc: sydney@friendsoftheinyo.org
Subject: 'Adventure Trails' comment

11/29/14

To: Inyo County Board of Supervisors and all Concerned

Hello,

I would like to add my '2 cents ' to the Adventure Trail discussion going on in the Eastern Sierra region. I own a factory built, California approved 250cc "Dual Purpose" motorcycle. Friends of mine own older/newer bikes and larger and some smaller engine size bikes, but we all have the approved DUAL SPORT bikes. It is registered for the street (so meets air regs, sound regs, safety regs and yet is also quite capable off-street with approved spark arrestor and great performance.

I enjoy riding both on and off the street in many areas of the Eastern Sierra.

The 'Dual purpose' or 'Scrambler' bikes are a perfect fit for the California rider. I believe this is a great solution for motorcycling here in California when street access needs to be included in a mostly off road riding route.

Trailing pure 'off road' bikes, "Dune buggies" and QUADS to approved trailheads has worked well for a long time now. Yes, trailing takes a bit of planning and coordination, but anyone with an 'off road only' vehicle already has the trailer to bring the machine to the riding area in the first place. What's the real need to drive on the street? Convenience alone is not worth the tradeoffs in my mind.

I have been in towns in many parts of Mexico (Baja and Mainland) that have no (enforced) restrictions on OHV's (QUADS, dune buggies and off road motorcycles) running on town streets. From this experience, I strongly feel It is NOT a good idea for California, USA. The un-regulated high sound levels of the off street exhaust systems are almost unbearably obnoxious for everyone (unless you are driving in/on that kind of vehicle...then it's just part of the fun!). Please note that this is not idle commentary, this noise pollution in a town environment can be horrendous...not joking here.

There are very few rules when off roading...this is a big part of the enjoyment. If you stay on the trails and keep your eyes open you can be safe and have a LOT of fun. However, the strict off road vehicle is built for just that ..OFF ROAD. It just doesn't lend itself to the slower and very cautious nature of safe city/town street driving. I think it is a bad mix from both a safety and noise perspective to let pure off road machines drive on the streets.

Thanks for the opportunity to share my thoughts,

Sincerely,
Michael Brundage
Santa Barbara, California

Pat Gunsolley

From: Libby Vincent <libbyvincent7@gmail.com>
Sent: Saturday, November 29, 2014 7:09 AM
To: Pat Gunsolley
Subject: Comments on Adventure Trail, Inyo County

Hello. I am currently a resident of Palo Alto, California, will be retiring in January and moving to Ridgecrest. I selected Ridgecrest as a place to live because it's far from crowded urban areas, has full services, is adjacent to the marvels of the remote high desert, and is free of so much of the noise, pollution, and loss of natural habitat that bedevil the San Francisco Bay Area.

I plan to spend lots of time in Inyo County exploring, hiking, volunteering, and enjoying magnificent desert landscapes. I'm looking forward to a life filled with peace, serenity, and clean air. I am horrified to think of any expansion of OHV access to public lands and associated issues of safety, liability, air and noise pollution, and damage to fragile environments.

Enough already. Please vote to restrict OHV access to currently defined areas and do not even THINK of allowing any expansion of OHV routes that would facilitate access to towns and business. Claims by proponents of expanded OHV access of increased economic activity are false. Rather, thousands of visitors who arrive in the Eastern Sierra to enjoy its many delights will be repulsed by the increased noise and air pollution and will go elsewhere. Local businesses will suffer and the worldwide renown of these gorgeous landscapes will be irreparably damaged.

Please, vote to preserve the continuing peace and serenity Inyo County and vote NO on the Adventure Trail.

Thank you,

Libby Vincent

Pat Gunsolley

From: Sally Manning <smanning@telis.org>
Sent: Friday, November 28, 2014 6:45 PM
To: Jeff Griffiths; Richard Pucci; Mark Tillemans; Matt Kingsley; Linda Arcularius
Cc: Pat Gunsolley
Subject: blood alcohol and cigarette smoke

Dear Supervisors,

The Adventure Trails plan -- all of it -- is a bad idea. I urge you to oppose the Adventure Trails, and I hope the other Supervisors also see how this plan will degrade Owens Valley.

I'm disappointed the plan has gone as far as it has. It should have been nipped in the bud long ago by law enforcement, local residents, city councils (etc.), planners, and the Board of Supervisors.

Allowing loud and unsafe motorized toys on our streets is crazy. To me, the valley will be sending a message to California akin to "We allow you to drive here with a higher blood alcohol level!" or "Come to Owens Valley, we let you smoke in our restaurants and other public places."

See the comparison? The OHVs that will be allowed on streets, open spaces, and communities where they are currently ILLEGAL are not safe and they are potentially deadly. We know that not every person who has had one too many beers has an accident, but gradually California came to realize that to be safe, a limit needed to be set at a lower and lower level. (Not every OHV rider is unsafe.... but one roadkill, human injury, or death as a result of this plan is one too many!) Sure, a customer can move or leave a restaurant where someone is smoking, but the obnoxiousness of it, not to mention the second hand health effects, are something we have finally realized we don't want to risk. (However, we'll let noisy, polluting OHVs to zip down streets to buy stuff they don't need?)

Legalizing a dangerous thing that is illegal for good reason is nonsense. I hate the thought that Owens Valley would do this to its residents, visitors, and this beautiful place. Please oppose it.

Thank you,
Sally Manning

Attachment No. 5 - af

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526

November 27, 2014

Dear Inyo County Board of Supervisors,

Many have written in opposition to the Adventure Trails System for Inyo County citing various safety, environmental, and liability issues. I wonder how is it then that other States, namely Colorado, Idaho, and Utah, have towns or communities that have systems similar to Adventure Trails, with enthusiastic local support, and do not appear to be plagued by the issues cited above.

I have personally seen ATVs on the downtown streets of Kellog and Wallace, Idaho and Silverton, Colorado. In as much as this is a pilot program and subject to modifications and corrections during the trial period, let's give it a shot without further delays.

Hopefully it will be a boon for our county and a model for other counties in California to follow.

Sincerely,
Jack Sutherland
Bishop

Pat Gunsolley

From: Richard Kelty <rdkelty@gmail.com>
Sent: Thursday, November 27, 2014 2:37 PM
To: Pat Gunsolley
Subject: Adventure Trail

I am a part-time resident of Mono County and a very frequent visitor to Inyo County. I do not support the use of ATV's or OHV's on paved roads in Inyo County. They are not designed for this purpose or permitted by the State for this use.

Richard Kelty
1125 N. Nopal Street
Santa Barbara, CA 93103
cell: 805-689-0560
rdkelty@gmail.com

Pat Gunsolley

From: Rich Moser <rkmoser@icloud.com>
Sent: Thursday, November 27, 2014 12:19 PM
To: Pat Gunsolley
Subject: Adventure Trail input

Hello,

I understand that the County is considering creating a trail/road network of sorts for ATV/ORV users. While I have no problem with setting aside areas for such motorized recreation, I have concerns about where these might be put.

As an annual Inyo County visitor who grew up on the eastern side of the Sierras, I know that there isn't a lot of land and/or access available there for any activity. In other words, there's nothing much to spare.

My first priority with such a network would be to maintain the existing quality of other activities, such as camping and hiking and fishing (and hunting in season). ATVs are too often a severe impediment to the enjoyment of these activities, and they cause degradation of many resources. My experience is that too many ORV users are simply unrespectful of others' rights to enjoy the great outdoors. Remember, the new people this idea would draw in are mostly going to be coming up from L.A., where there is no nature left, so they don't know how to behave.

I do not trust the current USFS and BLM leaderships to steward their resources in a fair and responsible manner, so it is very important that the County plan this very carefully. Or decide to disallow the proposal, which would be fine with me.

Lastly, how about creating a new license or tax system for this? This would help make the ORV'ers more responsible.

Sincerely,

Rich Moser
P.O. Box 277
Santa Barbara, CA 93102

Pat Gunsolley

From: Joel Masser <joelmasser@hotmail.com>
Sent: Thursday, November 27, 2014 1:41 PM
To: Pat Gunsolley
Subject: Adventure Trails

Hello,

I wish to comment on the Adventure Trails proposal.

I am a resident of the San Francisco Bay Area but one of my favorite vacation destinations is the Eastern Sierra. I visit several times per year to hike, look at the scenery, examine geologic features, and view wildlife.

I do not like to see or hear off-road vehicles and it is upsetting to view the disturbed and damaged land they leave behind. As far as I can tell, the wildlife doesn't care much for them either. These vehicles spoil my experience of beauty and tranquility. I am afraid that if Adventure Trails is approved, it will degrade the environment and the outdoor experience for low-impact visitors like me. I am afraid that increased ATV activity in Inyo County would make it an unappealing destination for me, and that would make me very sad.

Thank you for considering my views.

Joel Masser
5327 Romford Drive
San Jose, CA 95124
408-265-3221

Pat Gunsolley

From: Thomas J Boo <htafrica@gmail.com>
Sent: Sunday, November 30, 2014 9:12 PM
To: Pat Gunsolley
Subject: Please reject Adventure Trails proposal (Letter to County Supervisors)

Inyo County Board of Supervisors

Dear Madam and Sirs,

The Adventure Trails is a bad idea and it would be irresponsible of the County of Inyo to go forward with this pilot project in light of safety concerns, anticipated adverse effects on home values, likely noise and air pollution impacts, and unresolved legal issues with the Forest Service.

The potential economic benefits are dubious, and if the AT attracted sufficient OHV users to have a measurable economic impact, there would be accompanying costs in terms of air and noise pollution. The change in quality of life and the character of recreation in the Owen's Valley would be significant and would likely discourage unknown numbers of of the tourists who are currently attracted to our area.

Substantial anecdotal evidence--reports of homeowner's consultations with realtors--indicates that home values on AT routes would decrease substantially. How can one justify the potential economic gains of some county business owners at the expense of other county residents, affected homeowners?

The safety issues should be a show-stopper. Where are the grown-ups on this issue, such that our county would encourage use of ATV that is not consistent with the owners' manual guidance for safe operation? As I and others have pointed out in recent Letters to the Editor (Inyo Register), every credible authority on ATV safety seems to discourage use of ATV on paved roads, as a major safety issue.

Good for business? Perhaps primarily at Northern and Southern Inyo Hospitals and Brune and Buck Mortuary; probably also for some lawyers, local or otherwise.

Additionally, if Inyo County goes forward with an AT alternative that involves Forest Service land without addressing the Forest Service's concerns about environmental impact studies on those areas, you will invite a lawsuit, one that the County won't win. It would be bone-headed to ignore federal laws.

Further, I understand that the EIR does not actually address ENVIRONMENTAL impact. Again, you would seem to invite litigation by proceeding based upon a fundamentally flawed document.

What does county legal counsel say? I can't imagine a good lawyer would green light this crazy idea.

Sincerely,

Tom Boo, MD
328 Altair Circle
Bishop, CA
93514
760 872-6897

Attachment No. 5 - ak

Inyo County Board of Supervisors

An Appeal for Keeping Inyo County's Isolated Beauty and Quiet

Many states like New Hampshire and Connecticut are currently promoting their areas of isolated beauty. Why can't Inyo County jump on that bandwagon instead of promoting motorized recreation , The Adventure Trail. What the Adventure Trail actually means for Inyo County is anyone's guess – except that it will never be the same.

I live on Birch Creek Road, Aberdeen Route 3, and already experience firsthand the noise, dust, speed and disrespect for our land where ATV'ers are concerned. While hiking in the area, I've seen ATV tracks off the road, on both Fish Springs Hill and the Poverty Hills. ATV'ers make new trails. After all, where is the "Adventure" in staying on an already designated trail. Who will monitor all of this? How can the country afford to pay someone to do this monitoring when the county can't even afford to keep our Library open full time?

You promote the Adventure Trail as a way to bring money to local businesses. How do you know that the dollars of those who travel here because they love Inyo County's quiet, isolated beauty will stop coming and spending their dollars because of how the Adventure Trail will change the serenity.

As Pulitzer Prize winner Mary Oliver says in "Extending the Airport Runway":

The good citizens of the commission
cast their votes for more of everything.

Very early in the morning I go out to the pale dunes,
to look over the empty spaces of the wilderness.

For something is there,
where nothing is there but itself.
That is not there when anything else is.

Alas, the good citizens of the commission have never seen it,
whatever it is, formless, yet palpable.
Very shining, very delicate. Very Rare.

From one who spends time in and loves this isolated, delicate, quiet and rare area, my appeal is to keep it what it presently is. That is why I moved here. To change it to what you are planning, a designated center for motorized recreation, will make it something that will never be the same. Please vote no on the proposals before you today.

Patricia A. Luka
PO Box 314 Big Pine, CA 93513

Attachment No. 5 - al



Date: Sunday, November 23, 2014 7:02 AM
From: ddholland@cebridge.net
To: pgunsolley@lntyocounty.us
Subject: adventure trails proposal

I would like to go on record as opposing the proposed plan for the following reasons;

- 1) As a retired Caltrans employee I am very aware of the resources required to maintain this type of route designation. As the County already has budget issues, I do not see how they can absorb the added burden of sign repair and lane striping required by this proposal. While currently the proponents may state that the work will be done by volunteers and the funds supplied by the State, this will not likely continue and then the County will get "stuck" with the responsibility of maintenance.
- 2) The premise that this will bring added tourist dollars to the County is pure folly. While it is true that those that desire to come this area to camp and operate off road vehicles will continue to do so, the idea that the ability to drive said vehicle downtown to shop at Kmart will draw more people here is ridiculous. Those that tow their \$100,000 fifth wheel "toy hauler" with their \$40,000 Dodge truck are not going to leave said Dodge at the campground to drive a quad into town for supplies. They will continue to purchase supplies either on their way in or during their stay but the use of a small, poor handling, inefficient machine such as a quad will NOT be their choice of vehicles.
- 3) The proponents keep referring to the accepted use of quads in "Utah and elsewhere". It is true that quads are being used in small rural areas such as Chalfant Valley, Benton and Silver Peak. This practice is common and so long as the riders use them as they would any small car, it works fine. However, the same premise cannot be applied to more urban areas such as Bishop. Simply stated, there is no need for this plan. The areas that currently have quad use in their small rural "towns" can continue to do so and the areas such as Bishop do not need the plan as it is inappropriate.
- 4) As has been pointed out by many opponents, the liability to the County is real and serious. Recently Laws Museum, a County facility, was named in a lawsuit filed by quad riders that simply stopped at the museum to have lunch before riding on. They eventually had an accident miles away from the museum and are now seeking restitution from the County. As the law pertaining to this proposal clearly places the liability on the County, I cannot imagine why any County would willingly accept such risk.

In conclusion, this proposal is misleading and ill-conceived. I would ask the Supervisors to reject this plan on the grounds that the benefits are overblown and overstated while the risks and liability are huge.

Thank you.

Daniel Holland
412 S Tumbleweed
Bishop
873-5514

December 1, 2014

Nina Brown

198 McIver, Space 28

Bishop, CA

Requests Board vote no on Adventure Trails.

*Verbal message taken by Asst Clerk of the Board
3:55 pm.*

Pat Gunsolley

From: Richard <richardhereford@msn.com>
Sent: Monday, December 01, 2014 12:04 PM
To: Pat Gunsolley
Subject: Adventure Trail NO!

I travel to IC several times a year to enjoy the scenery and quite. The Adventure Trail is a bad! idea. Richard Hereford, Flagstaff, AZ.

Sent from my iPhone

Attachment No. 5 - an

My husband and I are residents of Birch Creek Road which is on the proposed route of Aberdeen 3 of the Adventure Trail. These comments regarding the Adventure Trail Final EIR express our concern with it's determinations.

1. Safety. The first part of Birch Creek Rd. is residential and has two blind curves. We have observed many OHVs speeding on this segment. Increased OHV use poses a danger to the safety of residents, their pets and their own vehicular use. The paved section of the proposed route from Birch Creek Rd. to Tinnemaha Campground has a sign indicating Winding Rd next two miles. There are several blind curves along this route and pose a threat to OHV's users who might have to make a quick steering movement for which their vehicles are not designed resulting in possible serious accidents. Transportation section 5.15.3 states that projects shall not be designed so as to create sharp curves. We feel this route has sharp or blind curves and therefore should be removed as a proposed Adventure Trail route.

Under travel times section 5.15.23 it states that most travel occurs between 10am-4pm. We have observed increased traffic from 4-dark and beyond as this is a cooler time of the day.

2. Noise. Many OHV have inadequate or altered mufflers. These OHV can be heard for miles. In the section on noise 5.11, Policy 1-1.6 states that if acceptable outdoor noise levels can't be met then acceptable indoor noise level shall not exceed 45dbldn. This is totally insulting to say that residents must go inside to avoid unacceptable noise levels.

3. Liability. The Adventure Trail will increase the liability of the county if approved due to the increase fire hazard from illegal OHV use and the danger posed to residents and other visiting tourists. This will hurt Inyo County financially.

4. In closing we would like to say that Inyo County is known not only for its natural beauty, but also for its peace and quiet. This is why most tourist come here. Let us not kill the golden goose of our economy by allowing this project. Thank you,
John and Ros Gorham

Re: Route #2 Adventure Trail Proposal
(44 Citizens in Yaney/Sierra Street Corridor)
To: Bishop City Council / Inyo County Board of Supervisors

We, the undersigned, are opposed to the expansion of the Adventure Trails system into the City of Bishop. This decision is based upon the following concerns:

Safety - of local children, seniors and pets

Noise of vehicles that are not "street legal"

De-valuation of property for said reasons

From: Citizens of Bishop - Yaney/Sierra St Corridor

1. Larry Nahm Too much potential
comment intrusion in an already-busy neighborhood.
2. Carolyn Crann
comment _____
3. Robert Collins
comment Very noisy all the time!
4. Lathaine Collins
comment incessant noise, exhaust, etc totally
5. changes our neighborhood's peaceful nature!
comment _____
6. Tom & Monica Pederson
comment Plz no! Safety issue & Prop value
7. _____
comment Shirley Campini Crosby St
8. _____
comment _____
9. Jan M. Scott 333 SIERRA ST # 13, BISHOP
comment _____
10. Jill Victory
comment 333 Sierra St #15
11. Bishop, CA 93540
comment TIM PROFFITT Sierra St
12. 333 Nevada St #22 Bishop
comment Jan. [Signature]

To: Bishop City Council

We, the undersigned, are opposed to the expansion of the Adventure Trails system into the City of Bishop. This decision is based upon the following concerns:

Safety - of local children, seniors and pets
THIS IS A RESIDENTIAL AREA
Noise of vehicles that are not "street legal"

De-valuation of property for said reasons

From: Citizens of Bishop - *YANEY - Sierra STS* Corridor
HOME ST TO CROSBY

1. *Marcel Blunt*
comment
2. *Sam Jones*
comment
3. *George Colaninno*
comment
4. *J. Sue Carlson*
comment
5. *ROBERT KIMBALL*
comment *NO NEED FOR THIS EXPANSION TO OCCUR.*
6. *NOISE DANGER, ETC.*
comment *Don or myself*
7. *I have children & pets safety purpose*
comment
8. *John Bjorn*
comment *want to keep my kids safe & this increases*
9. *the likelihood of danger.*
comment *we DON'T NEED THE NOISE, UNSAFE SPEEDS, & OVERALL THREAT*
10. *Charlie Jones*
comment *TO CITIZENS & PROPRIETORS*
11. *Janet Jones*
comment
12. *Ashley Smith*
comment

To: Bishop City Council

We, the undersigned, are opposed to the expansion of the Adventure Trails system into the City of Bishop. This decision is based upon the following concerns:

Safety - of local children, seniors and pets
THIS IS A RESIDENTIAL AREA
Noise of vehicles that are not "street legal"

De-valuation of property for said reasons

From: Citizens of Bishop - YANEY - SIERRA STS Corridor
HOME ST TO CROSBY

1. James L. Henry
comment GIVE THEM AN INCH AND THEY WILL TAKE A MILE. NO PERIOD.

2. comment _____

3. Margie Henry
comment Besides the danger of accidents trapping of noise they could be tempted to use the dirt field, possible fire danger.

4. comment Cecile Parrel

5. comment _____

6. Kathy R Cleland
comment the whole entire idea is STUPID!!!

7. Ralph White, Ralph Z. White
comment cl am okay with offroad veh; ^{but specific non residential} corridors for their use

8. Linda White, Ed White
comment ATV are fine in designated areas

9. Roy Cillar
comment Satter ???

10. Thomas Marshall
comment Safety - noise

11. Eric Blit
comment _____

12. Helen Warkup
comment NO ATV!

To: Bishop City Council

We, the undersigned, are opposed to the expansion of the Adventure Trails system into the City of Bishop. This decision is based upon the following concerns:

Safety - of local children, seniors and pets
THIS IS A RESIDENTIAL AREA
Noise of vehicles that are not "street legal"

De-valuation of property for said reasons

From: Citizens of Bishop - *VANET - Sierra Sts* Corridor
HOME - Crosby Sts

1. *M. Schubert*
comment *unsafe in our area -*
2. *Janice Huntsberger*
comment *all day - and walking to town is easy*
3. *Chris [unclear]*
comment
4. *Janet [unclear]*
comment *J. Dulaney*
5. *unsaft*
comment *Max Riege*
6. *too much noise + dirty air*
comment
7. *Liane Talbot*
comment
8. *Donna Binns* Sierra St
comment
9. *Jan Victoria* Sierra St
comment
10. *Rena Halke* Sierra St
comment
11. *Alison Young* Sierra St
comment *we don't enjoy excess noise!!*
12. *Chris Young* Sierra St
comment

To: Bishop City Council

We, the undersigned, are opposed to the expansion of the Adventure Trails system into the City of Bishop. This decision is based upon the following concerns:

Safety - of local children, seniors and pets

Noise of vehicles that are not "street legal"

De-valuation of property for said reasons

From: Citizens of Bishop - Yaney/Sierra Street Corridor

1. James Gervasoni (James Gervasoni)
comment SERRA ST. IS LOUD ENOUGH HERKADY -- SPEEDING
2. IS REGULAR -- FEAR FOR CHILDREN'S PETS ON SERRA
comment _____
3. _____
comment _____
4. _____
comment _____
5. _____
comment _____
6. _____
comment _____
7. _____
comment _____
8. _____
comment _____
9. _____
comment _____
10. _____
comment _____
11. _____
comment _____
12. _____
comment _____

Pat Gunsolley

From: Elaine Kabala
Sent: Monday, December 01, 2014 3:58 PM
To: Pat Gunsolley; Clint Quilter; Joshua Hart; Marge Kemp-Willams; Greg James (gregjames@earthlink.net)
Cc: Courtney Smith
Subject: FW: Adventure Trails System Project and FEIR Protest and Objection; corrected version
Attachments: 2014-11-25_Ltr to Inyo County Bd of Supervisors final corrected errata page 8.pdf

From: Lisa Belenky [<mailto:lbelenky@biologicaldiversity.org>]
Sent: Monday, December 01, 2014 3:45 PM
To: Linda Arcularius; supervisor.pucci@gmail.com; Matt Kingsley; Jeff Griffiths; Mark Tillemans; ab628
Cc: Elaine Kabala; Courtney Smith; 'Ileene Anderson'; 'Karen Schambach'; capeer@peer.org; 'laurens silver'
Subject: RE: Adventure Trails System Project and FEIR Protest and Objection; corrected version

To the Inyo County Board of Supervisors, Attached please find a corrected version of the letter from Public Employees for Environmental Responsibility and the Center for Biological Diversity regarding the December 2, 2014 on the Eastern Sierra ATV Adventure Trails System Project and EIR. The only change from the letter submitted last week is the highlighted text in the following sentence on Page 8.

“A conditioned approval based on a hypothetical future agreement with federal agencies and a later environmental review process does **not** cure the County’s failure to meet the requirements of CEQA and fully evaluate all of the significant impacts of the proposed Project.”

Please do not hesitate to contact me if you have any questions regarding this letter.

Lisa T. Belenky, Senior Attorney
Center for Biological Diversity
351 California St., Suite 600
San Francisco, CA 94104
(415) 632-5307
Fax: (415) 436-9683
lbelenky@biologicaldiversity.org

From: Lisa Belenky [<mailto:lbelenky@biologicaldiversity.org>]
Sent: Wednesday, November 26, 2014 1:15 PM
To: 'Larcularius@inyocounty.us'; 'supervisor.pucci@gmail.com'; 'mkingsley@inyocounty.us'; 'jgriffiths@inyocounty.us'; 'mtillemans@inyocounty.us'; 'ab628@inyocounty.us'
Cc: 'Elaine Kabala'; 'Courtney Smith'; 'Ileene Anderson'; 'Karen Schambach'; 'capeer@peer.org'; 'laurens silver'
Subject: Adventure Trails System Project and FEIR Protest and Objection

To the Inyo County Board of Supervisors, Attached please find a letter from Public Employees for Environmental Responsibility and the Center for Biological Diversity regarding the December 2, 2014 on the Eastern Sierra ATV Adventure Trails System Project and EIR. Please do not hesitate to contact me if you have any questions regarding this letter. A paper copy is also being provided to the Clerk of the Board and the Board via U.S. Mail.

Lisa T. Belenky, Senior Attorney
Center for Biological Diversity
351 California St., Suite 600
San Francisco, CA 94104
(415) 632-5307
Fax: (415) 436-9683

CALIFORNIA ENVIRONMENTAL LAW PROJECT
A Non-Profit Legal Corporation



Laurens H. Silver, Esq.
P.O. Box 667
Mill Valley, CA 94942
Phone: 415-515-5688 Facsimile: 510-237-6598
larrysilver@earthlink.net

VIA ELECTRONIC MAIL AND U.S. MAIL

December 1, 2014

Inyo County Board of Supervisors
P. O. Box N
Independence, CA 93526

Clerk to the Board of Supervisors
P. O. Box F
Independence, CA 93526

First District Supervisor
Linda Arcularius
Larcularius@inyocounty.us

Second District Supervisor
Jeff Griffiths
jgriffiths@inyocounty.us

Third District Supervisor
Rick Pucci
supervisor.pucci@gmail.com

Fourth District Supervisor
Mark Tillemans
mtillemans@inyocounty.us

Fifth District Supervisor
Matt Kingsley
mkingsley@inyocounty.us

Inyo County Planning Department
ab628@inyocounty.us

Re: Adventure Trails Project and FEIR Protest and Objection: (**Correction Page 8**)

Dear Chairperson Arcularius and Members of the Inyo County Board of Supervisors:

The Center for Biological Diversity (“Center”) and Public Employees for Environmental Responsibility (“PEER”) protests and object to approval of the Adventure Trails Project and provide these initial comments on the Final EIR for the Project. The Center and PEER provided earlier comments on this proposal including scoping and DEIR comments, those comments are fully incorporated herein. As explained in detail below, the EIR cannot lawfully be certified because it is flawed in several critical respects and as a result additional environmental documentation must be prepared in the event the County wishes to approve any joint use routes.

The inadequacies in the FEIR recently released for public review include, but are not limited to, failing to cure the shortcomings of the DEIR in analyzing many significant impacts, the lack of a legally adequate Mitigation and Monitoring program, and failing to provide meaningful and adequate response to comments on the DEIR. In addition, the County has failed to fully analyze or adequately address the impacts to public lands and has failed to coordinate its environmental review with that of the Forest Service and Bureau of Land Management regarding the public lands which the proposed routes will affect. Shockingly, the County has also largely ignored the significant liability created by the proposed Project and how that may affect County

finances.

The Center and PEER are also concerned that although notice of a public hearing was provided for a December 2, 2014 special meeting of the Board, the agenda packet and staff report regarding the items to be considered at this meeting was not provided to the public until today, less than two business days before the scheduled meeting . For these reasons, the Center and PEER urge that this matter be deferred until an adequate EIR is prepared, and the liability issues have been fully addressed.

I. There is No Articulated Mitigation and Monitoring Program that Minimizes the Significant Impacts of the Adventure Trails Project with Respect to Biological, Cultural and Geological Resources. The Monitoring Program is Without Any Criteria for Success, Is Vague as to What is Being Monitored, and Is Without Funding

The FEIR fails to include adequate a legally adequate Mitigation and Monitoring Program. For example, the November 5 Planning Staff report¹ recommended “if the County’s monitoring of a combined use route determines that undesirable impacts are being created by the route, the County shall have the authority by a vote of the Board of Supervisors to close a combined-use route.” Planning Staff also recommended that monitoring be done to determine whether there has been creation of new OHV routes along the proposed combined-use routes. If monitoring shows new routes have been created, barriers will be placed “to prevent further use of the new routes.”² Planning Staff made no recommendations of criteria to determine what constitutes “undesireable impacts”.

Most of the Mitigation Measures involve posting signs to reduce the project’s significant impacts to insignificance. See Bio-2 (adverse effects on sensitive or special status species). To reduce the potential for OHV use in Death Valley National Park the Mitigation Measure contemplates installation of “NO ATV” signs at two intersections. See also MM-LU-1 (Posting of signs to protect federally designated critical habitat). MM BIO 1 proposes a signage plan to restrict ORV speeds to 15 mph in certain biologically sensitive areas. As pointed out by PEER and the Center in their September 2 letter, the FEIR contains no substantial evidence that reliance on signage alone can eliminate the significant impacts of the project.³

MM-Cul 1 provides that if any of the newly created OHV trails are located in areas designated “high archeological sensitivity” the County shall retain a Cultural Resources Specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. If the Cultural Resources Specialist determines that resource damage has occurred from people visiting the resources area “via increased OHV use,”

¹ As noted above, no staff report has been provided for the now-scheduled December 2, 2014 meeting of the Board of Supervisors.

² The November 5, 2014 staff report states that “funding for the mitigation measures not involving signage has not been identified.” Monitoring for noise levels and traffic counts will cost \$50,000.

³ Signage is the mitigation measure to reduce noise impacts. MM-Noi-1.

then barriers and/or signs shall be placed along the affected areas". In the event that new trails transitioning to the combined use routes have been created, the signage plan shall be modified to require signs prohibiting OHV use off designated routes. (MM-Cul-1). Contrary to CEQA's mandate, this measure contemplates that remediation only takes place after sensitive archeological resources have been impacted. It is likely that remediation after impact will not be able to mitigate impacts that by their nature are likely to be irreparable.

MM Geo-1 requires a monitoring program throughout March on portions of unpaved roads susceptible to wet weather damage by motor vehicles. "Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly in the spring. MM Geo 1 sets out no criteria to evaluate or determine when route "maintenance" would be necessary.

Even the inadequate mitigation measures discussed, *supra*, recommended by Planning Staff are not incorporated into the FEIR. As formulated by Planning Staff, they do not specify performance standards, which would mitigate significant effects of the project, as determined through monitoring. No standards are prescribed with respect to the principal monitoring measures. See CEQA Guidelines § 15126.4(a)(i)(B) and *Preserve Wild Santee v. City of Santee*, (2012) 210 Cal.App.4th 260 at 280. Any deferral relating to formulation of mitigation measures "requires the agency to commit itself to specific performance criteria for evaluating the efficacy of the measures implemented." *POET, LLC v. California Air Resources Board* (2013) 218 Cal.App.4th 681, 738. See *Preserve Wild Santee* at 280 (finding an EIR inadequate if the success or failure of mitigation efforts...may largely depend upon management plans that have not yet been formulated, and have not been subject to analysis and review within the EIR."); *Sierra Club v. County of Fresno* (2014) 226 Cal. App. 4th 704, 754 (finding that even where specific measures were formulated inclusion of a substitution clause with "no specific performance standards to evaluate the effectiveness of the substitute measure" violated CEQA by allowing for the deferred formulation of mitigation measures). See also *CBE v. City of Richmond* (2010), 184 Cal.App.4th 70, 93 (final EIR deficient because it "merely proposes a generalized goal of no net increase in greenhouse gas emissions, and then sets out a handful of cursorily described mitigation measures for future consideration that might serve to mitigate the project's significant environmental impacts.")

The CEQA Guidelines require that adopted mitigation measures be "feasible". There can be no demonstration of "feasibility" where, as here, the FEIR and staff reports indicate there is no funding for any mitigation measures other than signage. See *Endangered Habitats League v. City of Orange* (2005), 131 Cal.App.4th 777, 785 (developer fee program not sufficient mitigation where county did not have sufficient funds to mitigate traffic effects). Public Resources Code 21081(a)(1) and CEQA Guidelines section 15091(d) contemplate that mitigation measures must be implemented. "The reporting or monitoring program shall be designed to ensure compliance during project implementation." Public Resources Code § 21081.6 (a)(1). The mitigation measures to be monitored must be fully "enforceable through permit conditions, agreements, or other measures." Pub. Resources Code § 21081.6 (b). See *Federation of Hillside and Canyon Associations v. City of Los Angeles* (2000) 83 Cal. App. 4th 1252 (invalidating EIR where the city adopted mitigation measures that it was uncertain would ever be funded or

implemented). In order for the Mitigation and Monitoring Program, as part of the FEIR, to be considered in compliance with CEQA, the FEIR must demonstrate the availability and commitment of financial resources dedicated to implementation of the project's mitigation measures relating to monitoring and abatement of damage caused by ATV use. Because the FEIR does not do so here, it fails to meet the requirements of CEQA and should not be certified by the Board.

II. FEIR Does Not Cure the Shortcomings of the DEIR, The Response to Comments is Inadequate, and the County Unlawfully Segmented Approval of the Cowboy Kiosk sign project.

The EIR remains inadequate and should not be certified by the Board. The shortcomings in the EIR include, but are not limited to the following:

- The EIR continues to impermissibly narrow the environmental review to the impact to the existing roads. Yet, where the action will have impacts is to the areas where the roads terminate, as well as opening up areas for illegal trespass. These project related impacts remain unaddressed in the FEIR despite our comments and requests for analysis.
- The EIR failed to provide sufficient information about the baseline conditions in the area for noise, soils, air quality, water quality and other resources. As a result the identification of significant impacts and the analysis of impacts is fundamentally flawed.
- By combining route segments in the proposal to effectively create routes much longer than 10 miles in length, the proposal is in violation of AB 628.
- As discussed in more detail below, the EIR also failed to address the economic exposure that will be created by the proposal's sweeping indemnity provisions. Rather than directly address this issue, the EIR appears to simply assume that the County and its residents have the funds to "defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors" as required by AB628. Given all of Inyo County's financial challenges it appears reckless to assume there will be funding to cover all legal defenses and liabilities resulting from the tragic accidents that will undoubtedly occur from this proposal. To the extent the County intends to utilize grant funding from the State to implement the proposed Project in the future, it is important to note that those funds *cannot* be used to pay the County's costs to indemnify or defend liability actions or to pay for injuries and losses.
- The EIR also failed to adequately analyze impacts to safety and law enforcement resources which directly affect quality of life for residents and visitors alike. The CHP Safety Determination relied on by the County in determining which routes to

move forward in the proposal also fails to provide the needed analysis to support the green-lighting most of the proposed routes. Further, a determination from CHP does nothing to prevent accidents and illegal travel from occurring. Indeed in the response to comments, it appears that the County recognizes that more emphasis on law enforcement would need to be focused on the dual-use routes but provides no secure funding for such increased enforcement nor does it address how shifting scarce existing law enforcement resources to enforcement of dual use routes would take law enforcement away from other patrol areas.

- As detailed below, the EIR also failed to adequately address the fact that ATV manufacturers themselves warn against using ATVs on paved roads due to safety concerns. The County is inviting unsafe activities, simultaneously increasing the need for law enforcement and emergency services, and taking on unlimited liability for creating those unsafe conditions and the damages that occur.
- As discussed further below, the EIR also failed to address that the proposed action will affect public lands managed by the Forest Service and NEPA is required. A joint EIR/EIS should have been prepared for this project. See U.S. Forest Service (letter dated 8/27, 2014). BLM also raised several issues that needed to be addressed in the EIR but were not such as impacts to Wilderness Study Areas (WSAs) that lie directly adjacent to some of the proposed dual use routes. WSAs must be managed by the BLM to the non-impairment standard and the EIR failed to include an analysis of direct and indirect impacts to these public lands resources.

Overall, the FEIR's response to comments submitted by PEER and the Center is inadequate and does not address many of the concerns raised including the inadequate description of the baseline and inadequate evaluation of impacts to species and habitats, air and water quality, water resources, soils and cultural resources in the County that are likely to occur as a result of the proposed Project.

In addition, many of the issues raised by local residents have not been addressed including the County's failure to follow its own Implementing Procedures and accepting applications that did not provide information about adjacent property owners for all of the routes. The County has also consistently ignored comments by local residents regarding concerns with noise and deteriorating air quality in their neighborhoods. See, e.g., November 21, 2014 letter to Board from local residents Steve McLaughlin and Janice Bowers.

III. The County Improperly Segmented the Project Approval and the EIR Failed to Consider the "Project as a Whole" in Violation of CEQA.

The County has also violated CEQA by segmenting approval of a related action and failing to address "the project as a whole" in the EIR. In September 2014 PEER and the Center learned that new ORV-related signs were going up on County roads. After contacting the Planning Department, PEER and the Center were informed that in May, 2014, while the DEIR was being prepared for the proposed Adventure Trails Project, the Planning Department had

approved a *related* Adventure Trails Project proposal adding over ORV sign posts at over 40 locations along County roads, the so-called “Cowboy Kiosk” encroachment permit. The Planning Department approved the Cowboy Kiosks encroachment permit without any environmental review whatsoever despite the fact that the signs encourage additional ORV use on routes throughout the County in sensitive areas and residential neighborhoods and thus have significant impacts to resources—similar to the impacts of the pending proposed Adventure Trails Project for a *system of trails* including dual use of County roads by ORVs. This is a clear violation of CEQA which requires the County to look at the Project as a whole and prohibits segmenting related projects to avoid full environmental review.

The definition of “project” is “given a broad interpretation in order to maximize protection of the environment.” *Lighthouse Field Beach Rescue v. City of Santa Cruz* (2005) 131 Cal.App.4th 1170, 1180 (internal quotation omitted); see also, *Muzzy Ranch Co. v. Solano County Airport Land Use Com.* (2007) 41 Cal.4th 372, 381-83; *Fullerton Joint Union High Sch. Dist. v. State Bd. of Educ.* (1982) 32 Cal.3d 779, 796-97; *Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 277-81. A “project” is “the whole of an action” directly undertaken, supported, or authorized by a public agency “which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” Public Resources Code § 21065; CEQA Guidelines § 15378(a). Under CEQA, “the term ‘project’ refers to the underlying activity and not the governmental approval process.” *California Unions for Reliable Energy v. Mojave Desert Air Quality Mgmt. Dist.* (2009) 178 Cal.App.4th 1225, 1241, (quoting *Orinda Assn v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171-72.); CEQA Guidelines, § 15378(c) [“The term ‘project’ refers to the activity which is being approved and which may be subject to several discretionary approvals by governmental agencies. The term ‘project’ does not mean each separate governmental approval.”]. Here, the applicant for the Cowboy Kiosk project was the same, both projects concern ORV use of County roads, both project will have additive and cumulative impacts to environmental resources including noise, air and water quality, soils, cultural resources, and others. As a result, both projects should have been evaluated together in a single EIR.

It is well settled that CEQA forbids “piecemeal” review of the significant environmental impacts of a project. A public agency may not divide a single project into smaller individual projects in order to avoid its responsibility to consider the environmental impacts of the project as a whole. *Orinda Assn. v. Board of Supervisors* (1986) 182 Cal. App. 3d 1145, 1171. This rule derives, in part, from the statutory requirement that the lead agency--in this case, the County--“shall be responsible for considering the effects, both individual and collective, of all activities involved in a project.” Public Resources Code § 21002.1(d). Courts have considered separate activities as one CEQA project and required them to be reviewed together where, for example, the second activity is a reasonably foreseeable consequence of the first activity (*Bozung v. Local Agency Formation Com.* (1975) 13 Cal.3d 263, 283-84); or both activities are integral parts of the same project (*Whitman v. Board of Supervisors* (1979) 88 Cal.App.3d 397, 414-415). Thus, even if the Cowboy Kiosk signs are not solely being placed on the same routes as the routes proposed for dual use in the Adventure Trails Project they are clearly part of the *system of trails* contemplated in the dual use proposal. As such, the County should have coordinated environmental analysis of the Cowboy Kiosk sign project and the proposed Adventure Trails Project in a single EIR. Instead the projects are being reviewed piecemeal with the Cowboy

Kiosks receiving no environmental review whatsoever despite the fact that both projects encourage additional ORV use on routes throughout the County and have significant impacts to the same resources.

Because the County failed to properly consider the whole of the action, including the impacts from the Cowboy Kiosk sign project, the direct and indirect impacts of the proposed Adventure Trails Project were underestimated from the outset and the EIR failed to provide adequate identification and analysis of environmental impacts of the project as a whole in violation of CEQA.

IV. A Decision Must Be Deferred Until The Forest Service and BLM Have Completed Environmental Review of the Impacts of the Proposed Project On Public Lands

CEQA requires the County to fully consider impacts of the project as a whole to the environment, including impacts to federal public lands which are often considered in a joint NEPA/CEQA document. See CEQA Guidelines §§15220-15229. Because the County has not shown that it has jurisdiction over the proposed routes that cross Forest Service and other public lands managed by the BLM, additional approvals are needed from the federal agencies along with NEPA review. The County throughout this process has refused to coordinate with the federal agencies regarding environmental impacts as well as jurisdictional issues despite requests from the Forest Service to do so. Moreover, the EIR failed to fully address the impacts to federal public lands and resources. The Planning Staff report stated:

Two Paths

Staff is providing the Planning Commission and Board of Supervisors with two distinct paths which may be followed to move forward with respect to proposed combined-use routes that cross USFS land. The first path is to disregard the USFS claim that [the County does not have sole authority] to designate certain County maintained roads that cross USFS land as combined-use routes. The second path is to approve the routes, but to condition the future use of the routes upon the future approval by the USFS of a jurisdictional agreement between the County and the USFS.

If the County conditions the use of the combined-use routes on the reaching of a jurisdictional agreement with the USFS, it should be noted that the process to negotiate right of agreements on specific routes may take an extended period of time. Further, NEPA may require cultural surveys along the entire length of certain combined-use routes. Once that information has been completed, it is estimated that it would take 12-24 months to complete NEPA. The County would likely need to hire a consultant to complete the NEPA process. Finally, because of the large distance of roads crossing USFS land, it is likely that the NEPA evaluation will not be initiated until funding is identified to complete this process.

However, the suggestion that the County can simply condition the approval on reaching a later agreement with the USFS does not cure the failure to adequately address the impacts of the

proposed project to forest lands and other public lands. CEQA requires the environmental analysis to be complete *before* a decision is made on a proposed project, not after. "To conclude otherwise would place the burden of producing relevant environmental data on the public rather than the agency and would allow the agency to avoid an attack on the adequacy of the information contained in the report simply by excluding such information." *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal. App. 3d 692, 724. Environmental review documentation

is more than a set of technical hurdles for agencies and developers to overcome. [Its] function is to ensure that government officials who decide to build or approve a project do so with a full understanding of the environmental consequences and, equally important, that the public is assured those consequences have been taken into account." (*Laurel Heights I, supra*, 47 Cal.3d at pp. 391-392.) For the [environmental review documentation] to serve these goals it must present information in such a manner that the foreseeable impacts of pursuing the project can actually be understood and weighed, and the public must be given an adequate opportunity to comment on that presentation before the decision to go forward is made.

Vineyard Area Citizens for Responsible Growth, Inc. v. City of Rancho Cordova (2007) 40 Cal.4th 412, 449-450. The environmental review documents must "contain facts and analysis, not just the agency's bare conclusions or opinions." *Laurel Heights Improvement Assn. v. Regents* (1989) 47 Cal. 3d 376, 404 [and cases cited therein]. A conditioned approval based on a hypothetical future agreement with federal agencies and a later environmental review process does **not** cure the County's failure to meet the requirements of CEQA and fully evaluate all of the significant impacts of the proposed Project.

V. Implementation of an Adventure Trails Program Exposes the County to Serious, Substantial Potential Tort Liability Arising From Its Lack of Any Immunity from Liability for Damages Caused by ATVs on County Roads

The Center and PEER pointed out in their September 2, 2014 letter that the County bears considerable financial risk to the extent that accidents occur involving ATVs on Adventure Trail designated routes. In the absence of an indemnification agreement with the applicant, not only is the County required to indemnify the State in the event it is held responsible for damages arising from an ATV accident, but the County itself is likely to be held accountable for damages arising out of an ATV incident causing serious bodily harm.

Under the Tort Claims Act, Gov't. Code § 815, the County could be deemed to be creating a dangerous condition on County roads by authorizing ATV use on public roads use for which the vehicles are not intended to be used and which use is not safe because of vehicle design.

The federal government clearly states its position regarding the incompatibility of off-highway vehicles sharing highways and roads traveled by regular street vehicles. Note these recommendations from the U.S. Consumer Product Safety website:

- ATVs are designated to be driven only on off-road terrain: they should not be driven on paved surfaces. ATVs have solid rear axles and no rear differential, which makes turning on pavement difficult and dangerous: one tire will actually skid when making a turn.
- ATVs can easily tip over and roll.
- Adult ATVs can travel at more than 60 miles per hour and can weigh nearly a half a ton.
- ATVs on paved roads are at risk of hitting or being hit by cars and other vehicles. While passenger vehicles contain safety features designed to protect occupants from collisions, ATVs do not.
- If struck by other vehicles, ATV riders can be killed or severely injured.
- For these reasons, CPSC recommends never driving on public roads

Many ORV safety websites also state that driving on paved roads is not safe because ORVs are designed to be used off-road. The ATV Safety Institute (a Division of the Specialty Vehicle Institute of America, representing U.S. distributors of all terrain vehicles) states in its Tips and Practice Guide for the All Terrain Vehicle Rider:

“ATVs can be hazardous to operate. Never ride on paved roads except to cross when done safely and permitted by law...ATVs are to be designed to be operated off-highway....Ride an ATV that’s right for your age. Supervise riders younger than 16; ATVs are not toys. Ride only on designated trails and at a safe speed.”

“Remember, ATVs are intended for off-road use only. Never operate an ATV on public roads and always avoid paved surfaces. ATVs are not designed for use on public roads and other motorists may not see you. ATVs are not designed to be used on paved surfaces because pavement may seriously affect handling and control.”

The U.S. Consumer Product Safety Commission website (ATVsafety.gov) warns that “riding an ATV can be risky:

Do not drive ATVs on paved roads. ATVs—because of how they are made—are difficult to control on paved roads. Collisions with cars and other vehicles also can be deadly. Many fatalities involving ATVs occur on paved roads. Do not permit children to drive or ride adult ATVs. Children are involved in about one-third of all ATV-related deaths and hospital emergency room injuries. Most of these deaths and injuries occur when a child is driving or riding in an adult ATV. Children under 16 on adult ATVs are twice as likely to be injured as those riding youth ATVs.

Gov’t. Code § 835 provides the basis for liability in an action against a public entity for an injury caused by the dangerous condition of public property. Public roads are controlled and

regulated by the County. Govt. Code § 830(c). “Control” is established when the public entity has the power to prevent, remedy, or guard against the dangerous condition. *Huffman v. City of Poway*, (2000) 84 Cal.App.4th 975, 990.

Gov’t. Code § 830(a) defines “dangerous condition” as a “condition of property that creates a substantial risk of injury” even when such property is used with due care in a manner in which it is reasonably foreseeable that it will be used.” A “condition of property” includes all public property that may be substantially dangerous to reasonably foreseeable users who sustain injury as a result of authorized uses that are not appropriate for the vehicles involved.

In regard to the proposed Adventure Trails Project the County has been advised that ATV use on paved roads is unsafe, and contrary to manufacturer recommended safety precautions. An inference would arise in litigation that the County could anticipate injuries to occur even if the vehicles (ATVs) are operated non-negligently on paved roads (by licensed operators). There is an even greater risk of injury (and County liability) when the vehicles are operated by children or drivers without valid licenses for the kind of vehicle involved, who have not taken part in ATV driver training courses.

AB628 requires the County of Inyo to indemnify the State of California for any liability to the State arising from the use of ATV’s on designated routes. Vehicle Code § 38026.1(d)(c), states:

By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined use highway by the Inyo County Board of Supervisors pursuant to this section.

In effect, by authorizing a use of ATVs on (paved) combined use routes for which they are not safely designed (and against manufacturer use specifications), the County would knowingly be licensing a use that is recognized to be hazardous and per se dangerous even if the vehicles are operated non-negligently by licensed drivers. See *Perez v. City of Los Angeles*, 27 Cal.App.4th 1380 (city is liable to injuries to third parties where city did not take measures to guard against some dangerous condition for which no immunity is specified and as to which city was on notice of an inherent risk presented by the specified hazardous activity.) See *San Mateo Union High School District v. County of San Mateo*, 213 Cal.App.4th 418 (legislative immunity conferring lack of liability for injuries occurring on public property, must be based on a specific statute.) See Gov’t Code § 831, 831.7(b)(3).

AB 628 makes it clear that the State is immunizing itself from lawsuits arising from the use of ATVs on County roads designated as combined routes where such use gives rise to injuries to third persons, and that the County is responsible to defend the state in such lawsuits, and to indemnify the state as to any liability arising from any such ATV activity on combined use routes that results in injuries. This provision also gives rise to the inference, *a fortiori*, that the Legislature did not intend to confer immunity on the County, and that the County, if named as a

defendant in any lawsuit involving injuries arising out of ATV use on designated combined use routes, would have to defend itself and pay damages in the event of a judgment against it or the State, since the County has not entered into an indemnification agreement with the applicant. See also *Avila v. Citrus Community College District*, 38 Cal.4th 148 (2006) (immunity of governmental entities under Court Code 831.7 available when governmental entity is not implicated in injuries to third persons resultant from hazardous recreational activity and has not licensed, endorsed, or approved the “recreational” activity.) In any event, driving an ATV on county paved roads is not within the meaning of § 831.7(b) on “hazardous recreation activity” that immunizes the County from liability under the facts here—given the County’s knowledge of the dangerous conditions and its sanctioning of use of its paved roads by ATV’s that are part of the Adventure Trails system.

The Center and PEER believe that it is appropriate to defer approving the Adventure Trails Program until further clarification can be obtained concerning the County’s exposure to tort suits arising from the use of ATVs on county roads, and the full extent of its indemnification liability to the State.

In sum, the Center and PEER protest and object to the proposed Adventure Trails Project and urge the Board not to certify the legally inadequate FEIR which, *inter alia*, fails to include a legally adequate Mitigation and Monitoring Program, lacks secure funding for the Mitigation and Monitoring Program, and fails to address impacts to public lands resources or to show that the County coordinated or cooperated with the needed federal environmental review. The Center and PEER believe it is premature for the Board of Supervisors to consider approval of the proposed Project or certification of the EIR at this time and urge the Board to defer action until a future date after appropriate steps to have been taken to cure the shortcomings in the CEQA review.

Thank you for your consideration of this matter.

Sincerely,
CALIFORNIA ENVIRONMENTAL LAW PROJECT


Laurens H. Silver


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*On Behalf of Public Employees for Environmental
Responsibility and the Center for Biological Diversity*

Pat Gunsolley

From: Sheri Irvin <sheri.irvin@gmail.com>
Sent: Thursday, November 27, 2014 12:57 PM
To: Pat Gunsolley
Subject: Adventure Trail feedback

Good Thanksgiving Day to you! I hope you are not reading this message today and are with family and friends enjoying all we give thanks for.

My husband and I are concerned about the Adventure Trail plan that would bring in OHV recreational enthusiasts into Owens Valley. We have been enjoying the lands all along Hwy 395 since the 1970's, and I personally have traveled it since 1955. We visit the Owens Valley a couple of times a year, sometimes more, where we stay in Lone Pine or Bishop and take day trips.

What we truly love about the valley is, as you mentioned in your recent email, the "serenity and clean air" and the most beautiful vistas imaginable with some of the most interesting geology in California. We love seeing the sun come up behind the White Mountains and go down behind the Sierras. Yes, we are concerned about noise and air pollution that would result from allowing ATV's access to truly pristine and beautiful areas. We would be bitterly disappointed if we saw changes in the environment that would detract from our enjoyment of the Owens Valley.

Thanks for reading this feedback, since we can't be there for the meeting of Dec. 2. I hope you have a productive meeting.

Sincerely,

Sheri Irvin
member Friends of the Inyo

Pat Gunsolley

To: Sheri Irvin
Subject: RE: Adventure Trail feedback

Good Morning Ms. Irvin:

I'm sorry to bother you but I received this Email from you regarding your position on the Adventure Trails. In reading your letter I noticed That you attributed some of your remarks to an email you apparently received from me. This is to clarify that I have not sent any email or other correspondence regarding This matter.

Please clarify who made the remarks you are referring to to eliminate miss information.

Thanks.

Pat Gunsolley

Assistant Clerk of the Board
P. O. Drawer N
224 N. Edwards
Independence, CA 93526
(760) 878-0373

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Sheri Irvin
member Friends of the Inyo

Pat Gunsolley

From: Em Holland <em.dash@mac.com>
Sent: Sunday, November 30, 2014 4:41 PM
To: Pat Gunsolley
Cc: fstump@mono.ca.gov
Subject: Inyo Board of Supervisors should NOT approve Adventure Trails Dec 2
Attachments: InyoReg_Nov2214_reAdvTrails.pdf

To: Inyo County Board of Supervisors

As a concerned resident of Paradise in Mono County, I urgently request that you delay any action on the Adventure Trails EIR until citizen concerns regarding safety, liability and degradation of property values, as well as my own concerns regarding misleading signage even now directing Adventure Trails users to Paradise in Mono County, where it's illegal (and will remain so) for OHV traffic to use paved roads. A picture is worth a thousand words. Please see photo below. OHV riders have already been seen (and heard and smelled) traveling the pavement on North Round Valley Road by a friend in 40 Acres.

Some specific concerns I have:

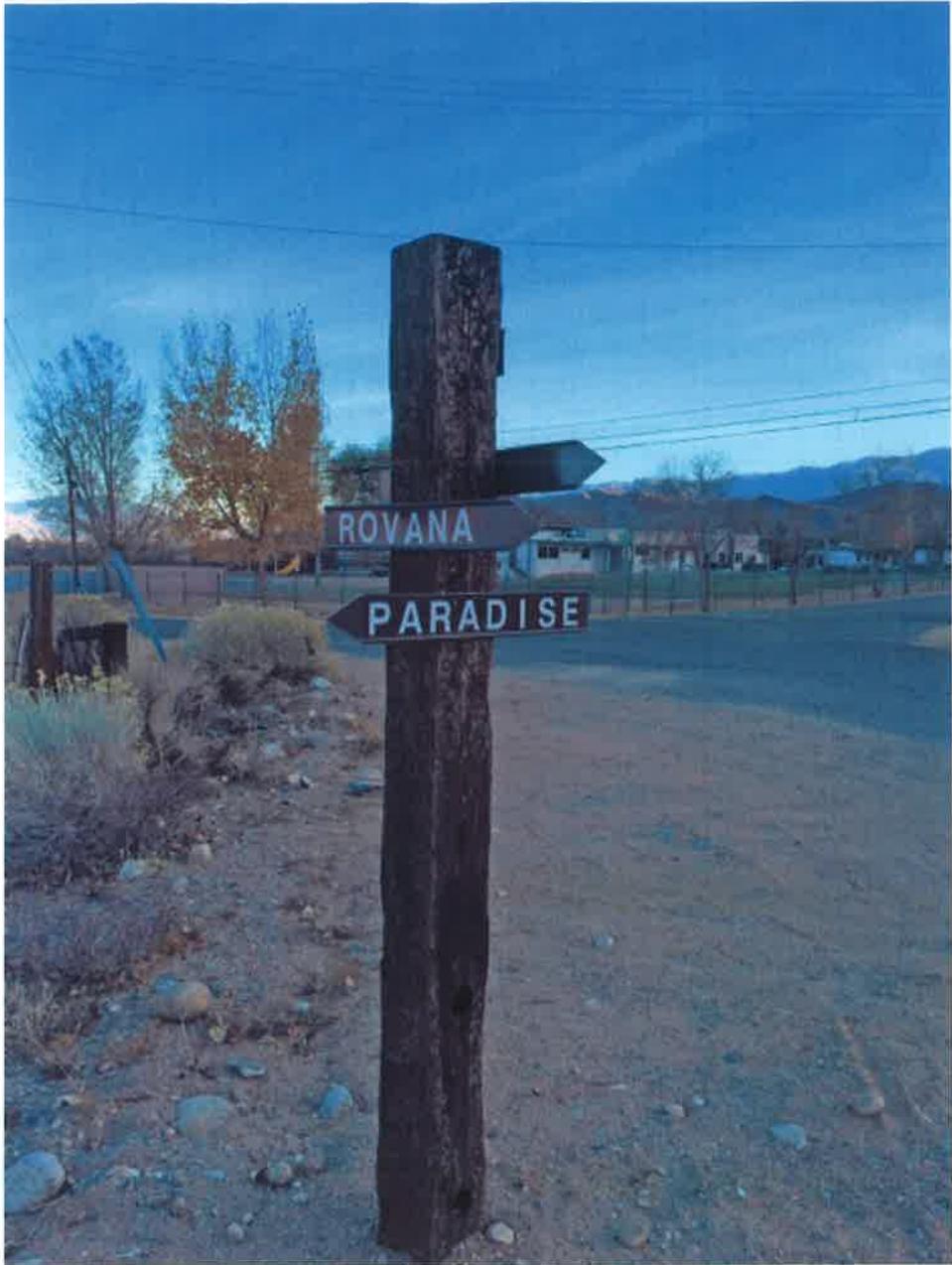
- How long before OHV riders, knowingly or not that it's illegal, follow the Adventure Trail signs to Paradise and beyond?
- How will noise and dust from OHV traffic in Round Valley affect the Round Valley Deer herd or the Wheeler Crest Bighorn Sheep?
- Who is responsible for safety and liability if OHV riders cross the county line, either on or off pavement?
- Will the liability which Inyo County is poised to assume cover crossovers to Mono County as well?

Lastly, after reading about liability issues (letter to Inyo Register, Nov 22, scan attached) I'm wondering:

- Does Inyo County really want to compete in the Darwin Awards for local government agency most likely to go bankrupt due to a lawsuit based on poor decisions bringing economic gains to a few, with liability falling on the entire community?

Sincerely,
Em Holland
5157 Westridge Road
Paradise

Adventure Trails sign at Pine Creek and North Round Valley Road (my photo taken :



LETTERS TO THE EDITOR

Liability for county is huge

The Adventure Trails advocacy of putting ATVs on public and paved roads is contrary to strong advice from all ATV organizations concerned with safe riding, and to repeated instructions in operating manuals from ATV manufacturers. These manufacturers are, of course, vitally concerned with safe riding.

The U.S. Consumer Product Safety Commission, the ATV Safety Institute, the National Off-Highway Vehicle Conservation Council all advise: "Never ride on paved roads," and that ATVs are designed

to be operated off-highway."

Kawasaki ATV operating manuals include Safe Riding Information that states, "Never operate an ATV on paved surfaces..." and "Never operate an ATV on any public street, road or highway, even a dirt or gravel one."

Polaris ATV operating manuals state: "Operating an ATV on paved surfaces (including sidewalks, paths, parking lots and driveways) may adversely affect the handling of the ATV and could result in loss of control and accident or rollover." And: "Never operate the ATV on any public street, road or highway, including dirt and gravel roads."

Honda ATV operating manuals state: "You should never ride your

ATV on public streets, roads or highways, even if they are not paved," and "Never operate the ATV on any paved surfaces."

Yamaha ATV operating manuals state: "Never operate the ATV on any paved surfaces." The warning sticker on the last page states "Never use on public roads," and, "ALWAYS avoid paved surfaces - pavement may seriously affect handling and control."

If Inyo County approves the Adventure Trails program then it is knowingly promoting recognized unsafe behavior. The Advocates for Access to Public Lands has been doing this since it started the project.

In addition, Inyo County itself would be at risk. When the

California Legislature approved AB 628 in 2013 it recognized the safety problem and protected itself from liability by including an indemnity clause that shifted liability from California to Inyo County. AB 638 added the following text to the California Vehicle Code:

"Section 38026.1 (d) (1) By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-

use highway by the Inyo County Board of Supervisors pursuant to this section."

I can't imagine that Inyo County would willingly open itself to such liability, after reviewing the clear advice from ATV manufacturers and safety organizations. In this country's litigious atmosphere an aggressive lawyer prosecuting for injury or death resulting from Inyo's encouragement of well-recognized unsafe riding could extract a huge and significant settlement from Inyo County. This is in addition to the county's fundamental responsibility to encourage safe, not risky, behavior.

Regards,

Tom Budlong
Los Angeles

The Inyo Register

SATURDAY, NOVEMBER 22, 2014 | INYOREGISTER.COM | SERVING THE EASTERN SIERRA AND

Supes asked to delay Trails decision

Group wants county to spend more time examining ramifications, getting public input

By Mike Gervais
Register Staff

A citizen group in Bishop called Save Our Streets is voicing concern that the proposed dual-use route system known as Adventure Trails will do more harm than good.

With the Inyo County Board of Supervisors scheduled to hold a public hearing on Tuesday, Dec. 2 and possibly rule on the Adventure Trails Environmental Impact Report, SOS is eager to make its objections known.

According to SOS, the proposed Adventure Trails project will negatively impact property value on and around dual-use roads, lead to safety issues as OHV riders use residential streets and areas near the Bishop City Park and will alienate tourists who come to the Eastern Sierra to enjoy the peace and quiet of the Owens Valley.

If approved, Adventure Trails will designate up to 10 miles of some city and county roads as "dual use," which will allow riders of greensticker OHV vehicles to legally travel on the streets.

See SOS ► Page A-5



SOS

Continued from front page

In Bishop, the proposal includes East Line, Sneden and Short streets, Wye Road, Spruce Street and

Bruce Street, MacIver Street and Coats Street.

"The language that has been used to describe the infrastructure of Adventure

Trails to the public is 'combined use routes' within the city and the county," a press release from SOS states. "SOS believes some-

thing is lost in that language. Although it is not incorrect, it does not adequately paint the picture of dirt bikes and OHVs driving freely through designated residential neighborhoods."

The group also said that a local Realtor told them approximately 50 percent of prospective home buyers would not want to purchase a home on a combined use road. "... It makes no sense for property rights to be violated for recreational conveniences of one group of people," SOS said.

SOS also said that project proponents are advertising the program as an opportunity to attract more tourist dollars to the area. But one thing that isn't being mentioned is how many OHV users would have to travel to the area to realize that revenue.

"In order for the Adventure Trails Project to be successful, that is, to have the economic impact the proponents envision, there would need to be hundreds, if not thousands, of OHVs from out of town buzzing around our streets, our parking lots, canal and river roads and campgrounds. Surely we would lose many of the tourists who come to fish, hike, camp, climb, hunt, view wildlife and simply enjoy

the peacefulness of the natural environment."

The group also said there are some serious safety concerns associated with the project that have not been addressed. "These vehicles are not street legal for good reason," the press

"Certainly the monumental decision facing the supervisors requires not only careful, informed deliberation, but much greater input from their constituents."

- Save Our Streets, citizen group

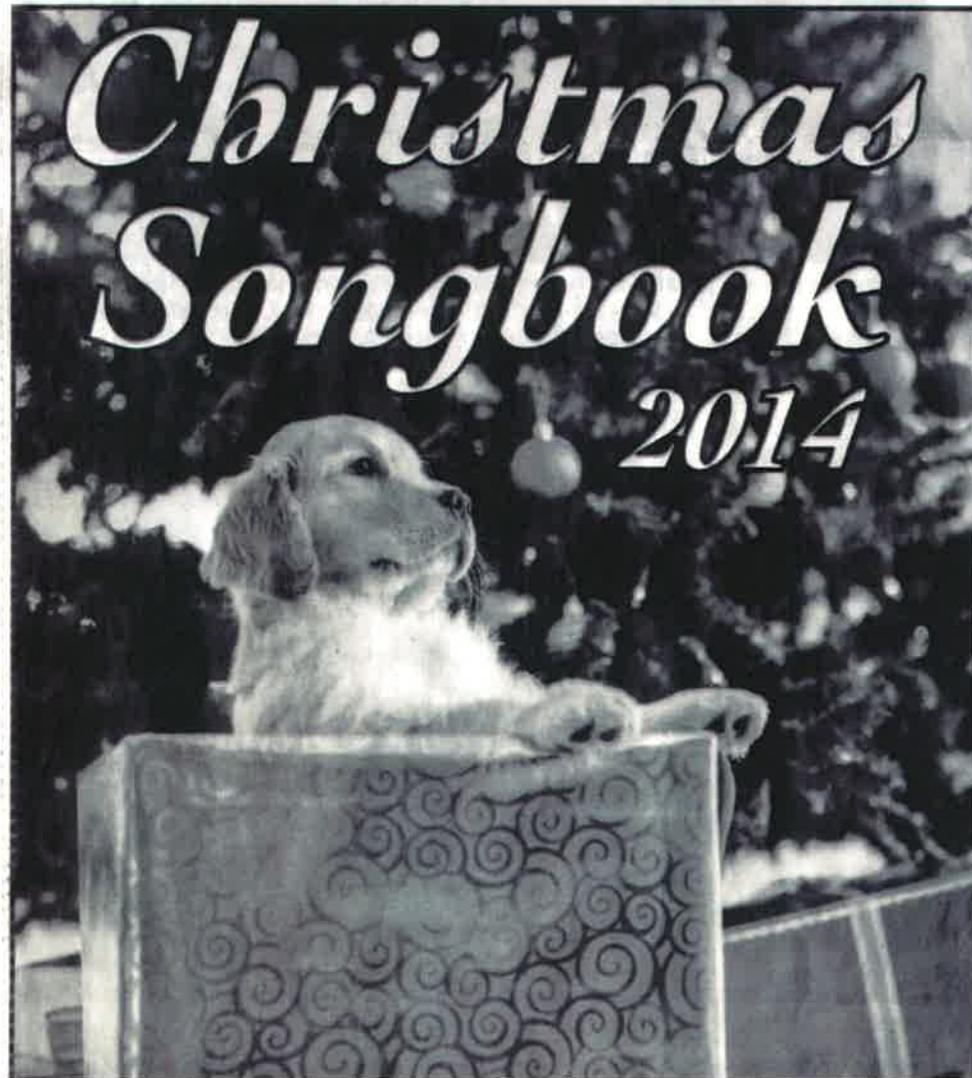
release states. "Not only are they not built for riding on pavement, they are not safe for riding on pavement, a point made in one of the recent Letters to the Editor."

SOS is calling for county leaders to spend more time considering the Adventure Trails proposal, and more

time accepting comments from residents and visitors who will be impacted by the project.

"Certainly the monumental decision facing the supervisors requires not only careful, informed deliberation, but much greater input from their constituents," SOS said. "As it stands now, a final decision is to be made on the Tuesday after Thanksgiving, at 1:30 in the afternoon, when working people cannot attend. SOS respectfully requests the Supervisors to hold public meetings in each of their districts to answer questions and to listen to the concerns of citizens. There should be no stone unturned, no question that cannot be answered for a decision with such far-reaching consequences."

The public comment period for the Adventure Trails EIR is currently open. Written comments may be filed with the Inyo County Board of Supervisors by delivery to the Assistant Clerk of the Board, Administrative Center, 224 N. Edwards St., Independence, CA 93526 or by mailing to the Inyo County Board of Supervisors, P.O. Box N, Independence, CA 93526, or by email at pgunsolley@inyocounty.us.



Attachment No. 5 - as

My husband and I are residents of Birch Creek Road which is on the proposed route of Aberdeen 3 of the Adventure Trail. These comments regarding the Adventure Trail Final EIR express our concern with it's determinations.

1. Safety. The first part of Birch Creek Rd. is residential and has two blind curves. We have observed many OHVs speeding on this segment. Increased OHV use poses a danger to the safety of residents, their pets and their own vehicular use. The paved section of the proposed route from Birch Creek Rd. to Tinnemaha Campground has a sign indicating Winding Rd next two miles. There are several blind curves along this route and pose a threat to OHV's users who might have to make a quick steering movement for which their vehicles are not designed resulting in possible serious accidents. Transportation section 5.15.3 states that projects shall not be designed so as to create sharp curves. We feel this route has sharp or blind curves and therefore should be removed as a proposed Adventure Trail route.

Under travel times section 5.15.23 it states that most travel occurs between 10am-4pm. We have observed increased traffic from 4-dark and beyond as this is a cooler time of the day.

2. Noise. Many OHV have inadequate or altered mufflers. These OHV can be heard for miles. In the section on noise 5.11, Policy 1-1.6 states that if acceptable outdoor noise levels can't be met then acceptable indoor noise level shall not exceed 45dbldn. This is totally insulting to say that residents must go inside to avoid unacceptable noise levels.

3. Liability. The Adventure Trail will increase the liability of the county if approved due to the increase fire hazard from illegal OHV use and the danger posed to residents and other visiting tourists. This will hurt Inyo County financially.

4. In closing we would like to say that Inyo County is known not only for its natural beauty, but also for its peace and quiet. This is why most tourist come here. Let us not kill the golden goose of our economy by allowing this project. Thank you,
John and Ros Gorham

Attachment No. 5 - at

November 28, 2014

Inyo County Board of Supervisors

County Administrative Center

P.O. Box N

Independence, California 93526

Dear Board Members,

I have a residence on Segment 1.

I have read the Characterization of Combined Use of County Road Segment: Lone Pine No. 1 "Segment Lone Pine 1" and the related Environmental Impact Report "EIR". I object to its designation as a combined use road for the following reasons.

The characterization of Lone Pine 1 and THE EIR report has errors and omissions which impact the conclusions:

- The Speed limit is described as 35 mph while in fact Lubkin Canyon has a posted limit of 25mph,
- The number of Lanes is stated to be 2 on Lubkin Canyon while in fact a long segment is single lane and that one of the sections used for passing on that single lane segment impinges upon private land,
- No mention of the fact that current users of the single lane portion of the road have worked out a system of waiting for traffic to clear before entering the single lane,
- No mention is made of the fact that the road transverses open range and that cattle (Over 800) are frequently standing or crossing in the road,
- No mention that this road goes thru grassland which is unique for its size and open water flow (wetlands)in the Alabama Hills and the impact on bird feeding and migration,
- The traffic counts for Segment 1 were made in the Winter months (January and November), not in the Spring, Fall, or Summer when visitor activity is highest, and

The scientific implication of noise levels

There is a large disparity between The EIR report and other sources as to the impact of increased decibel (db) levels.

eMedecineHealth.com states:

"While 96db is a reasonable sound limit, the machines causing most of the problems are much louder than 96db. In fact, some bikes equipped with aftermarket exhausts can exceed 102db. For the sake of reference, sound pressure roughly doubles for every three decibels so 102 is roughly four times louder than 96db. Limiting ATV sound emissions to 96db using the SAE J1287 test would have a tremendously positive impact on excessive ATV sound and is technologically obtainable by both the ATV manufacturers and the aftermarket exhaust manufacturers".

Using eMedicalHealth.com's formula an ATV emitting 96 db is roughly 562 times louder than 70db emitted by an Auto. The EIR states that the sound level doubles for every 10db increase. That would make an ATV approximately 6 times as loud as an auto.

The fact is that ATVs are much louder than cars and they can be heard much further away and for much longer than an auto and at a higher pitch; so to equate increases in traffic % of 4% as the measure of significance in environmental impacts and noise levels is misleading to say the least.

The logic used in the conclusion that environmental harm will be minimal is based upon inaccurate assumptions and unsupported assumptions that were made for the combined segments, not the Lone Pine Segment 1.

The EIR report makes the following statements about environmental impact:

“Lone Pine Route 1

This route traverses native habitat and travels adjacent to riparian habitat. While no CNDDDB occurrences of special-status wildlife species are located within this riparian corridor, sensitive wildlife species not Listed within the CNDDDB records may utilize these areas. As this route has the potential to increase noise Levels along areas of riparian habitat that may be utilized by sensitive species for nesting and breeding, pacts would be potentially significant” and the conclusion as to noise impacts:

“While the increase is minor, the behavioral pattern of OHV users is unpredictable and an unexpected high concentration of OHVs could occur along certain popular roads. Therefore, the potential for noise impacts would still exist. Impacts would be potentially significant.”

The report then goes on to state:

“Lone Pine Routes 1 through 7

These routes traverse native habitat, are located adjacent to riparian habitat, and are located adjacent to CNDDDB occurrences of the Wong's springsnail, the Sierra yellow-legged frog, and the Owens Valley vole (see **Figures 5.4-5af-al**). During the peak season, the trips along these routes would increase approximately 0.1 to 4 percent. Although sensitive biological resources are located along these routes, this incremental increase in trips would not substantially increase the potential for collisions with wildlife. Impacts would be less than significant”

But the report also states:

“While the increase is minor, the behavioral pattern of OHV users are unpredictable and an unexpected high concentration of OHVs could occur along certain popular roads. Therefore, the potential for noise impacts would still exist. Impacts would be potentially significant.”

The report logic basically is that:

1. The Segments already have high traffic levels (Lone Pine 1 does not!)
2. The increase based on studies and estimates will be from 2 to 4%

3. Ergo, the impacts will not be significant
4. But actually we are not sure.

The conclusions are based upon a study of room availability in Inyo County and other factors to come up with an increase of 2 to 4 %. No justification is made for applying these percentage increases to Segment 1, just that the increase will be spread thru all the routes. No study is made of the fact that Segment 1 starts at a RV park. Since Segment 1 is stated to have 64 trips in the winter this increase percentage of a maximum of 4% would result in 3 additional trips a day. Note that there is no measurement of Segment 1 traffic for Spring, Summer or Fall so it is not possible to estimate the total impact. By not making a complete evaluation of the Segment on a stand-alone basis, any observed traffic increases over 4% will be the basis for ecological impacts findings challenges and potentially the cost of defending legal challenges. As mentioned previously it is also misleading to say that a four percent increase in traffic has anything to do with the significance if the base is autos and the increase is in ATVs. It is tantamount to saying that if you have 50 cats, taking in two more cats is not significant.....unless of course the two additional cats are tigers, or panthers or.....

Segment 1 is not necessary. Access to the same BLM road can be reached on Segment 6

Since Segment 6 provides the same access to the same BLM road, Route 1 is redundant as to that purpose.

“

I hope this correspondence will assist THE Board in its decision making process.

Regards,

Carl F. Shrawder

P.O. Box 367 Lone Pine, CA 93545

760-876-4812

“

Attachment No. 5 - au

Sydney Quinn
POB 340
Big Pine, California 93513
760-938-2208
densydy@gmail.com

Patricia Gunsolley, Clerk
Inyo County Board of Supervisors
P.O. Box N Independence, CA 93526

RE: December 2nd, 2014: Resolution to adopt the Final Environmental Impact Report/Adventure Trail

Dear Board,

Our home is on the Aberdeen Route 3 of the proposed Adventure Trail. We have submitted written comments on the Mitigated Negative Declaration, Notice of Preparation (Scoping comments) for the DEIR, the Draft Environmental Impact Report and now, and now on the final EIR (FEIR). We have been writing letters and attending meetings since 2012. The proposal was initially to be a small pilot project to test the viability of the project. It has blossomed into 36 routes that impact every town in Inyo County. This fact and the blatant posting of signs, i.e. Cowboy Kiosk, before official approval of the EIR has further increased our lack of confidence in Inyo County and increased our suspicions as to the ability of the proponents to unduly influence the county.

One of these signs says "campgrounds" and points directly down our road. There are no campgrounds on Birch Creek Road plus the Tinnemaha Campground is well posted nearby. This thoughtlessness as to the signs and their placement further destroys any confidence we have had in believing there will be any kind of appropriate mitigation and follow up to problems that arise.

Most of our comments during the MND, NOP (scoping period) and for the DEIR have never been appropriately responded to so I will reiterate a few.

1. Dust and Noise. We do note that it has been suggested in your documents to post our road at 15mph. However, we have posted experimental signs which we thought would be adequate. Over the last six months we now know that the signs are not effective. More signage is not the solution nor is there proof in your document that they ever will be effective. We suggested taking Birch Creek out of the system and believe it is inappropriate and a violation of residents rights to have any route travel through residential areas anywhere in the county.

2. Wildfire. The increased potential for wildfire though out the county has not been addressed and is becoming more of a concern with the prolonged drought. Tinnemaha Creek Campground is a mile to the south of our neighborhood. We suggested last summer that the county clear brush 100 feet from fire rings and barbecues. This mitigation has never been done. Sagebrush

has been piled on the NE corner of the campground. There were no fire restrictions in the campground last summer.

The campground is full on peak holiday weekends and additional use will increase dispersed camping on BLM land causing more concern about wildfire. Who is responsible for education and outreach to campers and OHV riders? What percentage will be the responsibility of Inyo County?

3. Mitigation. The document is completely inadequate regarding mitigation measures. Throughout the document it is stated there will be very little environmental impact nor is there any consideration of the *accumulated* impact. Mitigation is consistently stated as “education and outreach by the proponent”. This is weak mitigation and there is no plan as to how this would be accomplished or who is responsible. Is APPL, the stated proponent going to be held accountable? Is the sheriff’s office going to patrol 24/7? Will Inyo County implement any mitigation measures?

4. Aesthetics. A significant increase in vehicular use will decrease the opportunity for recreation such as hunting, fishing, bicycling, hiking, and skiing. Many of our current tourists will be displaced decreasing our economic gain. Making Inyo County a center of OHV use is a change in the character of our county and public lands. This is a major issue which should be put on a ballot measure.

5. Liability. Inyo County has taken on all of the liability from the State. This is irresponsible given the budgetary difficulties the county now faces. The DEIR states that “even with signage there is an increased risk in OHV collision placing addition demand on fire, law enforcement and hospital facilities”. Why are you ignoring this statement? These are also taxpayer dollars. Yet, you cut the senior program which impacted 100’s of folks!

6. Irresponsible Users. The DEIR states “there may be a high concentration of OHVs in popular areas and behavior patterns of OHV users is unpredictable. The Inyo County Sheriff would continue to enforce against illegal activity.” This is a major concern as illegal activity has rarely been enforced by Inyo County, BLM or the USFS. Though many users are responsible, it takes only a few to ruin it for all.

7. Cultural Resources. There are many cultural resources on BLM, LADWP, USFS and private lands along Birch Creek Road. Increased use by irresponsible OHV operators represents a real threat to such resources. Signs are unlikely to help and may become part of the problem. An example is that shortly after the BLM posted one of their “Who Passed This Way” signs at one of our historic mill sites it was vandalized.

8. Economic Gain. The entire premise of the proposal assumes that this will be a great financial boon to Inyo County. Yet the FEIR contradicts itself in saying there is no need for environmental assessment because it will increase OHV use by only .2%. Again, this flawed assumption does not indicate a great economic gain compared to the losses of people who like to fish, hunt, hike, bike, bird watch, ski and enjoy the quiet solitude we have.

9. Economic Loss. Recently two houses on our road were put on the market. The owners were informed that being on the AT could reduce property values and needed to be disclosed to prospective buyers. Thus, as property values decrease over time, the tax base to the county will follow suit. We plan to appeal our taxes if the project is approved by the county.

Finally, today is the close of comments for the FEIR on this proposal. How can you think about voting on the project when there is no way you have seen the comments let alone been able to fully assess them?

I strongly believe you should reject this project as is. The public, your constituents, must feel somewhat satisfied that we have been listened to and you fully understand the liability you are assuming for Inyo County and all of us as taxpayers.

Thanks you for your time and consideration,

Sydney Quinn

Pat Gunsolley

From: ab628
Sent: Monday, December 01, 2014 8:10 AM
To: Pat Gunsolley
Subject: FW: Attn: Courtney Smith
Attachments: photo 1.JPG; ATT00001.txt; photo 2.JPG; ATT00002.txt

-----Original Message-----

From: Seth Kinmont [<mailto:seth.kinmont@gmail.com>]
Sent: Friday, November 28, 2014 12:16 PM
To: ab628
Subject: Attn: Courtney Smith

Dear Board of Supervisors
and Inyo County Public Works Department,

I am the Land Owner in Black Canyon, Seth Kinmont, I am fourth generation from Bishop and am opposed to the proposal for the connecting of a combined use route and the existing road up black canyon that would meet in the center of my ranch.

We already have problems with vandalisim, illegal fires being lit, trash left on and off the road, our only cottonwood tree was torn down with a winch and used for firewood, the canyon walls are permanently damaged with frequent spray painting of racial slurs, and because of the steep and rugged nature of the canyon and our property, and the existence of springs, it is also home to Ovis Canadensis Sierrae, the Sierra Nevada Bighorn Sheep.

Illegal use of the road by ATV's spook the bighorns from the springs and prevent them from feeding and drinking, the Bighorn Sheep are very solitary creatures and I'm surprised that the upper roads are allowed to be used at all since their emergency listing as Endangered Species under the Federal Endangered Species Act (FESA) in 2000 as well as the California Endangered Species Act (CESA) in 1999. Increasing traffic on this route will only further limit their habitat and threaten their survival.

My grandfather Bill Kinmont worked directly with Steven Lukacik of the Bishop DFG in 1954 and it is my goal to work with the DFG, National Forest Service, BLM and Inyo County Public Works Department to further preserve and protect the wildlife of these mountains for generations to come.

I am strongly opposed to this proposed road-use as well as it's commercial implications and signage. Our property and the Canyon are open to people on foot as well as horseback and Mule.

I appreciate being contacted and informed of these applications and proposals. I will be doing everything in my power to prevent this from happening, as well as preventing further damage and trespass to our ranch.

Sincerely,
Seth Kinmont

Bighorn rams and ewes on proposed combined-use route/black canyon road /Kinmont Ranch August 2013





Attachment No. 5 - aw

November 30, 2014

via email to: Assistant Clerk of the Board, Administrative Center

Inyo County Board of Supervisors
224 North Edwards Street
Independence, California 93526

Subject: Public Hearing Notice, Dec. 2, 2014, Adventure Trails Project

Dear Board of Supervisors:

Thank you for the opportunity to comment on the agenda items to be discussed at the December 2, 2014 meeting of the Inyo County Board of Supervisors.

The comments below are organized into three sections - The overall project, FEIR certification and the proposed route system. They are focused on the Bishop area of the county.

1. Overall Project

a. This project has been purported to be about economic gain for Inyo County in that ATV riders can access needed services while following the route system. A closer look raises the question of who does it benefit. It may benefit Golden State Rhino Tours, the new brewery (that makes a lot of sense), Pizza Factory, Browns Town and maybe a few other businesses. But, it also works against some businesses, local B&Bs as an example. ATVs riding down Yaney St. in Bishop will hurt the business of the B&B on that street. Motels and gas stations (except maybe Von's) will not benefit as they are not on the routes.

It is just a few that may see increased business but is that what Inyo County needs? What is needed is new businesses that replace some of those that have closed such as Whiskey Creek, the Chrysler automobile dealership, the stationary store, one of our pizza restaurants, the camera store and the ice cream store. There are many business that have closed and this county needs a means of attracting new businesses, not catering to a few at the expense of others.

The EIR in Sec. 7.4.4 Summary of Growth Effects states "The proposed project would not result in substantial economic expansion or growth." That is very clear.

This project is like a double edged sword. It may benefit some and may hurt others. This doesn't make a lot of sense.

b. What about the citizens of Inyo County? County government is for the benefit of its citizens but approval of this project harms many of them through decreased property values, noise and pollution. There is nothing in it for them, those that pay for our county government.

c. Safety. The manufacturers of ATVs all caution against riding on paved surfaces.

- Polaris - Operating on paved surfaces may adversely affect handling
- Kawasaki - Never operate an ATV on paved surfaces
- Honda - Never operate the ATV on any paved surfaces
- Yamaha - Never operate the ATV on any paved surfaces

This presents a huge issue for the county. Does the county want to dispute those manufacturers claims and allow them to be ridden on paved surfaces? Does the county want to accept the liability?

d. There is no need for this project. Visitors have to bring their ATVs on trailers or trucks. They can as easily drive those trucks into town as they can ride their ATVs. It doesn't make it easier for them at all.

e. Approval of this project will give us a good example of county government not representing its citizens and favoring

a few at the expense of many. Special interests will triumph over the needs of the general public.

2. Final EIR

The FEIR is deficient in many ways and should not be certified for the following reasons.:

a. The FEIR dismisses through "Topical Responses" issues raised during the comment process on the draft with unsubstantiated assertions:

(1) Law enforcement will not be adequate because it is not adequate now. The sheriff has two or three patrols that are devoted to ATV use for the entire county. There is no way that they can adequately enforce the law and keep riders on the routes. Yet, the FEIR dismisses this with no substantiated facts.

The cost of maintaining the existing patrols is paid by grants from the OHMVR Division of the California State Parks. These are grants and can not be counted on in the future. They are discretionary on the part of the division. Without those grants there will be no law enforcement.

(2) The assertion that the project with defined routes will reduce incursions off road is unsubstantiated. Yes, there may be many that do follow the routes but it takes just a few to cause damage off the routes. That is the situation today. Once the routes become known to certain groups, they will come to Inyo County to do the same thing that they have already done to Kern County. That is to ride wherever their vehicles can go.

(3) The assertion that noise and traffic congestion on Bishop city streets is not sufficient to be environmentally significant. This is not substantiated in the FEIR.

(4) The FEIR does not provide an analysis of the indirect impacts to biological resources that is likely to occur with the project. The risk here is that riders will go onto public lands and do what they have always done - ride wherever their vehicles can go. The FEIR makes statements such as:

"As stated in the Draft EIR, the proposed Project would experience an increase in OHV usage of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. These additional OHV trips would be dispersed throughout the proposed combined-use routes."

"Overall, the Draft EIR recognized that OHV users would have the potential to enter into areas outside of the County or City of Bishop. As such, any enforcement with respect to the biological preservation of surrounding lands would be subject to applicable laws, ordinances, regulations, and rules."

This is the sum of the analysis and statements such as these indicate the lack of depth of the analysis, if any.

b. It is here that the FEIR does not meet the intent of CEQA. This is what CEQA is all about and it is being ignored.

3. Routes

The routes proposed for consideration by the Board are in conflict with the FEIR. The intent of CEQA is to provide the best environmental alternative. The Planning Department by its recommendations for approving the entire project has ignored the Environmentally Superior Alternative. It is not even considered. This, I believe, is a violation of the intent of the CEQA.

4. Summary

Given the above, the FEIR should not be certified and the route system should not be adopted. The entire project should at the very least be sent back to the Planning Department for a rework. At best, the project should be dismissed entirely and more positive and balanced means of serving the needs of the county's citizens be pursued.

Thank you for the opportunity to comment.

William Mitchel
Bishop, CA

Pat Gunsolley

From: Fyi Shawn <fyishawn@gmail.com>
Sent: Monday, December 01, 2014 10:13 AM
To: Pat Gunsolley
Subject: Adventure Trail
Attachments: Blast Racing in the Utah Desert.jpg

I am writing to respectfully encourage you to **oppose** the so-called "Adventure Trail".

I visit Inyo Co. 3-4 times a year and to me it is heaven -- and such an essential place to get away from all the mechanized madness, pollution and noise of the San Francisco Bay Area where I live.

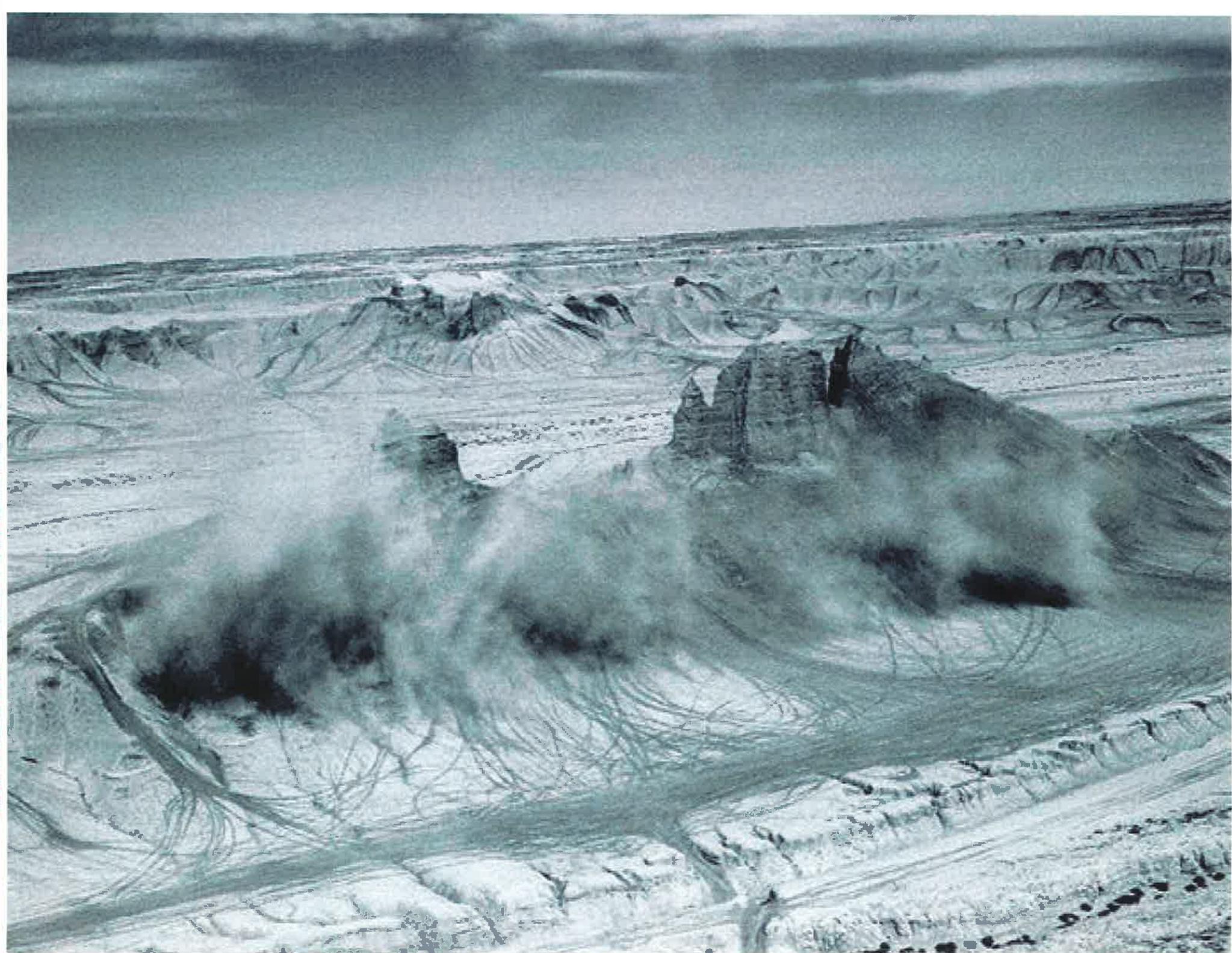
I personally rely on it to experience a simpler, cleaner, quieter place than where I live and work and raise my kids. If the Adventure Trail is made a reality, I will certainly avoid all the areas where it may be. Must our vehicles create our reality *everywhere*? That's what it seems like to me and it's so great that there are a few places left like Inyo -- but of course there only one place on earth like Inyo.

Thank you for listening and I wish you the best,

Shawn Coyle

1200 Newell Hill Pl. #306
Walnut Creek, CA 94596

fyishawn@gmail.com



Attachment No. 5 - ay

James Cameron
2539 Sunrise Dr
Bishop, CA 93514
760-873-7003

November 25, 2014

Inyo County Board of Supervisors
PO Box N
Independence, CA 93526

Dear Board of Supervisors:

This letter is to express my opposition to the proposed Adventure Trails Project being considered right now by the Board. This ridiculous proposal started out small and now has blossomed.

First, let me say that I've lived here in the Bishop Area for 40 years and didn't move up here to be met with an army of OHV machines heading up and down the roadway in my neighborhood. Off road motorcycles are loud obnoxious vehicles which belong off road out away from the general public housing and traffic. They're not street legal, they do not pay DMV fees which maintain the roadway, and the only way to tell how old the operator is would be to actually stop the rider and remove his/her helmet. So, age requirements being virtually unenforceable would be a situation that would lead to unsafe operation by underage riders. Law enforcement would need probable cause to stop the rider in the first place.

My 3 sons were all riders of off road vehicles and, from where I live, they were made to push the vehicles out to the end of Barlow Ln. before starting them and return. So, it can be done in a safe legal manner.

I don't want my beautiful Bishop country mauled by a mass of imported OHV riders! We have enough problems here as it is with our resident population, why create more damage. I do not want this country here to wind up like the Red Rock Canyon area did! OHV's do not stay on the existing trails as they should, and are not compatible with equine activities either.

The increase of larger and larger OHV's is taking its' toll on the existing dirt roadways which will result in the creation (by the riders) of new roads and trails. That means more scars in the area.

All ATV manuals explicitly state that you DO NOT USE OR RIDE UPON THE PAVED ROADWAY ! Now after reading AB 628 and referring to Sec. 38026.1 (d) (1) , maybe the Board didn't even read this part or just did not understand it. There's not even any question in my mind after reading this, that this proposal should even be considered any further ! The Board is voted in to represent the whole of the County populace. Now, what the heck are you going to do with my County tax dollars by even considering this proposal ? Case closed as far as I and everyone I've talked to are concerned. Lawsuit anyone ?

Now, this Adventure Trail thing is ram-rodged by Dick Noles who I like and respect for what he's done in the past. I believe he's wrong here and is self serving to a point trying to satisfy personal interests. The other ram-rod, Randy Gillespie, is in it for personal gain (money) with his off road rental program all ready to spring out of closure as soon as this program goes into effect. He tried to keep his motorcycle shop business afloat by creating more off road tracks (illegally) out behind Millpond. LA City DWP had no idea that he had stripped the land to create more area for the tracks to be built until I pointed it out to them.

I have spent time in Arizona, and have observed their "on road" OHV activities. No helmets, no brakes, no enforcement just go for it. Not what I would expect to happen right here in our City.

It has been said that millions of dollars would be brought into the area by implementing this proposal. I hardly think the damage caused would outweigh any revenue realized.

I do not care to have to listen to a Motocross every day up and down Schober Ln. I must listen to the noise generated from the existing Motocross track out at the end of Underwood Ln. currently.

I had chance to go camping at Walker Creek Campground up in Smith, NV. I had 3 days reserved at the campground. I had no idea that OHV's were allowed, and it was full of unmuffled motorcycles and quad type vehicles running in and out all day kicking up dust and disturbing the campground occupants. Many complaints were heard from the campers, and I left the second day.

I am sure that if implemented this proposal will not benefit my property value here in West Bishop. That does not make me happy either.

The USFS manages in absentia many of their public areas. They wait until there is a resource problem before acting, and then they just close it down. (evidenced in the Jordan Hot Springs Area). I am concerned that this might happen to the Coyote Valley area. If this hoard of OHV users is allowed to invade Coyote Valley, it is very possible that the USFS will just make it off limits to motorized vehicles. I would like for my grandchildren to be able to enjoy Coyote Valley as I and my children have done. If this mass of vehicles is encouraged in to tear up the countryside, it's possible that my grandkids would be left out .

BLM right now is unable to enforce off road requirements in the Rocking K/Millpond area due to the lack of a MOU with Inyo County Sheriff. The Sheriff's office I understand has purchased off road enforcement vehicles, but that's been tried before too. It is fine until some deputy goes off the vehicle and gets injured. Then the off duty time starts and State Comp. is involved. I saw this happen years ago with the previous Sheriff Dan Lucas. He sold the 2 off road motorcycles that he had purchased, he couldn't afford to staff them.

In closing, California has over 200,000 attorneys ! They are just waiting to take on a lawsuit against the County of Inyo regarding injuries sustained by condoning this proposal. Weighing the benefit against the ill effects I can't see that there's any question but to refuse to implement this ridiculous proposal !

Sincerely,

A handwritten signature in blue ink that reads "James Cameron". The signature is stylized with a large, looping initial "J" and a cursive "Cameron".

James Cameron

GERALD ESKELW
311 E. MARKET ST.
INDEPENDENCE

- 1) NOISE LEVEL FROM MOTORBIKES
- 2) SPEEDING
- 3) ROUTE PASS SCHOOL -

THANK YOU!

Pat Gunsolley

From: Annie Hoffman <hoffmanja@gmail.com>
Sent: Tuesday, December 02, 2014 9:30 AM
To: Pat Gunsolley
Cc: Liz O'Sullivan
Subject: Mono County resident against Adventure Trail

Hello,

We are definitely against having The Adventure Trail invade our peaceful Paradise area in Mono County. We live with nature out here and have no desire to have our wild landscape and wildlife disturbed with recreational motor noise and destruction.

Ann and John Hoffman
173 Summit Road
Bishop CA 93514
760 387 9108

Pat Gunsolley

From: Wilma Wheeler <wilma.bryce@verizon.net>
Sent: Monday, December 01, 2014 11:38 PM
To: Pat Gunsolley
Subject: Adventure Trails

I live in Mono County but want to give my comments about the Adventure Trails issue. I am concerned that if that proposal is approved, there will be a push to allow OHVs on roads in more places.

Why is there a necessity for the OHVs to travel County roads? OHVs in neighborhoods create a lot of noise and pollution. I know when a little kid in my neighborhood rides his motocross bike down the street, it is very disturbing. The noise is loud and disturbs the quiet. The idea of OHVs is to get out in the unpopulated land and enjoy the great outdoors. For me, I would rather hike but other people have different ideas of recreation. There are miles and miles of roads that available to OHVs and they don't need to be on County roads and city streets.

There are some OHV users that will leave roads and travel across public and private lands. If this proposal is approved, expect some unauthorized use.

I do hope the Supervisors do not approve the final environmental report and the project.

Sincerely,

Wilma Wheeler
PO Box 3208
Mammoth Lakes, CA 93546
760 934-3764

Inyo County Board of Supervisors

Dear Supervisors,

As a resident of southern Mono County, very close to the Inyo/Mono County boundary, I urge you not to approve the Final Environmental Impact Report for OHV Adventure Trails.

These trails have very negative impacts that effect more than just Inyo County residents. I live in Mono County but work and shop in Bishop. There are *many* safety concerns I have as a motorist using roadways. Intersections are very dangerous, dust interferes with visibility on roadways, roadways were not designed to accommodate OHV use, there is no traffic control, no helmet enforcement, etc.

It was my understanding that the Adventure Trails were on a Trial Basis and in a limited area, in and around Bishop, and yet I have seen the Adventure Trails Signs in areas that were not included in the trial (Round Valley, West Bishop, Death Valley Road, etc.) One of those signs gives direction to destinations outside of Inyo County. Has Mono County been brought into the discussion? Other groups that use the roadways (ranchers, cyclists, runners, hikers, dog walkers)? How do OHV users know they are outside of Inyo County? Outside of the Adventure Trail Zone? (I have seen OHVs leaving dirt roads and travelling on paved roads near and in my neighborhood.) Was there NEPA done before the signs went in, especially since the posts are treated lumber?

As a bicyclist and, I must obey the laws governing vehicles or face the risk of being ticketed. Am I to share the roadways with OHVs that are not governed by the same laws and regulations? How is that possible?

Is Inyo County ready to assume the liability of OHVs using roadways? Is Inyo County ready to assume the cost of the increased Emergency Room visits to Northern Inyo Hospital? Inyo County only needs to look to our neighbor, Kern County, to see the drain on Emergency Medical Services and Law Enforcement by the large numbers of OHV users there.

Again, I urge you not to approve the FIER and suspend the Adventure Trails until further analysis can be completed involving many more of those individuals and agencies with a stake in this matter.

Thank you,

Ann Klinefelter



December 2, 2014

Linda Arcularius, District 1 Supervisor
Jeff Griffiths, District 2 Supervisor
Rick Pucci, District 3 Supervisor
Mark Tillemans, District 4 Supervisor
Matt Kingsley, District 5 Supervisor
Inyo County Board of Supervisors
Post Office Drawer U Independence, CA 93526

Honorable Supervisors:

Before you, today, is the Final Environmental Impact Report (FEIR) for the Off-Highway Vehicle (OHV) Adventure Trail (AT) in Inyo County. The decision you make today will have a profound impact on Inyo County, the Owens Valley, and the greater Eastern Sierra at large.

The Eastern Sierra is one of the last, relatively untrammelled areas in California. Eastern Sierran communities' tourism-driven economic livelihoods and wellbeing depend on the wild nature of this landscape. Your decision to pass this AT FEIR and introduce massive numbers of OHVs from across the western states to our region will have a profound and negative effect on the natural environment, wildlife and habitats, human quality of life, air quality, and other tourism draws.

Inyo County has been at the forefront of a very long, bruising, bitter fight with Los Angeles Department of Water and Power to mitigate the dust impacts off of the dry Owens Lake and reduce human health impacts from that source of harmful air pollution. Now Inyo County is poised to reverse all of the Great Basin Unified Air Pollution Control District's (GBUAPCD) decades-long hard work by introducing a land use element to the area which will potentially lead to desertification of large areas of the County and massive amounts of fugitive dust from new trails, damaged vegetation, burnout areas, etc. Inyo County Supervisors are working to restructure GBUAPCD Board of Directors in order to redistributed the legal and financial liability of this District away from Inyo County and onto Mono and Alpine Counties, yet Inyo County is willing to assume, and project onto its constituency, the massive legal financial liability of this Adventure Trail. This is a dangerous and short-sighted plan for the whole Eastern Sierra ecosystem, communities, and tourism economy.

As a resident of the Eastern Sierra, I strongly urge you *not* to pass this Adventure Trail FEIR. The negative impacts, legal, environmental, economic, human and health-wise, far outstrip any benefits introducing this kind of hard impact use to our common resources will bring to our collective communities.

Thank you for your time and attention,

Liz O'Sullivan

Steven White Woodworking

F I N E F U R N I T U R E

336 Hammond St Bishop, CA 93514 Phone & Fax 760-872-3828

Dec 2, 2014

Dear Supervisors,

I am writing regarding the Adventure Trails proposal.

As I understand it, the Adventure Trails program is designed to promote off-road vehicle use as a way to increase tourism to Inyo County. There is no doubt that tourism plays an important role in the economy of Inyo County. Tourism has costs, though, one of them being a consideration of how it affects the quality of life of us, the citizens of Inyo County. I don't ride ATV's, but if I were a local avid backcountry rider, I don't think I'd be happy about a proposed promotion of the sport. I'd be grateful I could go to my local haunts and still have the places to myself. I'd be wondering, "How will Adventure Trails help me? What is the advantage of having a huge influx of off-road vehicles?" I'd be thinking, "I like it here the way things are".

Another of the costs of Adventure Trails is the fact of OHV's driving around the neighborhoods of Bishop. You will no doubt have heard from many Bishop residents about their dismay at the possible influx of unsafe vehicles driving down their streets.

On the benefits side, some of the alternatives for Adventure Trails involve routes which lead the rider to specific businesses, such as Golden State Cycles and Pizza Factory in Bishop. Why those businesses? Why don't the routes run to my place of business, Steven White Woodworking? To me, this kind of blatant favoritism pretty much sums up the money-making agenda of Adventure Trails. I don't share in any of the benefits, I just get to bear some of the cost.

The Adventure Trails proposal has implications which have not been addressed to my satisfaction. I urge you to pull back the reins and get all the facts before rushing to a decision on this important issue.

Sincerely,

Steve White
Bishop, CA

Pat Gunsolley

From: wiebenjamin <wiebenjamin@gmail.com>
Sent: Tuesday, December 02, 2014 10:38 AM
To: Pat Gunsolley
Subject: Adventure Trail

Hi.

We are Inyo County residents and have read information about the proposed Adventure Trail.

For a myriad of reasons, we oppose the Trail.

Thanks,

Lindon Wiebe
Kerry Benjamin
1447 Bear Creek Drive
Bishop, CA 93514

Pat Gunsolley

From: dahliarose@suddenlink.net
Sent: Tuesday, December 02, 2014 10:10 AM
To: Pat Gunsolley
Subject: Adventure trails

Let's face it. This idea sucks. I'm not going to beat around the bush with sweetness concerning this issue. I am not happy about it. I dislike the noise and dust and the fact that my dog almost got run over many times when the ORV craze really took off in Inyo County around 8 years ago or so. If I don't like them out there creating new trails, running over bushes, disturbing my peaceful ramblings and those of all the desert critters out there, why would I say yes to an extensive trail system that will include driving on our roads for heavens sake? Out in west Bishop, lots of families on bicycles and dog walkers use south Barlow to enjoy their quiet neighborhoods. Do you think THEY want ORV traffic out there?????? NOOOOOOOOOOOOOOOOOOOOO!!! I have stated my humble opinion. ADVENTURE TRAILS SUCKS!!!!!!!
Thankyou, Marianne Brettell-Vaughn

Courtney Smith

From: Alan Yordy <yordyalan@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Alan Yordy
3412 E. Miner Ave.
Stockton, CA 95205-4715

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Alan Yordy

Courtney Smith

From: Bob Campbell <campbellblc@verizon.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Bob Campbell
17786 Cherry St.
Hesperia, CA 92345

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Bob Campbell

Courtney Smith

From: Brian Sampson <bcsampson@cox.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Brian Sampson
22521 Wakefield
Mission Viejo, CA 92692-4736

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Brian Sampson

Courtney Smith

From: carlos fuchenc <carlosfuchen@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

carlos fuchenc
3979 W 226th st
torrance, CA 90505

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
carlos fuchen

Courtney Smith

From: Christian Diener <teamckd@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Christian Diener
9355 N Purdue Ave
Clovis CA, CA 93619-9581

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Christian Diener

Courtney Smith

From: Pat Gunsolley
Sent: Wednesday, December 03, 2014 3:19 PM
To: Courtney Smith
Subject: FW: SAC supports ATV Adventure Trails System of the Eastern Sierra

Hi there:

Here is another letter.

Pat Gunsolley
Assistant Clerk of the Board
P. O. Drawer N
224 N. Edwards
Independence, CA 93526
(760) 878-0373

-----Original Message-----

From: Corky Lazzarino [<mailto:info@sierraaccess.com>]
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: SAC supports ATV Adventure Trails System of the Eastern Sierra

Corky Lazzarino
556 Carol Lane East
Quincy, CA 95971

December 3, 2014

Dear Inyo County Board of Supervisors,

I represent Sierra Access Coalition, an advocacy group of nearly 1500 members. As active forest users and four-wheelers, we would like to express support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Corky Lazzarino

Courtney Smith

From: Dan Goulet <dgoulet@slocity.org>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Dan Goulet
8144 Larga Avenue
Atascadero, CA 93422-3736

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Dan Goulet

Courtney Smith

From: Dan McGraw <dmcgraw48557@roadrunner.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Dan McGraw
26658 Dartmouth St.
Hemet, CA 92544-7543

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Dan McGraw

Courtney Smith

From: Dan McManus <dan.mcmanus5@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Dan McManus
1403 Hillside Lane
Roseville, CA 95661-5889

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and two-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Dan McManus

Courtney Smith

From: Daniel Conley <conley12345@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Daniel Conley
1815 Grandview St
Oceanside, CA 92054-5614

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Daniel Conley

Courtney Smith

From: Danny Bogner <bogshotrods@charter.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Danny Bogner
611 Vista Ave
Sugarloaf, CA 92386-1432

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Danny Bogner

Courtney Smith

From: David Brassfield <brass76@bak.rr.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

David Brassfield
9906 Jersey Bounce Dr.
Bakersfield, CA 93312-5996

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
David Brassfield

Courtney Smith

From: David bring <odysseys1@live.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

David bring
6829 Moselle Dr.
San jose, CA 95119-1847

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
David Greene

Courtney Smith

From: David Hardgrave <david.hard1982@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

David Hardgrave
924 Edgewood dr
Quincy, CA 95971

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
David Hardgrave

Courtney Smith

From: David Phelps <78cj5jeep@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

David Phelps
14756 Woodbow Court
Magalia, CA 95954-9137

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
David Phelps

Courtney Smith

From: Derek Sproat <dereksproat@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Derek Sproat
294 So Bayview Ave
Sunnyvale, CA 94086-6221

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Derek Sproat

Courtney Smith

From: Don Preuitt <dinspector@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Don Preuitt
2864 Via Bellota
San Clemente, CA 92673-3121

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Don Preuitt

Courtney Smith

From: Erica Bartnick <jbartnick@makosteel.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Erica Bartnick
3465 Paseo Ancho
Carlsbad, CA 92009-9518

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Our family would appreciate your consideration.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Erica Bartnick

Courtney Smith

From: Erik Claus <clausvms@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Erik Claus
9066 San Juan Ct
Gilroy, CA 95020

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Erik Claus

Courtney Smith

From: Frank Havlik <fhavlik@comcast.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Frank Havlik
7018 Norfolk Rd
Berkeley, CA 94705-1741

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Frank Havlik

Courtney Smith

From: Frank Schweininger <frank_schweininger@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Frank Schweininger
1650 Cerra Vista Drive
Hollister, CA 95023-6524

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

It's called tourism dollars. It only helps the community utilize everything possible to keep and bring money to the community.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Frank S

Courtney Smith

From: Erica Bartnick <jbartnick@makosteel.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Erica Bartnick
3465 Paseo Ancho
Carlsbad, CA 92009-9518

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Our family would appreciate your consideration. Thank you.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
James Bartnick

Courtney Smith

From: James Campbell <jimlcb@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

James Campbell
2011 Baltra Place
Costa Mesa, CA 92626-3516

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
James Campbell

Courtney Smith

From: jason andrews <ja2316@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

jason andrews
2219 carol ann dr
tracy, CA 95377-6614

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
jason andrews

Courtney Smith

From: Jason DeArmond <jd@prpseats.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jason DeArmond
27555 Commerce Center Dr.
Temecul, CA 92591

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jason DeArmond

Courtney Smith

From: Jeff Gillis <jefgil123@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jeff Gillis
115 Broadleaf Lane
Carson City, NV 89706-1905

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jeff Gillis

Courtney Smith

From: Jeffery Bausch <alexbausch@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jeffery Bausch
871 Sycamore Canyon Rd
Paso Robles, CA 93446-4770

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jeffery Bausch

Courtney Smith

From: Jesse Gutierrez <jag-11@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jesse Gutierrez
P.O. Box 25126
Fresno, CA 93729-5126

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jesse Gutierrez

Courtney Smith

From: john and tamara thompson <snowmanand1@aol.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

john and tamara thompson
525hansonloop
burbank, WA 99323

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
john and tamara thompson

Courtney Smith

From: Josh Gisin <josh.gisin@verizonwireless.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Josh Gisin
3851 Crosswood Drive
Shingle Springs, CA 95682

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Josh Gisin

Courtney Smith

From: Kevin Brown <kevinbrown450sxf@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Kevin Brown
26 N. Whitacre
Yerington, NV 89447

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Kevin Brown

Courtney Smith

From: Kristen Dean <kristenmdean@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Kristen Dean
26 N. Whitaker
Yerington, NV 89447

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Kristen Dean

Courtney Smith

From: Linda Metzger-Campbell <lmetzcb@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Linda Metzger-Campbell
2011 Baltra Place
Costa Mesa, CA 92626-3516

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Linda Metzger-Campbell

Courtney Smith

From: Mark Booker <anev942@aol.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Mark Booker
P.O. Box 113
Cayucos, CA 93430-0113

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Thank You Sincerely,
Mark Booker

Courtney Smith

From: Matt Colwell <mcolwell@southfeather.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Matt Colwell
2310 Oro-Quincy Hwy
Oroville, CA 95966-5226

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Matt Colwell

Courtney Smith

From: Micah Anderson <micah@fiberwerx.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Micah Anderson
2435 Deland Dr.
Alpine, CA 91901-3192

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Micah Anderson

Courtney Smith

From: Nathaniel Campbell <naatcam@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Nathaniel Campbell
2011 Baltra Place
Costa Mesa, CA 92626-3516

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Nathaniel Campbell

Courtney Smith

From: Nick Kimberger <nkimberger@att.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Nick Kimberger
10306 Malaguena Ct
Bakersfield, CA 93312-5996

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Nick Kimberger

Courtney Smith

From: Paul Metzger <paulmetzger@fastmail.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Paul Metzger
10940 RIO HONDO DR
DOWNEY, CA 90241

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Paul Metzger

Courtney Smith

From: Ray Green <rgreen3603@ca.rr.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Ray Green
1132 N Garsden Ave
Covina, CA 91724-1643

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Ray Green

Courtney Smith

From: Robert Stanly <jerryriggr0@hotmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Robert Stanly
220 3rd ave.
Daly City, CA 94014

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Robert Stanly

Courtney Smith

From: Rocky Shadden <rshadden@ucsd.edu>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Rocky Shadden
1405 Green Oak Rd
Vista, CA 92081

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Rocky Shadden

Courtney Smith

From: Scott Polimeni <uscore1@aol.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Scott Polimeni
80710 Sunny Cove Ct.
Indio, CA 92201-8940

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Scott Polimeni

Courtney Smith

From: Steve Christensen <astevetsa@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Steve Christensen
38820 Judie Way
Fremont, CA 94536-7331

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Steve Christensen

Courtney Smith

From: Steve Esau <sredae81@hotmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Steve Esau
1950 ave 400
Kingsburg, CA 93631-9117

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Steve Esau

Courtney Smith

From: Steve Mooney <steve.mooney@comcast.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Steve Mooney
PO BOX 8305
Emeryville, CA 94662-0305

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Steve Mooney

Courtney Smith

From: Stu Wik <brokelever@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Stu Wik
11453 Kitzbuhel Rd.
Truckee, CA 96161-6124

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

If approved, the law would expire in 2017 unless renewed or extended. Communities across the western states benefit from visits by OHV users. Inyo county and its communities currently are considered to be very supportive of OHV recreation. This designation of connector routes will improve the local economies by creating a practical common sense approach for all.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Stu Wik

Courtney Smith

From: Thurman Creel <tjcr61@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Thurman Creel
2911 Winery Ave
Clovis, CA 93612-4612

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Thurman Creel

Courtney Smith

From: Vince Brunasso <vjbrunasso@aol.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Vince Brunasso
4992 Old Ranch Rd
La Verne, CA 91750

December 3, 2014

Dear Inyo County Board of Supervisors,

I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

No longer able to walk long distances, the only way I can still enjoy the mountains is by four-wheel ATV. People like me need the options this plan provides.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project so that the elderly can still get out to nature.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Vince Brunasso

Courtney Smith

From: Wesley Lobo <weslobo@netscape.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Wesley Lobo
34290 Tanisha Ct.
Wildomar, CA 92595-9196

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Wesley Lobo

Courtney Smith

From: scott@desertsourcebishop.com
Sent: Friday, December 12, 2014 7:09 AM
To: ab628
Subject: Support for Adventure Trails Project

I'm writing in support of the Adventure Trails Project. I hope that the project will be approved by the Board of Supervisors. There are obviously arguments for and against the project, but it is my understanding that this is, and has always been, considered a "Pilot Project" with reviews to take place to determine if the project should continue. The idea of a pilot project is to allow for changes or to discontinue the project if it is unsuccessful. Please encourage the Board to make this clear to opponents and give the efforts of the project proponents a chance to be successful and add a unique recreational experience to Inyo County.

Thank you,

Scott Cimino
Desert Source Real Estate
2630 Sunset Road
Bishop, CA 93514
(760) 784-0729
BRE Lic# 01202080
www.desertsourcebishop.com

Pat Gunsolley

From: Joe McCrink <jmccrink41@gmail.com>
Sent: Friday, November 28, 2014 8:31 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Joe McCrink
1103 Via La Cuesta
Escondido, CA 92029-7213

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Joe McCrink

Pat Gunsolley

From: Timothy Clark <timothy254@gmail.com>
Sent: Friday, November 28, 2014 8:31 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Timothy Clark
14618 Tyler Foote Rd
Nevada City, CA 95959-9316

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Timothy Clark

Pat Gunsolley

From: marvin christensen <marvin936@gmail.com>
Sent: Friday, November 28, 2014 8:21 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

marvin christensen
5407 arlene way
livermore, CA 94550-2346

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and environmentalist, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Marvin Christensen

Pat Gunsolley

From: Nathan Holland <nateholland@hotmail.com>
Sent: Friday, November 28, 2014 8:21 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Nathan Holland
11074 Yakima River Ct
Rancho Cordova, CA 95670-2812

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Nathan Holland

Pat Gunsolley

From: Chris Glanz <chglanz@comcast.net>
Sent: Friday, November 28, 2014 8:21 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Chris Glanz
5538 Starfish Pl
Discovery Bay, CA 94505-9329

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Chris Glanz

Pat Gunsolley

From: Jack Anderson <janderson4@live.com>
Sent: Friday, November 28, 2014 8:11 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jack Anderson
61 Callahan Way C-1
Mammoth Lakes, CA 93546-7716

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jack Anderson

Attachment No. 5 - dm

Pat Gunsolley

From: Pat <pat_waite@hotmail.com>
Sent: Tuesday, November 25, 2014 2:39 PM
To: Pat Gunsolley
Subject: Eastern Sierra ATV Adventure Trails System

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

As an avid off-highway hobbyist, I am always looking for new, authorized and maintained routes. This will expand the recreational options in Inyo County, and probably entice me to wander out to your neck of the woods.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Pat<<file:///C:/Users/Pat/Documents/Campaign%202008/Signatures/SigSharpie%20001%20small.jpg>>

Patrick Waite
3418 Royal Meadow Ln.
San Jose, CA 95135

Pat Gunsolley

From: Andrew Lynn <andrewl@McKinstry.com>
Sent: Wednesday, November 26, 2014 7:57 AM
To: Pat Gunsolley
Subject: ATV Adventure Trail System Support

Dear Inyo County Board of Supervisors;

As a person whom frequently rides these areas, I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Andrew Lynn, CEM, LEED AP | Project Director
D 949-333-4293 | M 949-303-9550 | F 949.333.4298
Mission Viejo, CA

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Pat Gunsolley

From: Terry <ktm300exc@netzero.com>
Sent: Wednesday, November 26, 2014 7:18 AM
To: Pat Gunsolley
Subject: ATV ADVENTURE TRAILS

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

The Higginbotham Family

Heavy rains mean flooding

Anywhere it rains it can flood. Learn your risk. Get flood insurance.
floodsmart.gov

Pat Gunsolley

From: Douglas N <douglasdtn@gmail.com>
Sent: Wednesday, November 26, 2014 6:17 AM
To: Pat Gunsolley
Subject: ATV Adventure Trails System of the Eastern Sierra

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526

Dear Inyo County Board of Supervisors,

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Douglas Nguyen

9600 Bolsa Avenue, Suite E
Westminster CA 92683

Pat Gunsolley

From: rosela grossi <grossidr@sbcglobal.net>
Sent: Tuesday, November 25, 2014 9:43 PM
To: Pat Gunsolley
Subject: Subject: ATV AdventureTrails System of the Eastern Sierra

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

As a resident of rural Tuolumne County, I truly enjoy the beauty of the eastern Sierra. My family enjoys riding off road motorcycles. Each summer I travel to distant locations for riding adventures. I prefer not to camp, but instead stay in hotels and eat at local diners. In August I tried to plan a trip to Mammoth Lakes for a fall weekend of riding with my two adult sons. Unfortunately, I was unable to figure out a way to stay in town and ride the nearby trails to my satisfaction. The proposed combined use routes would most definitely attract me to Bishop and nearby area as an OHV tourist.

I encourage you to consider the positive economic benefits of the proposed combined use routes. Such a proactive action will further enhance the area's image as a great place to plan your next adventure vacation. Community support for the proposed ATV Adventure Trails System will get the attention of many OHV users and establish the area as a "must see" destination.

Please understand that we respect all land use regulations and do not wish to be a burden in any way to the local community. If the community welcomes us, we will come and patronize your businesses.

Sincerely,

Darin Grossi,
17214 Kelleher Court
Soulsbyville, CA 95372

Pat Gunsolley

From: ricktret@pacbell.net
Sent: Tuesday, November 25, 2014 9:34 PM
To: Pat Gunsolley
Subject: National Forest Access

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526

Dear Inyo County Board of Supervisors;

I want to express my support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this project.
Thank you for your consideration

Sincerely,
Rick Tretter

Pat Gunsolley

From: Al insoutherncalifornia <alinsoutherncal@hotmail.com>
Sent: Tuesday, November 25, 2014 9:22 PM
To: Pat Gunsolley
Subject: support for the ATV Adventure Trails System of the Eastern Sierra

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Albert Llata
La Mirada, CA

Pat Gunsolley

From: Daryl Bender <dbender@chicousd.org>
Sent: Tuesday, November 25, 2014 9:18 PM
To: Pat Gunsolley
Subject: Please support common sense

Dear Inyo County Board of Supervisors;

Don't shut down OHV access through the Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628). The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Pat Gunsolley

From: Scott D. Fulrath <sfulrath@cox.net>
Sent: Tuesday, November 25, 2014 8:31 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System in the Eastern Sierra

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

All agencies of Gov't should be dedicated to preserving recreational opportunities for ALL uses and users, not just preserving them for gnats, rats, and democrats.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Scott D. Fulrath
23706 Moonglow Ct.
Ramona, CA. 92065

Pat Gunsolley

From: stephen re <steviere@hotmail.com>
Sent: Tuesday, November 25, 2014 7:59 PM
To: Pat Gunsolley
Subject: Bill 628 (AB 628)

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Stephen Re

Pat Gunsolley

From: Randy <hwy204@gmail.com>
Sent: Tuesday, November 25, 2014 6:40 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System in the Eastern Sierra

Dear Inyo County Board of Supervisors;

Many small towns have survived by taking inventory of senic beauty! We recreate by motorized vehicles. We have been all over the western half of the US, and have enjoyed what others, who have had the foresight, offer the public - recreation on public lands.

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Randy Norton

53227 Ferndale Rd

Milton Freewater OR 97862

Pat Gunsolley

From: Gerald Sumner <gsumner@bak.rr.com>
Sent: Tuesday, November 25, 2014 5:19 PM
To: Pat Gunsolley
Subject: Support of Adventure Trails System

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Gerald Sumner

Pat Gunsolley

From: JimmyNylund@aol.com
Sent: Tuesday, November 25, 2014 4:39 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails

Dear Inyo County Board of Supervisors;

Since there are alternatives to video games, drugs and graffiti - and this seems to be a good one - I'd like to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Jimmy Nylund

Attachment No. 5 - dz

Pat Gunsolley

From: Jay Peterson <peterson56206@verizon.net>
Sent: Tuesday, November 25, 2014 3:03 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Jay Peterson
36313 Cherrywood Dr.
Yucaipa, CA 92399
(909) 790-0971
peterson56206@verizon.net

Pat Gunsolley

From: Fred Benz <fbenz@pacbell.net>
Sent: Tuesday, November 25, 2014 3:03 PM
To: Pat Gunsolley
Subject: Support Eastern Sierra ATV Adventure Trail(s)

To: Inyo County Board of Supervisors;

I would like to express my strong support for the Eastern Sierra ATV Adventure Trails System being considered by the Inyo County Planning Commission. This combined-use route is pursuant to Assembly Bill 628 (AB 628).

It is my understanding that the 2005 Forest Service Travel Management Rule typically requires county government to designate certain non-federal, public, paved and non-paved roads as available as connector routes for non-street-legal OHV use. To this end I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Fred Benz
316 San Benito Way
San Francisco, Ca. 94127

Pat Gunsolley

From: bruce swallow <dezridin2@msn.com>
Sent: Tuesday, November 25, 2014 2:40 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,
Bruce J Swallow

Pat Gunsolley

From: T B <tybot55@yahoo.com>
Sent: Tuesday, November 25, 2014 2:39 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System in the Eastern Sierra

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628). The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Ty Bricker
Palmdale Ca

Pat Gunsolley

From: Dave and Pam <daveandpam@comcast.net>
Sent: Tuesday, November 25, 2014 2:36 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System of the Eastern Sierra

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. I applaud the entire Board for working on this important recreation effort!

Sincerely,

David Cantrell
Manteca, Ca 95336



November 25, 2014

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Inyo County Board of Supervisors;

Please accept this letter from the BlueRibbon Coalition (BRC) as indication of our strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

BRC is a national recreation group that champions responsible recreation and encourages individual environmental stewardship. With members in all 50 states, BRC is focused on building enthusiast involvement with organizational efforts through membership, outreach, education and collaboration among recreationists. BRC has members who recreate throughout Inyo County and the Inyo National Forest. Those recreation activities include access by all forms of motorized vehicles, horses, mountain bikes and hiking.

BRC commends the county for realizing its important role in travel management. The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often requires county government to designate certain non-federal public paved and non-paved roads as available for non-street legal OHV use to act as connector routes.

BRC urges the Board of Supervisors to approve this important transportation project. Please feel free to contact BRC should you have any questions.

Respectfully submitted,

Don

Don Amador
Western Representative
BlueRibbon Coalition, Inc.
555 Honey Lane
Oakley, CA 94561
Office: 925.625.6287
Email: brdon@sharetrails.org

Pat Gunsolley

From: Prudence Susan Nourse Carr <prudencesusan@gmail.com>
Sent: Tuesday, November 25, 2014 1:36 PM
To: Pat Gunsolley
Subject: Object to Adventure Trails proposal

Dear Supes,

This is to register my objection to Adventure Trails passage.

I rent in the area affected in East Bishop and am concerned about deteriorating quality of life due to air and noise pollution as well as loss of safety driving or walking in my neighborhood. With our lack of rain when walking daily along the canal, the dust from passing motorbikes and cars is choking and makes one filthy. I venture that hundreds of walkers and runners and bikers use these canal walks on a daily basis.

I am in full agreement with the arguments from "Save our Streets", Mike and Stephanie Shultz, and Frank Stewart in this week's Inyo Registers.o

Please reconsider this plan's advisability.

Prudence Carr
337 A Clarke St.

Sent from my iPad

Pat Gunsolley

From: Dirt Tricks, Inc <sales@dirtricks.com>
Sent: Tuesday, November 25, 2014 2:23 PM
To: Pat Gunsolley
Subject: ATV Trail Comments

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Esteemed Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628). The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,
Nathan DeLaney

2554 Business Pkwy
Minden, NV. 89423
775-267-6361

Pat Gunsolley

From: Bruce bodenhofer <brucekb1955@msn.com>
Sent: Wednesday, November 26, 2014 9:47 AM
To: Pat Gunsolley
Subject: ATV Adventures Trail System

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
Email: pgunsolley@inyocounty.us

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort! When this gets approved my friends and I will be coming to ride in Inyo County. We are excited.

Sincerely,

Bruce Bodenhofer
532 63rd Street

Oakland, Ca 94609

Pat Gunsolley

From: Kyle Kershaw <kyle.kershaw@gmail.com>
Sent: Wednesday, November 26, 2014 9:22 AM
To: Pat Gunsolley
Subject: ATV Adventure Trails System

Hello Inyo County

I would like to express my opinion concerning the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

I am in full support of this measure as I enjoy riding in the Sierra's whenever possible.

Although I am no longer a resident of your State, I was born and grew up in San Mateo County (Bay area). I have spent many a day riding dirt bikes, camping and 4-wheeling in the Sierra's. I would like to advocate the measure be supported.

Kyle Kershaw
4872 9500 E
Huntsville Utah 84317

Pat Gunsolley

From: John Dangberg <jdangberg@hotmail.com>
Sent: Wednesday, November 26, 2014 8:29 PM
To: Pat Gunsolley
Subject: Support of Family Outdoor Recreation

Dear Inyo County Board of Supervisors:

Our family enjoys your beautiful county and so appreciate your support of outdoor recreation.

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by your Planning Commission for combined-use routes pursuant to Assembly Bill 628. I also support your subsequent Board action, if necessary, to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use as connector routes.

Thanks for working on this important recreation effort!

Sincerely,

John Dangberg

Pat Gunsolley

From: Ken Rue <retired0057@gmail.com>
Sent: Thursday, November 27, 2014 7:22 AM
To: Pat Gunsolley
Subject: AB628

Inyo Board of Supervisors

I strongly support ATV Adventure Trails known as AB628.

I request you approve this measure.

This bill adds recreation for outdoor family fun time while allowing oversight for these lands.

Sincerely,

Kenneth Rue

Pat Gunsolley

From: Michael Rozenstraten <ferraritech@yahoo.com>
Sent: Friday, November 28, 2014 8:11 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Michael Rozenstraten
5751 Abraham Ave
Westminster, CA 92683-2805

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Michael Rozenstraten

Pat Gunsolley

From: Jody Alquist <thebeldinghouse@aol.com>
Sent: Friday, November 28, 2014 8:11 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jody Alquist
1956 Belding House
Palm Springs, CA 92262

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jody Alquist

Pat Gunsolley

From: Theodore Kalil <tskalil@msn.com>
Sent: Friday, November 28, 2014 8:21 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Theodore Kalil
22170 Moonbeam Trail
Apple Valley, CA 92308-8434

November 28, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Theodore Kalil

Pat Gunsolley

From: George Murray <murph6326@gmail.com>
Sent: Saturday, November 29, 2014 12:11 PM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

George Murray
11041 El Paraiso Ct
Fountain Valley, CA 92708-4907

November 29, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
George Murray

Pat Gunsolley

From: ab628
Sent: Monday, December 01, 2014 8:09 AM
To: Pat Gunsolley
Subject: FW: adventure trails

From: ssettle2@gmail.com [<mailto:ssettle2@gmail.com>]
Sent: Friday, November 28, 2014 9:00 PM
To: ab628
Subject: adventure trails

I & my wife are retired and when we get a chance we love to take our ATV's & go camping & explore the back country.

We take our ATV's on the trails & enjoy the scenery & view country that we have never seen. Because I am unable to walk long distances. We love that country on the East Sierra. This is the easiest way for us to do this.

We encourage you to keep the trails open for ATV's

Thank you for your time. Steve Settle Sent from Windows Mail

Pat Gunsolley

From: Jim <jimjr@fulling.org>
Sent: Sunday, November 30, 2014 11:48 AM
To: Pat Gunsolley
Subject: Adventure Trails System

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Mr. Jim Fulling

Pat Gunsolley

From: William Redding <billredding@live.com>
Sent: Sunday, November 30, 2014 12:24 PM
To: Pat Gunsolley
Subject: ATV Adventure Trails System

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

William B. Redding

Pat Gunsolley

From: Mike Ewing <mikethewing@msn.com>
Sent: Monday, December 01, 2014 10:21 AM
To: Pat Gunsolley
Subject: ATV Adventures trails system

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

Although I live in California, I travel to Nevada to enjoy the great outdoors, multiple times a year. I always purchase gas, food, other essentials, sometimes including lodging.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Michael J. Ewing
7205 little Hill Rd.
Auburn, CA 95602

Pat Gunsolley

From: Kevin Beller <kevinb@seymourduncan.com>
Sent: Monday, December 01, 2014 11:22 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Kevin Beller
2899 Stadium Dr.
Solvang, CA 93463-9514

December 1, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and dual-sport motorcycle rider, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Kevin Beller

Pat Gunsolley

From: Steve Drew <SteveDrew@geneqpm.com>
Sent: Monday, December 01, 2014 10:41 AM
To: Pat Gunsolley
Subject: bill 628 (ab 628)

Dear Inyo County Board of Supervisors;

I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

Steve Drew

4179 e3rd av napa ca 94558
707 226 7681

Pat Gunsolley

From: Walt Bullington <wbull@sbcglobal.net>
Sent: Monday, December 01, 2014 11:42 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Walt Bullington
1370 Lakeside Drive
Redding, CA 96001

December 1, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Walt Bullington

Attachment No. 5 - ew

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526

Dear Inyo County Board of Supervisors;

I have enjoyed coming up into Inyo County for over 40 years now for vacation and recreation. I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,



John Burnham

PO Box 424
Frazier Park, CA 93225

Attachment No. 5 - ex

December 1, 2014

Burt Brown

2917 Indian Creek

Bishop, CA 93514

Strongly supporting the Adventure Trail because it is a pilot project, it was brought forth by the Highway Patrol in the beginning and it was developed as a pilot project that if it is successfully will move forward. Let's see how this pilot project works.

*Verbal message taken by Asst. Clerk of the Board
3:56 pm.*

Pat Gunsolley

From: Ken Salo <ksalo245@msn.com>
Sent: Wednesday, November 26, 2014 9:16 AM
To: Pat Gunsolley
Subject: ATV Adventure Trails System of the Eastern Sierra

CAPITAL TRAIL VEHICLE ASSOCIATION (CTVA)
P.O. Box 5295
Helena, MT 59604-5295

November 26, 2014

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526
pgunsolley@inyocounty.us

RE: ATV Adventure Trails System of the Eastern Sierra

Dear Inyo County Board of Supervisors,

Our club would like to express our strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

Motorized recreationists have been shut out of so many motorized recreational opportunities. We have a great need for projects such as the ATV Adventure Trails System of the Eastern Sierra and look forward to enjoying it. CTVA urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!

Sincerely,

/s/ Action Committee on behalf of our 137 members and their families
Capital Trail Vehicle Association (CTVA)
P.O. Box 5295
Helena, MT 59604-5295

Email: CTVA_Action@charter.net

Web Site: <http://ctva-ohv.com/>

Contacts:

Doug Abelin at (406) 461-4818 dabelin@live.com
Don Gordon at (406) 458-9577 DGordon315@aol.com
Gary Petersen at (406) 459-2664 glpete@bresnan.net
Ken Salo at (406) 443-5559 ksalo245@msn.com
George Wirt at (406) 227-6037 G_wirt@msn.com

CC: Dave Koch, President CTVA

CTVA is also a member of Montana Trail Vehicle Riders Association (mtvra.com), Blue Ribbon Coalition (sharetrails.org), and New Mexico Off highway Vehicle Alliance (nmohva.org),. Individual memberships in the American Motorcycle Association (amacycle.org), Citizens for Balanced Use (citizensforbalanceduse.com), Families for Outdoor Recreation (ffor.org), Montana 4X4 Association, Inc. (m4x4a.org), Montana Multiple Use Association (montanamua.org), Snowmobile Alliance of Western States (snowmobile-alliance.org), Treasure State Alliance, and United Four Wheel Drive Association (ufwda.org)

Pat Gunsolley

From: Robyn Stirratt <robyn@prpseats.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Robyn Stirratt
30205 Curzulla Road
Menifee, CA 92584

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Robyn Stirratt

Pat Gunsolley

From: ALLEN COPELAND <allencop@hotmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

ALLEN COPELAND
355 Clydesdale Dr
RENO, NV 89508-9515

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
ALLEN COPELAND

Pat Gunsolley

From: Suzy Johnson <crazysuzy2003@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Suzy Johnson
222 Rainbow Dr #12269
Livingston, TX 77399-7179

December 3, 2014

Dear Inyo County Board of Supervisors,

My family and I have been visiting the Inyo and staying at the Glass Creek Campground for every year since 2006 or so. We bring our ATVs and four-wheel drive vehicles and thoroughly enjoy exploring and geocaching in the area. The trails are outstanding and offer a wide variety of experiences for all of us, young and old.

As such, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628. While I am not familiar with the details of the project, my four-wheeling friends have encouraged me to support it as a way to ensure that ATVs can navigate through the entire trail system.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Suzy Johnson

Pat Gunsolley

From: Tom Nicholson <ten.elect@verizon.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Tom Nicholson
13881 Elliott pl
Garden grove, CA 92844-2624

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Tom Nicholson

Pat Gunsolley

From: Jay Stewart <jay@stewartconstructionandrepair.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jay Stewart
2549 Highgate Court
Chino Hills, CA 91709-1137

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jay Stewart

Pat Gunsolley

From: Larry Heller <larry@soldbylarry.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Larry Heller
10751 Owensmouth Ave.
Chatsworth, CA 91311-1338

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Larry Heller

Pat Gunsolley

From: John Velcamp <johnvelcamp@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

John Velcamp
112 Northam Ave
San Carlos, CA 94070-1851

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
John Velcamp

Pat Gunsolley

From: Richard Slater <dick_slater45@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Richard Slater
PO Box 1629
Ridgecrest, CA 93556-1629

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Richard Slater

Pat Gunsolley

From: John Stewart <Jstewart@me.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

John Stewart
PO Box 1057
Lakeside, CA 92040

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
John Stewart

Pat Gunsolley

From: Jim Fulling <jimjr@fulling.org>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jim Fulling
5006 charter
rocklin, CA 95765-5121

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jim Fulling

Pat Gunsolley

From: Trent Saxton <drtrentsaxton@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Trent Saxton
7854 Bock Brush Dr.
Portola, CA 96122

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Trent Saxton

Pat Gunsolley

From: Justin Mazzon <themazzons@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Justin Mazzon
15 mark place
greenbrae, CA 94904-3024

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Justin Mazzon

Pat Gunsolley

From: Derrick Morris <caquadgod@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Derrick Morris
9651 Martin Lane
Prunedale, CA 93907-1506

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

Mono County allows the use of county roads to connect with BLM and Forest Service. The Eastern Sierra ATV/UTV Jamboree out of Coleville brings 300+ to the Walker/Coleville area the 3rd week of June each year and then many participants come back throughout the year to enjoy the scenery and off-road experience which increases revenue for the area and county.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Derrick Morris

Pat Gunsolley

From: Jesse Deyden <ziggyfreedom@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jesse Deyden
17202 Argo circle
Huntington Beach, CA 92647

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jesse Deyden

Pat Gunsolley

From: Gordon Butterton <butterton@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Gordon Butterton
7835 Hwy.9
Ben Lomond, CA 95005-9757

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Gordon Butterton

Pat Gunsolley

From: Eric Clemson <dble100@att.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Eric Clemson
20 Alonda
foothill ranch, CA 92610-1721

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Eric Clemson

Pat Gunsolley

From: Jeremy Hanley <neuvizion@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jeremy Hanley
28124 Mimi Ln.
Lancaster, CA 93536-9242

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jeremy Hanley

Pat Gunsolley

From: Julie Osburn <independence.lake@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Julie Osburn
P.O. Box 1064
Loyalton, CA 96118-1064

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, and a representative for over 200 forest users, Friends of Independence Lake, Inc. would like to express our support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project. We applaud you for your efforts to keep the forest open for multiple users.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Julie Osburn, CFO, Friends of Independence Lake, Inc.

Pat Gunsolley

From: Samuel Wilkins <redneck2006@gmail.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Samuel Wilkins
30308 Jasmine Valley Dr
Canyon Country, CA 91387-1534

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Samuel Wilkins

Pat Gunsolley

From: dan merryman <v8jeep86@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

dan merryman
745 w porter ave
fullerton, CA 92832-2828

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
dan merryman

Pat Gunsolley

From: Ryan Morgan <ryan@automaticgatesbymorgan.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Ryan Morgan
2966 chateau montelena way
sacramento, CA 95834-1032

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Ryan Morgan

Pat Gunsolley

From: Curtis Kimble <mntn_cyclist@yahoo.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Curtis Kimble
P.O. Box 396
Cotati, CA 94931-0396

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Curtis Kimble

Pat Gunsolley

From: Duane Reynolds <doug@hheng.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Duane Reynolds
16025 E Harney Ln
Lodi, CA 95240-9653

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Duane Reynolds

Pat Gunsolley

From: Tom Guidice <tguidice@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Tom Guidice
3209 Curtis Circle
Pleasanton, CA 94588-5116

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Tom Guidice

Pat Gunsolley

From: Rick Oldham <oldmoto12@aol.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Rick Oldham
385 dennis lane
arroyo grande, CA 93420-5063

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Rick Oldham

Pat Gunsolley

From: Albert Llata <alinsouthernca@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Albert Llata
11922 courser ave.
La Mirada, CA 90638-1417

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Albert Llata

Pat Gunsolley

From: Phil Hartz <partziuse@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Phil Hartz
2297 Mackintosh Ave
Bishop, CA 93514-2027

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Phil Hartz

Attachment No. 5 - ga

Pat Gunsolley

From: Ron Sobchik <ron.sobchik@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Ron Sobchik
607 Santa Barbara ave
Fullerton, CA 92835-2449

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Ron Sobchik

Pat Gunsolley

From: John R LeFave <pwrboss@aol.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

John R LeFave
P.O. Box 2329
Glendora, CA 91740-2329

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
John R LeFave

Pat Gunsolley

From: Richard Schierbeck <rschierb@qualcomm.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Richard Schierbeck
10590 Hall Meadow Road
San Diego, CA 92131

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Richard Schierbeck

Pat Gunsolley

From: Dale Comontofski <preferred@suddenlinkmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Dale Comontofski
1280 n main st ste. 1
Bishop, CA 93514-2473

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Dale Comontofski

Attachment No. 5 - ge

Pat Gunsolley

From: Richard Gray <tgray62@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Richard Gray
1010 Linden Place
Costa Mesa, CA 92627

December 3, 2014

Dear Inyo County Board of Supervisors,

Please be mindful of our needs as outdoor enthusiasts. We have been bringing our 5 children and 14 grandchildren to this area for over 40 years . I would love to see my great grandchildren enjoy this area also. As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Richard Gray

Pat Gunsolley

From: Richard Taylor <richardtaylor183@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Richard Taylor
P.O. Box 1191
Frazier Park, CA 93225-1191

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Richard Taylor

Pat Gunsolley

From: bill wright <78brincobill@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

bill wright
3967 central
winters, CA 95694-9605

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
bill wright

Pat Gunsolley

From: Bob Steinberger <pciweatherman@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Bob Steinberger
2888 Gundry Ave
Signal Hill, CA 90755-1813

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Bob Steinberger

Pat Gunsolley

From: EDENIR COPELAND <allencopeland@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

EDENIR COPELAND
355 Clydesdale Dr
RENO, NV 89508-9515

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
EDENIR COPELAND

Pat Gunsolley

From: ALLEN COPELAND <allencop@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

ALLEN COPELAND
355 Clydesdale Dr
RENO, NV 89508-9515

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
ALLEN COPELAND

Pat Gunsolley

From: Jay Young <jays2nd@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jay Young
1260 Sage Ct
Ridgecrest, CA 93555-2622

December 3, 2014

Dear Inyo County Board of Supervisors,

My wife and I own property in Inyo county and as an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts which I was on the steering committee, often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

This could help to add commerce to inyo county while still being responsible to the environment,

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jay Young

Pat Gunsolley

From: Larry Potts <lar7pot@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Larry Potts
106 Edgemont dr
Redlands, CA 92373-7210

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Off roading has been the best memory of our children and now our grandchildren are starting. We would very much appreciate any access that is available and will continue to be respectful in its use. This give our family good use of our lands. Thank you for your consideration.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Larry Potts

Pat Gunsolley

From: Terry & Sherilyn Schwartz <tsschwartz@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Terry & Sherilyn Schwartz
3342 Watford Way
Palmdale, CA 93551

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

We travel several hours to be able to enjoy this magnificent area and bring tourist \$ in with our family. We strive to maintain & protect the area while there. We hope you will support us in this project.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Terry & Sherilyn Schwartz

Pat Gunsolley

From: Jason Hayden <jason@prpseats.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Jason Hayden
27555 Commerce Center Dr
Temecula, CA 92590

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Jason Hayden

Pat Gunsolley

From: Lori Warden <the4wardens@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Lori Warden
2040 Coloma Road
Placerville, CA 95667

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Lori Warden

Pat Gunsolley

From: robert estes <grumpyman66@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

robert estes
1917 EAST 22ND st oakland california
oakland california, CA 94606

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
robert estes

Pat Gunsolley

From: Kevin Rice <kriceslo@gmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: SUPPORT: ATV Adventure Trails System of the Eastern Sierra

Kevin Rice
333 Luneta Dr
San Luis Obispo, CA 93405-1521

December 3, 2014

Dear Inyo County Board of Supervisors,

PLEASE SUPPORT AND APPROVE THIS PROJECT

I support the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

Thank you for your consideration.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Best wishes,
Kevin Rice

Pat Gunsolley

From: Robert Rich <richfamily1@sbcglobal.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Robert Rich
5831 Arapaho Dr.
San Jose, CA 95123-3205

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Robert Rich

Pat Gunsolley

From: Lloyd Rodriguez <lrod13@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Lloyd Rodriguez
4833 Yale ST
Montclair, CA 91763-2242

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Lloyd Rodriguez

Pat Gunsolley

From: Lloyd Rodriguez <lrod13@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Lloyd Rodriguez
4833 Yale ST
Montclair, CA 91763-2242

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Lloyd Rodriguez

Pat Gunsolley

From: Tom Fletcher <specialtyrace@yahoo.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Tom Fletcher
7861 MacDonald #4
Huntington Beach, CA 92647-4155

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Tom Fletcher

Pat Gunsolley

From: Paul Tehaney <redridersrip@hotmail.com>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Paul Tehaney
2103 Elderwood Drive
Martinez,, CA 94553-4806

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Paul Tehaney

Pat Gunsolley

From: John Kramer <jdfishing@comcast.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

John Kramer
3835 Brushwood Dr.
Fairfield, CA 94534

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
John Kramer

Pat Gunsolley

From: Richard Kleiman <kleimanr@comcast.net>
Sent: Wednesday, December 03, 2014 9:47 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Richard Kleiman
2104 U Street
Merced, CA 95340-3473

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Richard Kleiman

Pat Gunsolley

From: Scott Royce <for1busyguy@aol.com>
Sent: Wednesday, December 03, 2014 9:48 AM
To: Pat Gunsolley
Subject: Please support ATV Adventure Trails System of the Eastern Sierra

Scott Royce
24121 Canyon Lake Dr N
Canyon Lake, CA 92587

December 3, 2014

Dear Inyo County Board of Supervisors,

As an active forest user and four-wheeler, I would like to express my support for the ATV Adventure Trails System of the Eastern Sierra that is currently being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628.

The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical project.

Thank you for helping to provide recreational opportunities for us in the Eastern Sierra.

Sincerely,
Scott Royce

Theodore D. Schade
Air Pollution Control Officer



GREAT BASIN UNIFIED AIR POLLUTION CONTROL DISTRICT

157 Short Street, Bishop, California 93514-3537
Tel: 760-872-8211 E-mail: tschade@gbuapcd.org

December 18, 2014

Honorable Inyo County Supervisors
Inyo County Planning Department
Via E-Mail

CLARIFICATION

Comments by Regarding the Proposed Eastern Sierra ATV Adventure Trails Project

Dear Supervisors and Planning Department,

On December 2, 2014, in my capacity as the Air Pollution Control Officer for the Great Basin Unified Air Pollution Control District, I submitted comments to Inyo County regarding the air quality impacts of the proposed Eastern Sierra ATV Adventure Trails Project. After being contacted by supporters of the project and having constructive discussions with them, I was asked to clarify my position.

As proposed, Inyo County's analysis of the Adventure Trails project determined it will have significant unmitigated air quality impacts. As such, without additional project modifications, it will adversely impact the health of people that live, work and play in the vicinity of the project. As the air quality enforcement official for Inyo, Mono and Alpine Counties, I cannot support a project that causes such impacts.

However, if Inyo County modifies the project such that the air quality impacts would be reduced to below significant levels, I would not oppose the project. I believe the Board of Supervisors should direct its staff to work with Great Basin and interested parties to develop real mitigation measures that reduce all air quality impacts to "less than significant" levels. Additional measures could include such things as additional paving at dirt/pavement interfaces (with speed bumps to ensure low speeds), idling restrictions in communities, an analysis of routes from an air quality standpoint to insure the lowest possible number of people are impacted, and spot-monitoring during high-use periods to verify the county's analysis and/or trigger additional measures.

Great Basin looks forward to working with Inyo County and all interested parties to ensure that air quality impacts of the proposed project will not impact public health. Once again, I ask that Inyo County do the right thing for everyone that breathes. Thank you.

Sincerely,

Theodore D. Schade, P.E.
Air Pollution Control Officer

Courtney Smith

From: Pat Gunsolley
Sent: Wednesday, December 17, 2014 8:54 AM
To: Courtney Smith
Subject: FW: ATV trails system

Another One

Pat Gunsolley
Assistant Clerk of the Board
P. O. Drawer N
224 N. Edwards
Independence, CA 93526
(760) 878-0373

From: Brent Fridrich [<mailto:bigtallbaja@yahoo.com>]
Sent: Tuesday, December 16, 2014 11:45 AM
To: Pat Gunsolley
Subject: ATV trails system

Dear Inyo County Board of Supervisors;
I want to express my strong support for the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).
The 2005 Forest Service Travel Management Rule and its subsequent planning efforts often require county government to designate certain non-federal, public, paved and non-paved roads as available for non-street-legal OHV use to act as connector routes.

I urge the Board of Supervisors to approve this critical transportation project. Thanks for working on this important recreation effort!
Sincerely,
Brent Fridrich

Attachment No. 5 - hb
TOM BUDLONG
3216 MANDEVILLE CANYON ROAD
LOS ANGELES, CA 90049-1016

Friday, December 12, 2014

Inyo County Board of Supervisors
PO Box N
Independence, CA 93526

To the Inyo County Board of Supervisors

Re: County liability related to the ATV Adventure Trails of the Eastern Sierra program.

Attached is a copy of my August 12, 2014 letter to Supervisor Arcularius concerning Inyo County's large liability exposure arising from the Adventure Trails program. AB 628 shifts liability to Inyo County for any safety related losses.

The Adventure Trails program permits riding ATVs on public paved and unpaved roads, while all ATV safety organizations and manufacturers state that such riding is dangerous, and strongly advise against with repeated warnings on their websites and in ATV operating manuals. An internet search for personal injury and wrongful death finds stories of legal action and sizeable awards, and personal injury attorneys offering their services.

Because the liability risk could have a significant impact on the Inyo County's finances, the board has a responsibility to make this potential liability known to county residents should the Adventure Trails program be approved. It should also explain how this potential liability would be mitigated.

Regards,



Tom Budlong

Voice: 310-963-1731
Fax: 310-471-7531
email: TomBudlong@RoadRunner.com

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2014 DEC 15 PM 4:17
INFO
ADMIN
CLERK

Tom Budlong
3216 Mandeville Canyon Road
LOS ANGELES, CA 90049-1016

Tuesday, August 12, 2014

First District Supervisor
Linda Arcularius
225 N Round Valley Road
Bishop, CA 93514

Dear Ms Arcularius,

Concerning the Adventure Trails program being promoted by the Advocates for Access to Public Lands.

Before going to the Adventure Trails public meeting in Independence last week I familiarized myself with the program. You may be already aware, but in case not, you should know of the risk of liabilities to Inyo County.

First:

ATV manufacturers, and the ATV Safety Institute, strongly caution against operating ATVs on paved roads, on public roads, and often even on dirt roads. They emphasize ATVs are designed for off-road use only.

Here are some excerpts:

ATV Safety Institute (<http://www.atvsafety.org/asi.cfm>)

No 2 of the ATV Safety Institute's Golden Rules: **Never ride on paved roads** except to cross when done safely and permitted by law - another vehicle could hit you. ATVs are designed to be operated off-highway.

(The ATV Safety Institute provides ATV training to riders. I have take their course twice.)

Kawasaki KFX450R Operating Instructions

Safe Riding Information, page 6: **Never operate an ATV on any paved surfaces**, including sidewalks, driveways, parking lots and streets.

Yamaha Raptor 350 Operating Instructions.

Safety Information, page 9: **Never operate an ATV on any public street, road or highway**, even a dirt or gravel one.

How to Avoid the Hazard, page 67: **Never operate this ATV on any public street, road or highway**, even dirt or gravel one.

Honda TRX 420 Operating Instructions

Safe Riding Precautions WARNING, page 84. **You should never ride your ATV on public streets, roads or highways, even if they are not paved.**

Second:

The enabling legislation is AB628 Vehicles: Off-Highway Vehicle Recreation: County of Inyo. (2011-2012).

Section 4 of AB628 modifies the California Vehicle Code to add section 38026.1. Paragraph (d)(1) of 38026.1 puts Inyo County at risk, even potentially substantial risk:

*VC 38026.1 (d) (1): By selecting and designating a highway for combined use pursuant to this section, the County of **Inyo agrees to defend and indemnify the state against any***

***and all claims**, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.*

As I understand, both the BLM and Forest Service are being equally cautious and are requesting parallel indemnification.

It appears the program is fundamentally flawed. The program's activity is contrary to strong advice from the primary safety organization, and from the ATV manufacturers themselves. Then Inyo County is asked to take the risk through indemnification.

Please consider this when you are asked to approve the project.

Regards,

A handwritten signature in black ink that reads "Tom Budlong". The signature is written in a cursive style with a long, sweeping underline.

Tom Budlong

Voice: 310-963-1731

Fax: 310-471-7531

email: TomBudlong@RoadRunner.com

TO: Inyo County Board of Supervisors
FR: Rainer Beck
260 Tuttle Creek Rd., Lone Pine
Re: AB 628

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2014 DEC 22
INYO CO
ADMIN
CLERK

Most people move here or visit for tranquility not found in large cities. To destroy this for the benefit of a few businesses is ridiculous.

These business owners are deluding themselves if they expect this to be their financial bonanza.

The offroad crowds are not big spenders.

They stay mostly in campgrounds and bring their own gas, food and supplies because these cost a lot less in their towns.

My frequent visitors, who come here for the quiet and rural atmosphere, always patronize hotels and restaurants, but they will no longer come here if this passes.

I also want to point out how unpleasant Kennedy Meadows and Red Rock Canyon are due to the noise, dust and stink caused by ORVs.

I don't see any benefits for residents on affected roads and, therefore, hope that you will not allow this to pass.

dear Supervisors -

I'm writing to you regarding the "Adventure Trails" project. It's quite large in scope in the Bishop area. There are several aspects that cause me serious concern.

First of all, what is our legal liability? Until that is clarified and found not to put us at risk there's no point going further.

The in town routes seem like a bad idea. OHV riders and other motor sport people do need to understand and acknowledge that their sport impacts others far beyond the impact of non-motor sports, by the noise and distances covered. The more interface of ORVs and people/cars/houses/etc, the higher the likelihood of accidents and conflict, which is in no-one's interest. I would think the goal would be to access services on the edge of town, as discreetly as possible. To compromise the quality of life on residential streets of many people, for the financial gain of a few seems unfair and unwise.

I moved here from northern Vermont where there was a well organized and successful network of snowmobile trails, on private and state land (I allowed a route on my land). Always the object was to work with land-owners and residents to make it work for everyone, routing trails as out of the way as possible. Minimizing interface with people and cars was key to avoiding accident and conflict.

The third aspect that really concerns me is that part of the vision seems to be the desire to actively promote this and bring more riders into the area for the economic benefits. Is that really what we want? When I go out around Coyote Ridge or the canyon, a dirt bike or 2 may pass me. While it

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certainly doesn't enhance my experience, it's not a problem. But if I imagine that rider or 2 multiplied by 10, 20, or 100, it's a completely different situation. That could significantly impact the quality of life here in Bishop. Not only on the proposed routes, but also on the open areas they facilitate access to.

I think it would be wise in Bishop to start (if anything) with a few routes hooking up a couple ORV areas and discreet access to services on the edge of town; and see how it goes. To be successful this project would need to work for everybody, not just OHVers.

My general sense is that there's plenty of recreational use of this landscape as it is. The challenge is to manage it responsibly, to minimize impact on this wonderful but fragile environment; not invite more and heavier use of a sort that comes with a big impact, and has the potential to really change the character of our town.

We need more time as a community to address these issues.

Thank you,

Susan Greenleaf

Bishop

(susanlgreenleaf@gmail.com)

Courtney Smith

To: ab628
Subject: Adventure Trails

From: derik olson [<mailto:derikolson@gmail.com>]
Sent: Thursday, December 25, 2014 10:11 PM
To: Pat Gunsolley
Subject: Adventure Trails

To Whom:

I would like to submit comments regarding the proposed Adventure Trails program. While I admit my knowledge of the details is slim, the whole idea seems faulty to me. First, I can't see how opening up city streets to ATVs will create a large boost in revenue. Those who come to the area have to haul their 4-tracks somehow, so it's not like they don't have a way to get to and from town. It sounds more like just a means of having "more fun"--- on pavement--- and being able to do something that is normally illegal. It's also about having things more convenient, at the expense of others.

So, I think the real motivation behind Adventure Trails is to expand the 'playground', adding some pavement to the dirt-riding. And, if the program *did* bring enough added ATV-ers to the area to boost the economy, it would turn our towns into a zoo! We have many citizens who walk their pets, ride bicycles, jog, along with seniors who are out with canes, walkers, and wheel-chairs. Do you think kids on ATVs will blend well with them?

Think about it: we have a HUGE amount of dirt roads and trails that are easily accessible to off-roaders, not far from town. Is that not enough? Do we want to bring that activity into town??? It makes no sense. The Adventure Trails program will anger residents, possibly lower property values (according to realtors), create safety issues, and open the door for lawsuits. And, it's doubtful it will bring any boost to the economy. It's a bad idea.

Thank you for the opportunity to voice my concerns.

Sincerely,
Derik Olson
276 Wildrose Lane
Bishop, 93514

Courtney Smith

From: Sharon Reeve <sharonreevelamesa@gmail.com> on behalf of Sharon Reeve <sharon.reevelamesa@gmail.com>
Sent: Saturday, December 27, 2014 6:42 PM
To: Pat Gunsolley
Cc: ab628; Elaine Kabala
Subject: Abandon Adventure Trails Project EIR

Dear Inyo County Board of Supervisors,

The proposed Adventure Trails of the Eastern Sierra Pilot Project is a nightmare waiting to happen. It sets up untenable conflicts between off-road vehicles and irreplaceable resources and will only lead to unsafe streets, natural resource degradation, and a county saddled with unlimited and unfunded liability. The plan puts people, plants and animals in harm's way. And it will destroy the world-class vistas and viewsheds that make Inyo County a world-renowned destination -- a vestige of the once more common, but now extraordinary, western landscape.

Please reject the environmental impact report and abandon Adventure Trails before irreparable damage is done to the eastern Sierras, Owens Valley and beyond. This area should remain the untrammled and wild landscape that attracts visitors worldwide and provides refuge for so much of California's unique wildlife.

Under A.B. 628, the "combined use" road segments are limited to 10-mile sections of road. However, the proposal disingenuously identifies multiple adjoining segments that ultimately create "combined use" sections much longer than 10 miles -- directly conflicting with the legislative intent. It will also saddle the county with unlimited and unfunded liability.

The county's own initial study found that this project could significantly degrade habitat, harm wildlife and water quality, increase greenhouse gas emissions and cause toxic air pollution -- yet, mystifyingly, Inyo County is forging ahead with this ill-conceived proposal. The draft EIR recognizes that air quality impacts will be significant and unavoidable but turns a blind eye to all other issues that will occur past the roads themselves. The harm to the plants, animals, creeks and streams from more ORVs remains unaddressed -- in violation of CEQA. And safety concerns, noise and air quality degradation that will result from ORVs sharing the same streets as cars, trucks and pedestrians also raise alarm.

Please -- don't turn the quiet beauty of the Owens Valley into a noisy, polluted ORV playground. Just say no to the ill-conceived Adventure Trails of the Eastern Sierra Pilot Project.

Sincerely,

Sharon Reeve

Attachment No. 6

County and City Roads Part of the Proposed Adventure Trails System			
Road	Paved Distance (Miles)	Dirt Distance (Miles)	Combined Use Route(s)
Airport Road	0.3		Bishop Nos. 2, 3, and 4
Baker Creek Road	0.2		Big Pine No. 3
Barlow Lane	0.5		Bishop No. 9
Begole Street	0.1		Lone Pine No. 5
Bir Road	1.7		Bishop No. 9
Birch Creek Road		1.5	Aberdeen No. 1
Black Canyon Road		5.6	Bishop No. 18
Bruce Street	0.2		Bishop No. 3
Casa Diablo Road		1.4	Bishop. No. 8
Chalk Bluff Road		5.9	Bishop No. 8
Clay Street (south)	0.2		Independence No. 1
Coats Street	0.1		Bishop No. 2
County Road	7.0	1.0	Big Pine No. 1
Coyote Valley Road		2.1	Bishop No. 10
Crocker Avenue	0.5		Big Pine Nos. 1 and 3
Death Valley Road	13.6		Northern Inyo Range Nos. 1, 2, and 3
Division Creek Road	1.5	2.1	Aberdeen No. 3
Dolomite Loop Road		0.1	Lone Pine No. 3
Eastside Road	2.4		Bishop Nos. 1, 2, 3, 4, 5, 15, and 18
Ed Powers Road	0.9		Bishop No. 7
Foothill Road		2.8	Independence Nos. 3 and 6
Gene Autry Lane	0.1		Lone Pine No. 2
Glacier Lodge Road	2.0		Big Pine No. 3
"Haul Road"		1.2	Bishop Nos. 2, 3, and 4
Hogback Road		4.0	Lone Pine No. 7
Horseshoe Meadows Road	5.5		Lone Pine Nos. 1, 2, 4, and 5
Horton Creek Road	0.8		Bishop No. 6
Jackson Street (Independence)	0.2		Independence No. 3
Jackson Street (Lone Pine)	0.2		Lone Pine No. 5
Jean Blanc Road		3.6	Bishop No. 14
Joe Smith Road	1.3		Bishop Nos. 14, 15, 16
Kearsarge Street	0.1		Independence No. 6
Keough's Hot Springs Road	0.3		Big Pine No. 1
Laws Poleta Road	2.9		Bishop No. 15
Line Street, East	0.4		Bishop No. 1
Lone Pine Avenue	0.1		Lone Pine No. 6
Lone Pine Narrow Gauge Road	3.3		Lone Pine No. 3
Lubkin Canyon Road	3.4		Lone Pine No. 1
Mac Iver Street	0.2		Bishop No. 4
Market Street	0.3		Independence Nos. 3, and 6
Mazourka Canyon Road	6.4	5.8	Independence Nos. 1 and 2
McMurray Meadows Road		5.9	Big Pine No. 3
Movie Road	0.3	5.2	Lone Pine Nos. 2, 4, 5, and 7
Onion Valley Road	4.2		Independence Nos. 3 and 6
Owenyo - Lone Pine Road		5.3	Lone Pine No. 3
Park Street (Bishop)	0.1		Bishop No. 3
Park Street, East (Independence)	0.1		Independence Nos. 1 and 3
Pine Street	0.2		Big Pine No. 3
Pleasant Valley Dam Road	1.8		Bishop Nos. 6, 7 and 8
Poleta Road	4.0		Bishop Nos. 1, 2, 3, 4, and 15
Poplar Street	0.1		Big Pine No. 3
Redding Canyon Road		0.6	Bishop Nos. 1, 2, 3, 4, 5, 15, and 18
Round Valley Road	4.2		Bishop No. 6
Sawmill Road	1.9		Bishop No. 6 and 7
Schober Lane	1.5		Bishop No. 9
School Street	0.5		Big Pine Nos. 1 and 3
Short Street	0.1		Bishop No. 1
Silver Canyon Road	0.5	12.2	Bishop Nos. 11, 12, and 16
Snedden Street	0.1		Bishop No. 1
Spruce Street	0.4		Bishop No. 2, 3, and 4
Statham Way	0.1		Lone Pine No. 4
Sunland Drive	1.5		Bishop No. 5
Sunset Drive	0.3		Lone Pine Nos. 2, 4, 5, and 6
Taboose Creek Road		2.6	Aberdeen No. 2
Tinemaha Road	5.0	3.9	Aberdeen Nos. 1, 2, and 3
Tungsten City Road		2.7	Bishop No. 7
Tuttle Creek Road	3.9		Lone Pine Nos. 4, 5, and 6
Washington Street (Independence)	0.1		Independence No. 6
Washington Street (Lone Pine)	0.4		Lone Pine Nos. 2 and 4
Warm Springs Road	4.6	0.7	Bishop No. 5
Whitney Portal Road	1.1		Lone Pine Nos. 2, 4, 5, and 6
Wye Road (City)	0.2		Bishop Nos. 2, 3, and 4
Wye Road (County)	0.5		Bishop Nos. 2, 3, and 4
Wyman Canyon Road		9.7	Bishop Nos. 12 & 17
Yaney Street	0.5		Bishop Nos. 2, 3, and 4
Total Distance (City)	2.2	0.0	
Total Distance (County)	92.7	85.9	
Total Distance Combined	94.9	85.9	
Total Combined Distance (Paved & Dirt)	180.8		

Attachment No. 7

California Vehicle Code Consistency Analysis

Route Name	Start Point	End Point	Link between OHV trail segments	Link between OHV Recreational Use Area & Necessary Service Facilities	Link between Lodging Facilities & OHV Recreational Facility	Evaluation
Aberdeen #1	Aberdeen Store	Division Ck rd end			X	Aberdeen Resort provides RV Camping opportunity, USFS road beyond end of County road legal for use by OHVs
Aberdeen #2	Aberdeen Store	Taboose Ck rd end			X	Aberdeen Resort provides RV Camping opportunity, USFS road beyond end of County road legal for use by OHVs
Aberdeen #3	Aberdeen Store	Birch Ck rd end			X	Aberdeen Resort provides RV Camping opportunity, USFS road beyond end of County road legal for use by OHVs
Northern Inyo Range #1	Harkless Flat turnoff	Papoose Flat turn	X			USFS acknowledges trail segments being linked to are open for OHVs, routes provide link to extensive road system.
Northern Inyo Range #2	Harkless Flat turnoff	Turn to Inyo NF No. 09S103	X			USFS recommended different link than original application; applicants revised application per input from the USFS
Northern Inyo Range #3	Papoose Flat turnoff	Little Cowhorn Valley turn	X			USFS acknowledges trail segments being linked to are open for OHVs, routes provide link to extensive road system.
Independence #1	Independence Inn	Betty Jumbo Mine Rd turn			X	Trail segment being linked to acknowledged by BLM. Independence Inn qualifies as loding facility.
Independence #2	Betty Jumbo Mine Rd turn	Santa Rita Flat Rd turn	X			Trail segments on BLM & USFS land open for use by OHVs
Independence #3 - Revised 5/28/13	Independence Inn	Foothill Rd end			X	Trail segment being linked to legal for use by OHVs. Independence Inn qualifies as loding facility.
Independence #4 - Denied by CHP	Ray's Den Motel	Foothill Rd end	N/A	N/A	N/A	Proposed combined-use route denied by California Highway Patrol Safety Determination
Independence #6	Still Life Café	Foothill Rd end		X		Trail segment being linked to legal for use by OHVs. Still Life Café is service facility, though lack of onsite parking focuses uses in front of other businesses
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs			X	Bristlecone Motel lodging facility. Keough's questionable as OHV recreation facility. Route appears to direct users to LADWP roads and not Federal land
Big Pine #2 - Denied by CHP	Big Pine Shell Station	McMurray Meadows Rd turn	N/A	N/A	N/A	Proposed combined-use route denied by California Highway Patrol Safety Determination
Big Pine #3 - Revised June 21, 2013	Hi Country Market / Chevron Station	McMurray Meadows Rd turn		X		Hi Country Market and Chevron qualify as service facilities, end point legal for use by OHVs
Lone Pine #1 - Revised on June 21, 2013	Boulder Creek RV Park	N. Fork Lubken Canyon BLM Rd			X	Boulder Creek RV Park questionable as Lodging Facility, though it could be considered a necessary service facility.
Lone Pine #2	McDonalds'	Movie Rd		X		McDonalds service facility, endpoint legal for OHVs on BLM land. Increasing touristic use in the Alabama Hills
Lone Pine #3	Lone Pine Propane	Dolomite Road junction to BLM Rd		X		Propane qualifies as service facility though access via service entrance questionable. Short BLM road to mining operation not ideal link. Route appears to direct users to LADWP roads and not Federal land
Lone Pine #4	Carl's Jr	Movie Rd		X		See Lone Pine No. 2
Lone Pine #5	Dave's Auto Parts	Movie Rd		X		See Lone Pine No. 2
Lone Pine #6 - Revised on June 21, 2013	Dow Villa Motel	N. Fork Lubken Canyon BLM Rd			X	Dow Villa Motel qualifes as loding. Road being linked to on BLM legal for OHVs, though fairly limited opportunities
Lone Pine #7	Movie Road	Hogback Canyon Rd at INF Road #15S01	X			Routes on BLM and USFS land qualify as OHV trail segments. USFS concerned about limited opportunity at Hogback Canyon. Numerous OHV legal routes along route.
Bishop #1	Golden State Cycles	Poleta OHV Recreation Area		X		City of Bishop will need to determine ATV Rental business qualifies as necessary service facility. End point OHV recreational use area.
Bishop #2	Tri County Fairgrounds	Poleta OHV Recreation Area			X	City of Bishop will need to determine RV spaces at Fairgrounds qualifies as necessary service facility. End point OHV recreational use area.

California Vehicle Code Consistency Analysis

Route Name	Start Point	End Point	Link between OHV trail segments	Link between OHV Recreational Use Area & Necessary Service Facilities	Link between Lodging Facilities & OHV Recreational Facility	Evaluation
Bishop #3	Bishop Chamber of Commerce	Poleta OHV Recreation Area		X		City of Bishop will need to determine Bishop Chamber of Commerce qualifies as necessary service facility. End point OHV recreational use area.
Bishop #4	Pizza Factory	Poleta OHV Recreation Area		X		City of Bishop will need to determine Pizza Factory qualifies as necessary service facility. End point OHV recreational use area.
Bishop #5	Brown's Town	Poleta OHV Recreation Area		X		Browns Town a necessary service facility and end point an OHV Recreational Use Area.
Bishop #6	Pleasant Valley Campground	Horton Creek Campground			X	A campground can be considered an OHV Recreational Facility though its questionable to consider a campground to meet the definition of a lodging facility.
Bishop #7	Pleasant Valley Campground	Tungsten City			X	The Campground is required to be considered a lodging facility. The BLM road at the end of Tungsten City Rd is considered an OHV recreational facility
Bishop #8	Pleasant Valley Campground	Casa Diablo Rd turn			X	The Campground is required to be considered a loding facility. The BLM road at the end must then be considered an OHV recreational facility.The BLM has expressed concern about the shortness of the trail being linked to.
Bishop #9	Brown's Town	Bir Road turn		X		Browns Town a necessary service facility and end point an OHV Recreational Use Area.
Bishop #10	Coyote Valley Road turn	Coyote Valley Rd	X			Trail segments on BLM & USFS land open for use by OHVs
Bishop #11	Silver Canyon Rd midway	Silver Cyn Rd top	X			Trail segments on USFS land open for use by OHVs, though short opportunity, OHV recreation likely to center on main roads
Bishop #12	Silver Canyon Rd top	Wyman Canyon Rd midway	X			Trail segments on USFS land open for use by OHVs.
Bishop #14	Britt's Diesel	Casa Diablo Rd turn			X	Britt's Diesel is considered a necessary service facility and the link off of Casa Diablo Road is considerd to be an OHV Recreational Use Area. This is a short road being linked to and the BLM recommends against the use of this road.
Bishop #15	Britt's Diesel	Poleta OHV Recreation Area			X	Britt's Diesel is considered a necessary service facility and the link to Poleta OHV Open Area is considered to be an OHV Recreational Use Area.
Bishop #16	Britt's Diesel	Silver Canyon Rd midway			X	Britt's Diesel is considered a necessary service facility and the link off of Silver Canyon Road is considered to be an OHV Recreational Use Area.
Bishop #17 - Revised on June 21, 2013	Wyman Canyon Rd	Wyman Canyon Rd	X			Trail segments on USFS land open for use by OHVs.
Bishop #18	Redding Canyon Rd	Black Canyon Rd	X			Trail segments on USFS land open for use by OHVs.

Attachment No. 8



DEPARTMENT OF PUBLIC WORKS

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

COUNTY
OF
INYO

Clint Quilter, Director

November 20, 2014

Seth Kinmont
3212 S. Bentley Ave.
Los Angeles, CA 90034

Notice of Combined-Use Application

Mr. Kinmont:

The County is considering the approval of 36 combined-use routes at a public hearing on December 2, 2014 at 1:30 p.m. at the Board of Supervisors chambers in Independence. One of the proposed routes, Bishop Area Route No. 18 that has a start point on Redding Canyon Road at the Poleta Canyon OHV Open Area and an end point at the end of the County maintained portion of Black Canyon Road that appears to be on Assessor's Parcel Number (APN) 016-140-02. At that point where the County maintained road ends, a road continues on up into Black Canyon from there. Section 5(a) of the Inyo County AB 628 Implementing Procedures requires the County to send you this letter of notification.

Submit copies of the application to responsible State and/or land management agencies for confirmation of the validity of any trail segment and/or general comments, requesting that the requested information be provided within 60 days. The County shall provide copies of the application to pertinent land management agencies or owners to ensure conformance with the land manager's Land Use Plan. "Pertinent agencies or owners" are defined as those which own, manage, or have jurisdiction for 1) road segments which connect to County roads identified in the application, 2) the land crossed by a County road identified in the application, or 3) the land adjacent to a combined use segment;

The County is requesting your input with respect to the proposed combined-use route and the existing road up Black Canyon that crosses APN 016-140-02. Any feedback that you send to the Inyo County Public Works Department will be included in the information provided to the Board of Supervisors.

Background

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project (proposed Project) to Inyo County on October 12, 2012. The application packet was filed in accordance with both Assembly Bill (AB) 628, which allows for such a pilot project, and the Inyo County AB 628

Implementing Procedures. The application was revised in response to County and public agency comments on June 21, 2013. The application requested the County of Inyo to undertake a project to designate, until January 1, 2017, when the legislative authorization provided by AB 628 for the pilot project is automatically repealed, several combined-use routes up to 10 miles long on certain unincorporated County roads; and it requested the City of Bishop to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Pursuant to the California Environmental Quality Act (CEQA) and the County's CEQA Procedures, Inyo County (Lead Agency) prepared a DEIR which addressed the implementation of the 36 combined-use routes within County- and City-maintained roads, located within portions of Death Valley Road, outside and west of Death Valley National Park; routes in and around the unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The DEIR for the project was released for a 45-day public comment period that ended on September 2, 2014.

Following the receipt of comments on the DEIR, the FEIR was prepared. A Final EIR (FEIR) has been prepared for the project, consisting of public comment letters, staff responses to the comment letters, any amendments/corrections made to the DEIR, and the mitigation for the project – including a Mitigation Monitoring Plan. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department's website (<http://www.inyocounty.us/ab628/>).

The purpose of the FEIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project, and of the mitigation measures and alternatives that may be adopted to reduce these impacts. The FEIR identifies the following potentially significant effects from the project: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Of these, impacts to air quality cannot be mitigated to less than significant levels.

Please do not hesitate to contact me if you have questions or concerns regarding this matter.

Sincerely,

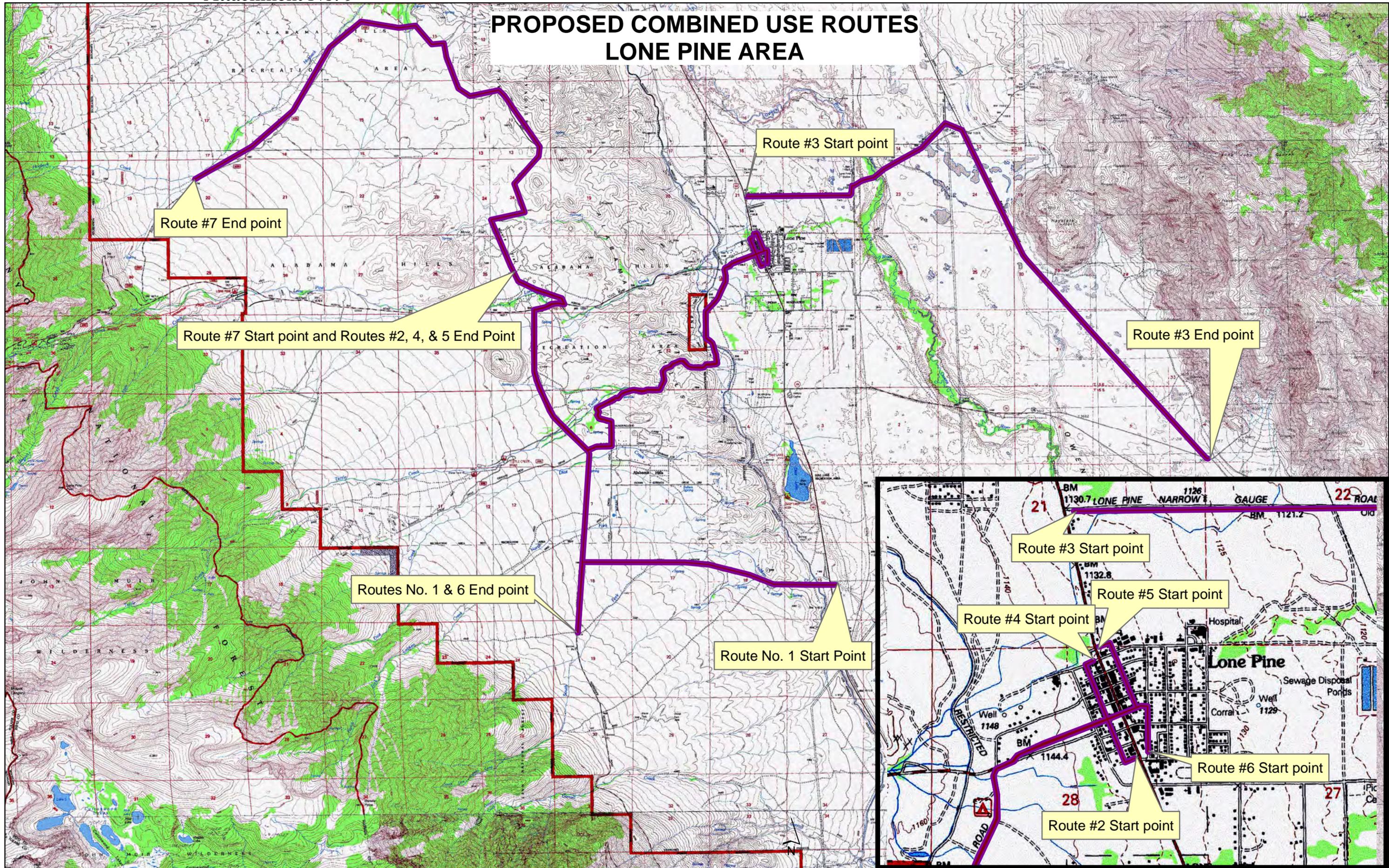
-s-

Courtney Smith
Transportation Planner

attachments:

- Bishop Area Combined Use Application No. 18
- Route Characterizations Submitted to the California Highway Patrol for Bishop Area Route No. 18
- Vicinity Map for Bishop Area proposed routes

PROPOSED COMBINED USE ROUTES LONE PINE AREA



Route Name	Start Point	End Point	Links to Inyo NF	Links to LADWP	Alt. No. 1	Alt No. 2	Alt No. 3	Alt No. 4	Alt No. 5	Alt No. 6	Comments	Staff Recommendation Including USFS	Staff Recommendation Not Including USFS	USFS land that may require NEPA
Aberdeen #1	Aberdeen Store	Division Ck rd end	Yes		No	No	Yes	Yes	No	No	LADWP concerned about OHV trespass	Yes	No	Yes
Aberdeen #2	Aberdeen Store	Taboose Ck rd end	Yes		No	No	Yes	Yes	No	No		Yes	No	Yes
Aberdeen #3	Aberdeen Store	Birch Ck rd end			No	No	Yes	Yes	Yes	No	Residents concerned about dust and noise; residents concerned about dust and more directly affected by dust than other locations	Yes	Yes	No
Northern Inyo Range #1	Harkless Flat turnoff	Papoose Flat turn	Yes		No	Yes	Yes	Yes	No	No		Yes	No	Yes
Northern Inyo Range #2	Harkless Flat turnoff	Turn to Inyo NF No. 09S103	Yes		No	Yes	Yes	Yes	No	No		Yes	No	Yes
Northern Inyo Range #3	Papoose Flat turnoff	Little Cowhorn Valley turn	Yes		No	Yes	Yes	Yes	No	No	DVNP concerned about illegal use inside of National Park, special signage	Yes	No	Yes
Independence #1	Independence Inn	Betty Jumbo Mine Rd turn			No	No	Yes	Yes - S	Yes	Yes		Yes	Yes	No
Independence #2	Betty Jumbo Mine Rd turn	Santa Rita Flat Rd turn	Yes		No	Yes	Yes	Yes - S	No	No		Yes	No	Yes
Independence #3 - Revised 5/28/13	Independence Inn	Foothill Rd end	Yes		No	No	Yes	Yes - S	No	No	High speed road, liability risk transferred from State to County at Kearsarge St. crossing of US 395	Yes	No	Yes
Independence #4	Ray's Den Motel	Foothill Rd end	Yes		N/A	N/A	N/A	N/A	N/A	N/A	CHP Safety Determination denies route	N/A	N/A	N/A
Independence #5 - Withdrawn	Jenny's Café	Foothill Rd end	Yes		N/A	N/A	N/A	N/A	N/A	N/A	Application withdrawn	N/A	N/A	N/A
Independence #6	Still Life Café	Foothill Rd end	Yes		No	No	Yes	Yes - S	No	No	No onsite parking at this business, parking effectively in front of other businesses	No	No	Yes
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs	Crosses INF land	Lease	No	Yes	Yes	Yes	No	No	Route may focus use on LADWP land - route doesn't link to Federal land - Keough's marginal as an "OHV facility"	Yes	No	Yes
Big Pine #2	Big Pine Shell Station	McMurray Meadows Rd turn	Yes		N/A	N/A	N/A	N/A	N/A	N/A	CHP Safety Determination denies route.	N/A	N/A	N/A
Big Pine #3 - Revised June 21, 2013	Big Pine Chevron Station	McMurray Meadows Rd turn	Yes		No	Yes	Yes	Yes	No	No	Big Pine Chevron closed, may re-open in 2015, liability risk transferred from State to County at Poplar St. crossing of US 395	Yes (Contingent on Business being open)	No	Yes
Lone Pine #1 - Revised on June 21, 2013	Boulder Creek RV Park	N. Fork Lubken Canyon BLM Rd			No	No	Yes	Yes - S	Yes	Yes	Short OHV trail segment being linked to; liability risk transferred from State to County at Kearsarge St. crossing of US 395	Yes	Yes	No
Lone Pine #2	McDonalds'	Movie Rd	Crosses INF land		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Lone Pine #3	Lone Pine Propane	Dolomite Road junction to BLM Rd		Lease	No	No	Yes	Yes - S	Yes	No	BLM concerned about limited nature of road being line to off Owenyo Rd, Lone Pine Propane primary access requires turn onto US 395. Route appears to not meet AB 628 criteria.	No	No	No
Lone Pine #4	Carl's Jr	Movie Rd	Crosses INF land		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Lone Pine #5	Dave's Auto Parts	Movie Rd	Crosses INF land		No	No	Yes	Yes - S	No	No	Liability risk transferred from State to County at Whitney Portal Road crossing of US 395	Yes	No	Yes
Lone Pine #6 - Revised on June 21, 2013	Dow Villa Motel	N. Fork Lubken Canyon BLM Rd	Crosses INF land		No	No	Yes	Yes - S	No	No	Liability risk transferred from State to County at Whitney Portal Road crossing of US 395	Yes	No	Yes
Lone Pine #7	Movie Road	Hogback Canyon Rd at INF Road #15S01	Yes		No	No	Yes	Yes - S	Yes	No		Yes	No	Yes
Bishop #1	Golden State Cycles	Poleta OHV Recreation Area			No	No	Yes	Yes	Yes	Yes	Residents concerned about noise and traffic hazards, City has joint authority with this route	Yes (City)	Yes	No
Bishop #2	Tri County Fairgrounds	Poleta OHV Recreation Area		Lease	No	No	Yes	Yes - S	Yes	No	City has joint authority, CHP denies Hanby alternatives	Yes (City)	Yes	No

Staff Recommended Alternatives

Route Name	Start Point	End Point	Links to Inyo NF	Links to LADWP	Alt. No. 1	Alt No. 2	Alt No. 3	Alt No. 4	Alt No. 5	Alt No. 6	Comments	Staff Recommendation Including USFS	Staff Recommendation Not Including USFS	USFS land that may require NEPA
Bishop #3	Bishop Chamber of Commerce	Poleta OHV Recreation Area		Lease	No	No	Yes	Yes - S	Yes	No	Congestion at parking area for Chamber, debatable if Chamber provides "goods and services" - City has joint authority, CHP denies Hanby alternatives	Yes (City)	Yes	No
Bishop #4	Pizza Factory	Poleta OHV Recreation Area		Lease	No	No	Yes	Yes - S	Yes	No	City has joint authority, CHP denies Hanby alternatives	Yes (City)	Yes	No
Bishop #5	Brown's Town	Poleta OHV Recreation Area		Lease	No	Yes	Yes	Yes	Yes	No		Yes	Yes	No
Bishop #6	Pleasant Valley Campground	Horton Creek Campground		Lease	No	Yes	Yes	Yes - S	Yes	No	This route requests to provide a link between a lodging facility and an OHV recreational facility. Liability risk transferred from State to County at Pleasant Valley Dam Road crossing of US 395	Yes	Yes	No
Bishop #7	Pleasant Valley Campground	Tungsten City		Lease	No	Yes	Yes	Yes - S	Yes	No	Liability risk transferred from State to County at Pleasant Valley Dam Road crossing of US 395; same crossing as Route #6	Yes	Yes	No
Bishop #8	Pleasant Valley Campground	Casa Diablo Rd turn		Lease	No	No	Yes	Yes - S	Yes	No	BLM concerned about limited nature of road being linked to off of Casa Diablo Rd. Route focuses use in a small area and does not meet AB 628 goal to link OHV facilities.	No	No	No
Bishop #9	Brown's Town	Bir Road turn		Lease	No	Yes	Yes	Yes - S	Yes	No	This route is linked with Bishop #10 and is intended to link visitors to Coyote Valley Road	Yes	Yes	No
Bishop #10	Coyote Valley Road turn	Coyote Valley Rd	Yes		No	Yes	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #11	Silver Canyon Rd midway	Silver Cyn Rd top	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #12	Silver Canyon Rd top	Wyman Canyon Rd midway	Yes		No	No	Yes	Yes	No	No		Yes	No	Yes
Bishop #13 - Withdrawn	Bishop Shell "Y" Mart	Poleta OHV Recreation Area		Lease	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A
Bishop #14	Britt's Diesel	Casa Diablo Rd turn			No	No	Yes	Yes - S	Yes	No	BLM concerned about limited nature of road being linked to off of Casa Diablo Rd. Route focuses use in a small area and does not meet AB 628 goal to link OHV facilities; liability risk transferred from State to County at Jean Blanc Road crossing of US 6	No	No	No
Bishop #15	Britt's Diesel	Poleta OHV Recreation Area			No	No	Yes	Yes - S	Yes	No		Yes	Yes	No
Bishop #16	Britt's Diesel	Silver Canyon Rd midway	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #17 - Revised on June 21, 2013	Wyman Canyon Rd	Wyman Canyon Rd	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #18	Redding Canyon Rd	Black Canyon Rd	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes

0 11 36 36 15 3
 S = possible seasonal closures

32 routes, four dependent on City approval

12 routes, four require City approval

Compliance with Section 38026.1 of the California Vehicle Code

Section 38026.1 of the California Vehicle Code is shown in *italics*. The response to each general section is shown with regular font.

(a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) The pilot project shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the Inyo County Board of Supervisors.

Compliance: The County approved its AB 628 Implementing Procedures at a public hearing on May 6, 2012 and further revisions are being requested as a part of the approval of proposed combined-use routes.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

Compliance: Sections 15, 16, 17, and 18 of the Implementing Procedures have prescribed a procedure for the County to close a combined-use route. The closure of the combined-use route could be for a variety of reasons, including the end of the Pilot Program with further legislative action, the desire of the County, the desire of a business owner who is the owner of a necessary service or lodging facility that is a start or an end point of a combined-use route, or the closure of a business that is an end point.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

Compliance: The County has worked with the Department of Transportation and gained approval of the signage program for the project. The County shall insure that all signage included as mitigation for the project is approved by the Department of Transportation.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements pursuant to Section 38026.5.

Compliance: The Inyo County Sheriff's Department will be responsible for enforcement of the Vehicle Code. To further the awareness of this requirement, the Implementing Procedures have been revised to include language requiring State law.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

Compliance: The maximum speed limit for non-street legal vehicles on combined-use routes is 35 mph. In some areas, the speed limit is less than that.

(6) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

Compliance: The County will hold a public hearing in the development of a report on the combined-use routes designated pursuant to the Pilot Program as required by AB 628.

(c) The pilot project may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d) (1) By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.

Compliance: The County is designating crossing of US 395 in six locations and US 6 in one location. There are no proposed combined-use routes that travel along the State Highway. The County agrees to the above clause for those roads that cross the State Highway in unincorporated areas. The proposed crossings of the State Highway are described in the following table.

Community and Route #	State or Federal Highway Proposed to be Crossed	County or City Road Crossing Location
Lone Pine #1	US Highway 395	Lubkin Canyon Road / Boulder Creek RV Park
Lone Pine #5 and #6	US Highway 395	Whitney Portal Road

Independence #3	US Highway 395	Kearsarge Street
Big Pine No. 2	US Highway 395	Poplar Street / Baker Creek Road
Bishop #5	US Highway 395	Warm Springs Road
Bishop #6 and #7	US Highway 395	Pleasant Valley Dam Road
Bishop #14	US Highway 6	Jean Blanc Road

Bishop Area Route No. 2 crosses US 395 at Yaney Street. A portion of the route is in an unincorporated part of the County. However, the portion of the route that crosses US 395 that crosses Yaney Street is inside of the City of Bishop. Therefore, this crossing is not the responsibility of the County.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

Compliance: The County has received Safety Determinations for all of the proposed combined-use routes being considered for designation. The Safety Determinations were received in two letters dated January 10, 2014, and May 13, 2014. Two routes (Independence No. 4 and Big Pine Area No. 2) and alternatives to three other routes (Bishop Area Routes Nos. 2, 3, & 4) were eliminated from further consideration. Only 36 combined-use routes are now being considered for combined-use designation.

(f) Not later than January 1, 2016, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

(1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

- (g) (1) A report submitted pursuant to subdivision (f) shall be submitted in compliance with Section 9795 of the Government Code.

Compliance: The County is prepared to complete this report and has memorialized this requirement in Section 14 of its AB 628 Implementing Procedures.

(2) This section shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

Compliance: The County shall comply with State Code.

Each combined-use route must provide a connecting link between one of the following:

1. A connecting link between off-highway motor vehicle trail segments,
2. An off-highway motor vehicle recreational use area and necessary service facilities, or
3. Lodging facilities and an off-highway motor vehicle recreational facility.

The applications submitted specified which of the above were being met by the proposed combined-use routes. The terms specified as start and end points for combined-use routes in the above three instances are not specified in the California Vehicle Code. The County, in approving the combined-use routes, is required to confirm whether or not the start and end point of each proposed route meets a reasonable definition of each of the terms for the start and/or end point. See the attached California Vehicle Code Consistency Analysis for a review of each proposed combined-use route.

CORRESPONDENCE RECEIVED SUBSEQUENT TO THE AGENDA REQUEST ITEM BEING FINALIZED

Julie & Earl Lambdin*Inyo County Board of Supervisors*

From: "Julie & Earl Lambdin" <lamb@lonepinetv.com>
To: <editor@inyoregister.com>
Sent: Wednesday, November 12, 2014 5:52 PM
Subject: Adventure Trails In Inyo County
 Letter to the Editor:

This Adventure Trails Plan is a very naive and foolish proposal. The old saying: "Leave Well Enough Alone" - truly fits here. Why do those in charge of this county wish to invite such an invasive change to such a unique and preserved area. Open space, almost timeless in feeling and experience, will forever be changed. Hordes of Off Roaders will descend upon this area, and the regrets will follow. Our towns and residential areas will be invaded by unceasing noise, pollution and reckless operators. This will mean devaluation of residential properties; the need and cost of increased law enforcement; and peace, quite and safety will be sorely compromised.

While serving as a Park Ranger for Inyo County, I witnessed and dealt with Off Roaders who "pushed the envelope" constantly in dangerous driving, degradation of the environment, dusting out campers, driving off wildlife, leaving behind trash and a general disregard for others engaged in other recreation activities. Inviting such an increase of this activity does not fit here. It is rude and reckless to place upon the local residents, who call Inyo County home, this grand scheme of a "misadventure intrusion".

The Eastern Sierra/Inyo County is unique and special. Let's not destroy it by inviting more serious impact on this special land. Let's not create another typical place of a common and over run landscape like many of the already ruined areas of our California open spaces. Let's hold the bar higher for Inyo County and its future preservation of some of the best high country in the West.

Earl Lambdin *Earl Lambdin*
 Lone Pine
 Ph. 760-876-4143

RECEIVED
 2015 JAN 14 AM 11:48
 INYO COUNTY
 ADMINISTRATOR
 CLERK # 2009400

1/13/2015

Los Angeles  Department of Water & Power

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MARCIE L. EDWARDS
General Manager

January 13, 2015

Ms. Patricia Gunsolley
Assistant Clerk of the Board
Administrative Center
224 North Edwards Street
Independence, CA 93526

RECEIVED
2015 JAN 14 AM 9:30
INVO. CLERK
ADMS. CLERK
DIRK T. GERRIN

Dear Ms. Gunsolley:

Subject: Comments Prior to the Adoption of the ATV Adventure Trails of the Eastern Sierra Final Environmental Impact Report (FEIR)

The Los Angeles Department of Water and Power (LADWP) understands the importance of recreation in the Eastern Sierra and the ATV Adventure Trails Project (Project). However, before LADWP can support the Project, several important items need to be addressed and resolved. We are taking this opportunity to identify these items prior to adoption of the Final Environmental Impact Report (FEIR) by the Inyo County Board of Supervisors.

Inyo County and LADWP have been in communication regarding this project since 2009. Through this communication, some of LADWP's concerns have been previously addressed; however, there are still some of the same concerns regarding potential impacts to adjacent City of Los Angeles (City) property as a result of project implementation. While not opposed to the principle of the Project, LADWP needs assurance that the Project will not affect LADWP operations, infrastructure, City land, and lessees. LADWP needs to be protected from resource impacts, financial damages, and liability that might result from the Project. This also includes concerns raised by the Great Basin Unified Air Pollution Control District regarding the possibility of increased air pollution in the Eastern Sierra as a result of implementing the Project, much of which could occur on City lands. The concerns include potential resource damage and new trail proliferation on City property as a result of the Adventure Trails Project, as well as anticipated escalated maintenance costs for the City and its lessees.

Los Angeles Aqueduct Centennial Celebrating 100 Years of Water 1913-2013

Bishop, California mailing address: 300 Mandich Street • Bishop, CA 93514-3449 • Telephone: (760) 873-0208 • Fax: (760) 873-0266
111 North Hope Street, Los Angeles, CA 90012-2607 Mailing address: Box 51111, Los Angeles, CA 90051-5700
Telephone: (213) 367-4211 www.LADWP.com



Ms. Patricia Gunsolley
Page 2
January 13, 2015

Additionally, LADWP has significant capital investments in court mandated mitigation projects throughout the Owens Valley, many of which stand to be detrimentally impacted or may incur setbacks in reaching success criteria as a result of unauthorized Off-Highway Vehicle (OHV) use in the area. Fifteen of these projects were noted in the LADWP August 28, 2014 letter to the Inyo County Public Works Department (enclosed). These mitigation projects are located on City lands that are intersected by Project routes from Bishop to Lone Pine. Concerns regarding potential impacts to LADWP's operations and maintenance activities, as well as those of LADWP lessees, still remain.

Limited law enforcement and proper mechanisms to cite violators for resource damage are also issues that are still unresolved; however, progress has been made toward drafting a County ordinance in recent months. LADWP looks forward to further discussion on this ordinance in the interest of protecting the lands and assets of the City and other private property owners affected by the Adventure Trails Project. As one of the primary landowners of valley bottom lands in the Eastern Sierra, the City needs sufficient assurance from Inyo County that City lands, resources, and infrastructure will be protected under the adoption of this Project.

All of the specific comments regarding sections in the ATV Adventure Trails of the Eastern Sierra Draft Environmental Impact Report (DEIR) outlined in the August 28, 2014 letter still apply. In that letter, LADWP requested that mitigation measures be developed to protect the City's interests, as well as other landowners and users in the Eastern Sierra, and to mitigate potential impacts to a less than significant level. To reiterate from my August 28, 2014 letter, the City requested mitigation measures be added to the FEIR for the following purposes:

- 1. To require additional law enforcement patrols on rural City lands, and that illegal activity on City owned lands be viewed as a significant impact.*
- 2. To develop a County ordinance that will allow misdemeanor citations for resource damage and new trail proliferation on private lands and to allow compensation to private landowners that incur damage as a result of the project.*
- 3. To commit the Inyo County Sherriff's Office OHV detail services to City lands to protect LADWP's capital investments and surrounding natural resources.*

Ms. Patricia Gunsolley
Page 3
January 13, 2015

4. *To require the development of a County ordinance to allow Inyo County Law Enforcement jurisdiction to cite users for misdemeanor violations for resource damage.*

Thank you for your consideration of LADWP's concerns on the Adventure Trails Project. We look forward to continued discussion regarding ordinance language in enforcing proper OHV use in the Eastern Sierra if this project is adopted. If you have any further questions, please feel free to contact Ms. Lori Dermody, Watershed Resources Supervisor, at (760) 873-0408.

Sincerely,



James G. Yannotta
Manager of Aqueduct

LD:bs

Enclosure

c: Mr. Kevin Carunchio	Ms. Lori Dermody	Mr. Ronald Yribarren et al.
Mr. Jeff Griffiths	John K. and Tansy I. Smith Trust	
Ms. Linda Arcularius	Spainhower Anchor Ranch, Inc.	Mr. Mark Lacey
Mr. Rick Pucci	Mr. and Mrs. Gary Giacomini	Lacey Livestock
Mr. Matt Kingsley	Mr. Joe C. Mendiburu et al.	
Mr. Mark Tillemans	ST Ranch	Mr. Scott Kemp
Mr. Dan Totheroh		S&M Kemp Ranch LLC
Mr. Courtney Smith	Mr. Mark Johns	
Ms. Elaine Kabala	Four J Cattle Corporation	

Los Angeles  Department of Water & Power

ERIC GARCETTI
Mayor

Commission
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CHRISTINA E. NOONAN
BARBARA E. MOSCHOS, *Secretary*

MARCIE L. EDWARDS
General Manager

August 28, 2014

COPY

Mr. Courtney Smith, Transportation Planner
Inyo County Public Works Department
PO Drawer Q
Independence, CA 93526

Dear Mr. Smith:

Subject: Draft Environmental Impact Report for ATV Adventure Trails of the Eastern Sierra
(SCH No. 2013101039)

Thank you for the opportunity to comment on the *Draft Environmental Impact Report, ATV Adventure Trails of the Eastern Sierra* (DEIR). As you are aware, Inyo County and the Los Angeles Department of Water and Power (LADWP) have been in communication regarding this project since 2009, most recently on August 25, 2014. Many of LADWP's concerns have been addressed through the course of our discussions; however, LADWP has the same overall concerns regarding potential impacts to adjacent private City of Los Angeles (City) property as a result of project implementation.

The City has incurred impacts resulting from recent road closures on adjacent federal lands, and does not wish to exacerbate these issues with increased Off High Vehicle (OHV) use from the Adventure Trails System. LADWP still has concerns regarding potential resource damage and new trail proliferation on City property as a result of the project, as well as anticipated escalated maintenance costs for the City and its lessees. Limited law enforcement and proper mechanisms to cite for resource damage are issues that are still unresolved; however, significant progress was made toward drafting a County ordinance at our meeting with you on August 25, 2014. We look forward to further discussion on this ordinance in the interest of protecting the lands and assets of the City and other property owners affected by the Adventure Trails System.

The following comments are offered with regard to specific sections of the DEIR.

3.0 Project Description:

3.4.3 Signage Plan, Page 3.0-22: The proposed signage plan will follow uniform specifications for signs, markers, and traffic control devices in cooperation with the California Department of Transportation (Caltrans) and appears suitable for this project. However, new speed limits of 15 mph at stream crossings and sensitive wildlife areas cannot be simply designated without going through the proper channels. Without being approved under law, these speed limits are likely not enforceable.

Los Angeles Aqueduct Centennial Celebrating 100 Years of Water 1913-2013

Bishop, California mailing address: 300 Mandich Street • Bishop, CA 93514-3449 • Telephone: (760) 873-0208 • Fax: (760) 873-0266
111 North Hope Street, Los Angeles, CA 90012-2607 Mailing address: Box 51111, Los Angeles, CA 90051-5700
Telephone: (213) 367-4211 www.LADWP.com



Figure 3.0-11, Aberdeen Area Routes: Division Creek Road is shown on Route 1. Please be advised that this area was severely impacted by a flash flood event in July 2013. Significant efforts are still being spent on restoring the road, Division Creek, and associated facilities to a functional state. Although primarily a boulder field, some of this area may be more prone to impacts by OHV use since it is already disturbed and devoid of vegetation.

5.2 Agriculture and Forest Resources

5.2.2.2 Local Regulations, Page 5.2-10: LADWP appreciates the recognition of the Owens Valley Land Management Plan (OVLMP) as local regulation, similar to the Inyo County General Plan and City of Bishop General Plan. These three plans have been implemented and guide current management. The Lower Owens River Recreation Use Plan is also listed in this section; however, this plan has not yet been finalized and is still in the planning stages and should not be recognized as current regulation.

5.2.4 Project Impacts, LADWP Grazing Leases, Page 5.2-12: The impact analysis infers that the project (as designed) will have less than significant impacts to agricultural resources. However, the closing statement under these paragraphs states "*Impacts would be potentially significant.*" (Page 5.2-13). MM-AGR-1 is presented to bring these impacts to a less than significant level by posting signs at intersections of County roads and LADWP lease roads to direct users away from adjacent private lands. What are the potentially significant impacts that will directly result from this project that require mitigation? Additionally, LADWP is concerned that signage will be insufficient to mitigate any such impacts to its grazing leases.

5.2.5, Indirect Impacts, Page 5.2-14: LADWP appreciates the acknowledgement of possible indirect agricultural impacts on adjacent lands such as City property. This section states:

"Designation of the proposed combined-use routes and implementation of the proposed signage plan would assist local law enforcement in minimizing the use of non-designated routes, and avoid trespassing by increasing enforcement activities in unauthorized areas. Any use of non-designated routes and/or trespassing would be classified as illegal activity, and would be considered an unintended, indirect impact. However, this illegal activity would be subject to law enforcement and within the appropriate jurisdiction."

LADWP has expressed considerable concern over these potential indirect impacts to the City's ranch lessees and their operations with regard to damage to fencing, gates, and livestock. You are aware of the City's concerns regarding limited law enforcement on rural City lands and inadequate mechanisms currently in place to cite for resource damage and new trail proliferation, only for trespassing and vandalism. LADWP currently maintains approximately 75% of City lands open for public use and does not post no trespassing signs consistently across the 250,000 acres in the Owens Valley, although it is considered private land. LADWP requests a mitigation measure to require additional law enforcement patrols on rural City lands, and that illegal activity on City owned lands be viewed as a significant impact.

5.3 Air Quality

5.3.5 Indirect Impacts, Page 5.3-30: This section only refers to impacts from the increased number of trips on designated roads. LADWP is concerned about increased dust on the City's adjacent unpaved roads (e.g., canal roads, other rural two track roads, etc.) as a result of the project and does not want to

be held liable for dust emissions if they are from increased use from the Adventure Trails System. Please propose mitigation for the dust control on adjacent roads in the event this becomes an issue.

5.4 Biological Resources

5.4.1.3 Special-Status Species, Sensitive Habitat Areas/Wilderness Areas/Mitigation Areas, Page 5.4-17: This section only refers to designated Critical Habitat Areas. For special status wildlife species, it should also address habitat for the federally endangered Southwestern Willow Flycatcher (*Empidonax traillii extimus*) (SWWF). LADWP has developed a Conservation Strategy for the SWWF with the US Fish and Wildlife Service (USFWS) to manage City lands for multiple uses that will also benefit the species. Similar Conservation Strategies are currently being drafted for Greater Sage-Grouse (*Centrocercus urophasianus*) and Yellow-Billed Cuckoo (*Coccyzus americanus*) since these species are known to occur on City lands and are likely to be listed by USFWS.

Los Angeles Department of Water and Power Mitigation Plans, Page 5.4-28: This section describes the Lower Owens River Project and Owens Valley Land Management Plan. This section should also include LADWP's 1999 Revegetation Plan (also known as the Mitigation Plan for impacts described in the 1991 EIR *Water from the Owens Valley to Supply the Second Los Angeles Aqueduct*), Yellow-Billed Cuckoo Habitat Enhancement Plans, and the Additional Mitigation Projects Developed by the MOU Ad Hoc Group. These documents describe many of LADWP's mitigation projects located throughout the Owens Valley. Below is a subset of the LADWP's active mitigation projects that abut County roads and are part of the Adventure Trails System that could be impacted by increased OHV use on these adjacent roads:

Bishop Area:

Owens Valley Land Management Plan
Laws and South Bishop Revegetation projects
Laws Native Pasturelands

Independence Area

Lower Owens River Project
Owens Valley Land Management Plan
North of Mazourka Canyon Road Mitigation Project
Homestead Mitigation Project
Springfield Enhancement Projects

Big Pine Area

Owens Valley Land Management Plan
Baker Creek Habitat Enhancement Area (YBC)
Freeman Creek Mitigation Project
Warren Lake Mitigation Project
Big Pine Northeast Regreening Project

Lone Pine Area

Lower Owens River Project
Owens Valley Land Management Plan
Hogback Creek Habitat Enhancement Project (YBC)
Lone Pine Westside and Eastside Regreening Projects

LADWP has put forth a significant capital investment in these projects and have mandated success criteria from various court orders. Increased OHV use on City lands could lead to trail proliferation and significant resource damage in these areas. Resource damage to these mitigation areas could be a significant setback to the goals and objectives of the projects, and could be of considerable cost to the City if not compensated for damages. LADWP requests a mitigation measure be added to develop a County ordinance that will allow misdemeanor citations for resource damage and new trail proliferation on private lands and to allow compensation to private landowners that incur damage as a result of the project.

Mr. Courtney Smith
Page 4
August 28, 2014

Bishop Area Routes, Page 5.4-31: SWWF are known to occur in sections of the Owens River from Pleasant Valley Reservoir to Tinemaha Reservoir. Route 8 contains Chalk Bluff Road that parallels an active portion of the Owens River for SWWF. Impacts of the project on SWWF should be assessed throughout the project area where relevant.

MM-BIO-1 and MM-BIO-2, Pages 5.4-53 and 5.4-54: The signage plan calls for speed limits of 15 mph around biologically sensitive areas and unarmored stream crossings. Please see comment above about ensuring that these speed limits are enforceable by local law enforcement.

5.5 Cultural Resources

Table 5.5-1, 5.5-2, and 5.5-3, Page 5.5-4: Thank you for redacting the figures in the DEIR that indicate specific locations of cultural resources that could be impacted by the project. However, Table 5.5-1, 5.5-2, and 5.5-3 still provide detailed descriptions that could put these resources at risk. All reference to specific sites and sensitivity ratings must be removed from the EIR.

5.8 Hazards and Hazardous Materials

MM-HAZ-1, Page 5.8-18: The signage plan includes "No Stopping in Water" signs to prevent hazardous leaks in unarmored stream crossings. How many of these crossings include soft bottoms, where vehicles may get stuck when crossing?

5.13 Public Services

5.13.1.2 Law Enforcement, Page 5.13-5: In this section, the Inyo County Sheriff's Office is described as having the authority to coordinate emergency services (including response to OHV accidents) and also provides specialized services including an OHV detail. According to this section, this OHV detail uses funds from the California State Parks and Recreation Off-Highway Vehicle Division to patrol federal and public lands within the County. Officers are responsible for carrying out enforcement for OHV violations and for providing education to OHV users. This section also states "*The Sheriff's Department would deal with OHV accidents and would be able to deal with incidents that would occur in remote areas.*"

LADWP is already seeing new impacts on City lands in the Owens Valley as a result of recent road closures on adjacent federal lands. LADWP anticipates a simultaneous increase in OHV use on City lands with the implementation of the Adventure Trails System.

How many officers are currently on staff for the OHV detail, and are their full appointments designated for this purpose? Could the funds from State Parks be used for OHV patrol and enforcement of City lands, although private, since they are largely open to the public? (LADWP currently maintains approximately 75% of City lands open to public use.) How reliable is this funding? Is it something that is expected to decrease over time or is there a consistent source of funds for law enforcement work associated with this project?

LADWP requests a mitigation measure to commit the Inyo County Sheriff's Office OHV detail services to City lands to protect LADWP's capital investments and surrounding natural resources.

Mr. Courtney Smith
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August 28, 2014

Further, LADWP requests a mitigation measure to require the development of a County ordinance to allow Inyo County Law Enforcement jurisdiction to cite users for misdemeanor violations for resource damage. This ordinance should be finalized and adopted concurrently with the Final Adventure Trails EIR so that it can be used immediately for enforcement. LADWP will continue to develop language with Inyo County for this ordinance, including determining applicable penalties for violations. Reference to this County ordinance should be added to the project's Signage Plan.

5.14 Recreation

5.14.2 Regional Regulation, Page 5.14-16: The Lower Owens River Project is jointly managed by LADWP and Inyo County; however the Lower Owens River Recreation Use Plan is Inyo County's draft document. It is listed here as LADWP's document.

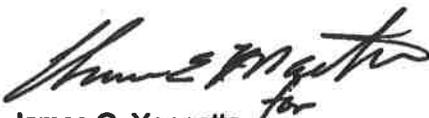
7.0 Consequences of Project Implementation

7.1.8 Land Use and Planning, OVLMP, Page 7.0-11: This section states that the Adventure Trail System is consistent with the goal of LADWP's OVLMP through increasing the number of routes available for OHV use and providing access to areas of Inyo County that were harder to reach. Increasing OHV traffic and the corresponding impacts to City lands is not a goal of LADWP's OVLMP. With the intent to retain a semi-primitive environment and rural landscape, the goals of the OVLMP are:

1. Continue to provide recreational opportunities on City lands,
2. Implemented sustainable land management practices for agriculture (grazing) and other resource areas
3. Improve biodiversity and ecosystem health (condition) and
4. Protect and enhance habitat for threatened and endangered species (OVLMP 2010).

Thank you for the opportunity to comment on the DEIR for the Adventure Trails System. While LADWP appreciates Inyo County's effort to manage OHV recreation in the Owens Valley, the City does not wish to take on the burden of managing and mitigating problems on City land that result from the project. We look forward to continued discussion regarding ordinance language in enforcing proper OHV use in the Eastern Sierra. If you have any further questions, please feel free to contact Ms. Lori Dermody, Watershed Resources Supervisor, at (760) 873-0408.

Sincerely,



James G. Yannotta
Manager of Aqueduct

LD: bs

c: Mr. Kevin Carunchio
Ms. Jeff Griffiths
Ms. Linda Arcularius
Mr. Rick Pucci
Mr. Matt Kingsley
Mr. Mark Tillemans
Ms. Lori Dermody

Spainhower Anchor Ranch, Inc.
John K. and Tansy I. Smith Trust
Mr. and Mrs. Gary Giacomini
Mr. Joe C. Mendiburu et al.
ST Ranch
Mr. Scott Kemp
S&M Kemp Ranch LLC

Mr. Ronald Yrlbarren et al.
Mr. Mark Lacey
Lacey Livestock
Mr. Mark Johns
Four J Cattle Corporation

Subject: ATV Adventure Trails

From: Lillian Jackson (legalilly@yahoo.com)

To: supervisor.pucci@gmail.com; jgriffiths@inyocounty.us; mtilemans@inyocounty.us;
mkingsley@inyocounty.us; kcarunchio@inyocounty.us;

Date: Wednesday, January 7, 2015 3:47 PM

I am a permanent resident of Bishop, Inyo County, California.

I strongly disapprove of the idea of OHV's being encouraged to come here and turned loose in our communities. I am a walker and hiker and I have seen what damage they have already done to the landscape. These drivers of OHV's do not stay on the marked dirt roads and burst out onto the paved roads without even looking for people, bikers, or cars. It's also delusional to think that they will go 15 miles per hour in the residential areas. And then there is the noise.....

This "Adventure Trails" is an extremely bad idea. We have a lot of recreation to offer the quiet, environmentally aware visitors who may ultimately be turned off by the intrusion of the OHV's.

Please vote "no" on this very bad proposal.

RECEIVED
2015 JAN 13 PM 3:01
- INYO COUNTY
ADMINISTRATOR
MERK OF THE SQUARE

Pat Gunsolley

From: Darla Heil <darlaheil@gmail.com>
Sent: Sunday, January 11, 2015 12:12 PM
To: Pat Gunsolley; dtother@msn.com; Jeff Griffiths; Richard Pucci; Mark Tillemans; Matt Kingsley; ab628
Cc: cityclerk@ca-bishop.us; David Grah; Darla Heil (home)
Subject: Submission of written objections and protests regarding Adventure Trails Project FEIR
Attachments: FEIR comment letter to Inyo BOS final w signature.pdf; 4-16-13 Letter from CHP to Inyo Co from Bishop- DOC006.PDF; 1-10-14 chpsd CHP Comments on Adventure Trails.pdf; 2-6-2014 Inyo Public Works to CHP.pdf; 5-13-2014 CHP letter to Inyo Co. denying Hanby Ave.pdf

Dear Members of the Inyo Board of Supervisors and Inyo County Planning Department,

To this message I have attached my letter of objection and protest regarding the Adventure Trails Project Final Environmental Impact Report (FEIR) as a public comment, as well as four letters between the California Highway Patrol and the Inyo County Public Works Department which are supporting documents for my comment letter. I will also mail a hard copy of this letter of objection and protest and the supporting documents to the Clerk to the Board Supervisors to make sure that it is part of the public record for the California Environmental Quality Act (CEQA) process. I request that the Clerk to the Board of Supervisors notify me via return email that she has received the documents emailed with this message.

I thank you for taking the time to consider my substantial concerns about the FEIR and I urge you to withhold certification of the FEIR until or unless these concerns are adequately addressed.

Darla Heil
263 Hanby Avenue
Bishop CA 93514
760-872-3094

RECEIVED
2015 JAN 12 AM 10:01
INYO COUNTY
ADMINISTRATOR
CLERK OF THE BOARD

Inyo County Board of Supervisors
P.O. Box N
Independence, CA 93526

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Dan Totheroh
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Fifth District Supervisor
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Inyo County Planning Department
ab628@inyocounty.us

January 9, 2015

Re: Adventure Trails Project and Final Environmental Impact Report (FEIR) Objection and Protest

Dear Members of the Inyo County Board of Supervisors:

I am writing as a property owner and resident of Bishop. My husband and I own and occupy a home on Hanby Avenue, and I am concerned that the Adventure Trails Project (Project) will negatively affect our home. During the Draft Environmental Impact Report (DEIR) we both submitted comments, which were included in Section 2 of the FEIR (comments #66 and #68). Our comments related mainly to the negative impact the project will have on residential neighborhoods and that continues to be our primary concern with the Project. I urge you to consider our comments, along with the many other comments concerned with traffic safety, noise, property values, and the general quality of life on residential streets and in neighborhoods. I am especially concerned regarding the FEIR's the treatment of the California Highway Patrol's safety evaluations for the combined routes.

Route Safety Determinations:

One of the principal concerns raised in our comments on the DEIR was that the Project and several of the alternatives do not comply with AB 628. AB 628 requires that the County, when implementing the pilot project (AB 628 section 38026.1 (e)):

The County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

I have attached a letter dated April 16, 2013 that was signed by Captain A. D. Witmer, who was the Bishop Area CHP Commander at that time. Captain Witmer's letter contained information about the Bishop Area CHP's analysis of safety issues for the Combined Use Routes for the Adventure Trails project and their recommendations for the approval or denial of a combined use designation for the Adventure Trails routes. Of the forty-four routes or alternative routes that were listed in Captain Witmer's letter,

only twenty-four routes were recommended for approval and three of those were recommended for approval as test routes only (Independence Route No. 6; Big Pine No. 1; Bishop No. 3), while nineteen routes (Lone Pine Route No. 1, 2, 4, 5, & 6; Independence Route No. 3, 4, & 5; Big Pine No. 2 & 3; Bishop No. 1, 2, 2 Alternative, 3 Alternative, 4, 4 Alternative, 5, 7, & 13) were recommended to be denied based on safety concerns and one route (Bishop No. 11) was given no recommendation because a revision of that route had been submitted. A detailed written analysis of the safety issues of each of the nineteen routes that was recommended for denial as a combined use route was included after each route's name. The safety issues listed in the letter include text which analyzes the safety hazards of the recommended denied routes such as following examples taken from the letter:

Lone Pine Route No. 2 (McDonalds restaurant to Movie Road/BLM).

Safety Issues: This route starts/ends in the town of Lone Pine. The area around McDonalds Restaurant is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in the town of Lone Pine (Gene Autry Lane and Washington Street) which have no traffic safety controls in the intersections. Whitney Portal Road is the main access to residential areas above Lone Pine and to Whitney Portal itself. Foreign tourists and local traffic can be fairly heavy. Tuttle Creek Road does not have lane delineation for traffic in any direction. It has extreme curves and an upgrade as it travels west. There are several turn outs for nature viewing along Tuttle Creek Road. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic. Portions of Tuttle Creek Road are very narrow (1 lane), portions of the route are in open range with livestock present year round, and portions of route are directly adjacent to homes/ranches with livestock present.

Recommendations: Denial

Bishop Route No. 1 (Golden State Cycle to Poleta Canyon OHV Open Area).

Safety Issues: This combined use segment utilizes roads maintained by the City of Bishop. The segment travels through portions of the City of Bishop in residential areas. The segment utilizes Short Street and Sneden Street, fairly dense residential and commercial highways used primarily by local community members. East Line Street is a main artery used by the entire community to travel from/to the east side of the city from/to the west side. The entire route from Golden State Cycle to the city limits is lined by private homes and businesses. Traffic volume data indicates the highways listed have double the volume of the other routes proposed in unincorporated areas. Any use of OHV will cause disturbance and adversely affect property owners.

Recommendations: Denial

Bishop Route No. 2 (Tri County Fairgrounds to Poleta Canyon OHV Open Area).

Safety Issues: This combined use segment utilizes roads maintained by the City of Bishop. The segment travels through portions of residential areas. The route uses dense residential and commercial roads used primarily by local community members. Traffic volume data indicates the highways listed have double the volume of the other routes proposed in unincorporated areas. Any use of OHV will cause disturbance and adversely affect property owners. The route will include crossing US 395 in a 25 MPH zone and utilize roads used to access business hubs such as K-Mart, Vons and Smart and Final. These three businesses are located centrally in one shopping area.

Recommendations: Denial

Bishop Route No. 2 Alternative (Tri County Fairgrounds to Poleta Canyon OHV Open Area).

Safety Issues: This alternative route will utilize more residential streets than the original proposal. Impact on the community would be greater than the original route.

Recommendations: Denial

The April 16, 2013 letter was not included in Appendix 6 of the Draft Environmental Impact Report (DEIR), even though it was apparently the only letter received by Inyo County from the CHP local traffic safety experts that contained an actual written safety analysis of the routes in question. Thus, this important safety recommendation information was apparently not made available to the Inyo County Board of Supervisors through the CEQA process, even though the Board is the decision maker for certifying this FEIR CEQA document.

The CHP safety determinations in the letters that were included in Appendix 6 of the DEIR were very different from the recommendations contained in the earlier April 16, 2013 letter with no explanation of why the original Bishop Area CHP recommendations had not been adopted by the Sacramento Office of the CHP and no safety analysis was included with the safety determinations. The earliest correspondence in Appendix 6 of the DEIR is from the California Highway Patrol Assistant Commissioner in the Sacramento Office (attached letter dated January 10, 2014). That letter reversed the safety determination recommendations contained in the earlier letter for nine of the nineteen routes originally recommended for denial and approved the routes with no explanation of why the change had been made and the routes had now been determined to be safe for combined use designation by the CHP Sacramento Office (Big Pine No. 3; Lone Pine Route No. 1, 2, 4, 5, & 6; Independence No. 3; Bishop No. 5 & 7). Apparently two routes that were analyzed in the April 16, 2013 correspondence had subsequently been withdrawn from consideration for the Adventure Trails Project: (Independence Route No. 5 and Bishop No. 11). One route (Bishop No. 3) that had been recommended for approval as a test route in the April 16, 2013 letter was denied in the January 10, 2014 letter.

The next letter included in the DEIR Appendix 6 (attached letter dated February 6, 2014) was written by the Inyo County Public Works Department requesting that CHP review the safety determinations given for the seven Bishop routes that had been denied in the January 10, 2014 letter (Bishop Route No. 1, 2, 3, 4, 2 Alternative, 3 Alternative, and 4 Alternative).

The final letter included in Appendix 6 of the DEIR (attached letter dated May 13, 2014) from the California Highway Patrol Assistant Commissioner is a very brief letter again reversing his earlier denial of four of the routes into Bishop (Bishop No. 1, 2, 3, & 4) but refusing approval of Bishop No. 2 Alternative, Bishop No. 3 Alternative, and Bishop No. 4 Alternative with the following sentence:

The request for the designated alternative routes is denied base [sic] on an increased safety risk presented by OHV use of Hanby Avenue.

It is not clear from the correspondence what the basis was of the County's appeal of the CHP's denial of the routes; nor is it clear what the basis of the CHP's change in position was from their January 10 letter to their May 6 letter, or more importantly, from the April 16, 2013 letter to the 2014 letters. Nonetheless, the appeal was denied for Hanby Avenue (Bishop No. 2 Alternative, Bishop No. 3 Alternative, and Bishop No. 4 Alternative) for safety reasons. Attached to each of our comments in the FEIR was a letter that we received from the CHP that confirms that the denials issued by the CHP were based on safety considerations related to increased OHV traffic. The record and the reasoning behind the process followed by CHP in determining the safety of the Project routes is incomplete and

undocumented. The result of this process is that routes that were originally recommended for denial by Bishop Area CHP Captain Witmer, were approved by the Sacramento CHP office with no explanation or analysis presented, which calls into question whether the safety of the routes has been adequately analyzed through this process. The County, for undisclosed reasons, appealed the CHP's determinations for the routes that were denied, and the CHP again altered their findings without any explanation or analysis. Public safety should take precedence over the business interests of the project proponents. I urge that any routes recommended for denial by Captain Witmer (attached) be not included in the project.

Continued Inclusion of Hanby Avenue in the FEIR Project Description and Project Area Route Maps Modified

The routes included in the proposed project, as described on pages 3.0-10 – 3.0-13 of the DEIR, include Hanby Avenue as part of the proposed project. As noted above, any route that includes Hanby Avenue was denied by the CHP for traffic safety considerations in all three of the safety determination letters written by CHP to the Inyo County Department of Public Works (dated April 16, 2013, January 10, 2014, and May 13, 2014). Therefore the proposed project, as described in the DEIR, does not comply with AB 628.

The response to FEIR comment #66 refers to "Topical Response 1: AB628," "Topical Response 2: Alternatives," and response to comment 66-2. Topical Response 1 addresses a number of issues related to compliance with AB628, but does not address the fact that the proposed project and the routes described in the DEIR that include Hanby Avenue are not compliant with AB628. Topical response 2 addresses alternatives, but does not address inclusion of Hanby Avenue in the proposed project. The response to comment 66-2, inexplicably, simply directs the reader to "Please refer to response to comment 66-2 and Topical Response 2: Alternatives." It is very hard to understand from this that our comments were adequately addressed.

Additionally, all of the maps included in the FEIR that show routes into east Bishop continue to map Hanby Avenue as a project route. The modified maps included in the FEIR Section 3.0 'Modifications to the Draft EIR' on which I can identify that Hanby Avenue as still mapped as a project route on the modified maps include: Figures 3.0-4, 3.0-5, 3.0-6, 5.2-1, 5.11-2, 6.0-1, 6.0-4.

Although Hanby Avenue appears to have been removed from Alternatives 2, 4, and 5 in the FEIR, as nearly as I can decipher from the responses to comments, it is still part of the project description for the proposed project. It was improperly included as an Adventure Trails Route in the July 2014 dated DEIR even though Hanby Avenue had already been denied by CHP for a combined use designation based on safety considerations three separate times from January 2013 until May 2014. Including Hanby Avenue as a route in the DEIR made the DEIR non-compliant with AB 628, the enabling legislation for the Project that the DEIR was purportedly evaluating. While it can be argued that since Inyo County was continuing to request that CHP change their safety determinations on the routes into east Bishop up until receiving the May 2014 CHP denial letter, that they might not have wanted to bother with removing Hanby Avenue from the DEIR at that time. However, by October 2014 when the FEIR was published the continued inclusion of Hanby Avenue in the Project Description for the Project and in the modified maps contained in the FEIR make it very clear that the FEIR is not compliant with AB628, and so it should not be certified by the Inyo Board of Supervisors as being compliant with CEQA unless Hanby Avenue is removed from the EIR project description and maps.

The prudent course of action for the Board would be to deny approval of combined use routes in residential neighborhoods unless and until the process by which the safety determinations were rendered is clarified and made public. Even in this pilot-project project phase, public safety should be given precedence over the purported economic benefits of the project. Given the thousands (literally) of commenters from out of the area that took the trouble to voice their opposition to the Project, it is certainly arguable that the Project will be detrimental to our tourist-based commerce. I urge you to consider the many comments that have been submitted regarding the negative impacts this project will have on our neighborhoods. The concerns that have been expressed over public safety, property values, noise, dust, and rural quality of our towns can be addressed by not approving combined routes in residential neighborhoods. Denying such routes would be fully consistent with CHP Captain Witmer's initial recommendations, and many of the divisive and polarizing aspects of the Project would thereby be eliminated.

Thank you for considering my views.

Sincerely,



Darla Heil
263 Hanby Avenue
Bishop CA 93514

Cc: Bishop City Council

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL



P.O. Box 942898
Sacramento, CA 94298-0001
(916) 843-3002
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

January 10, 2014

File No.: 2.10377.A16130.061.13-0460

RECEIVED

Mr. Courtney Smith
Department of Public Works
P.O. Drawer Q
Independence, CA 93526

JAN 15 2014

INYO COUNTY
PUBLIC WORKS

Dear Mr. Smith:

In June 2013, the Inyo County Public Works submitted revisions to their December 2012 request for combined-use highway designations for specific locations within the jurisdictional boundary of the Bishop Area command of the California Highway Patrol.

Your request for combined-use designation for Inyo County has been reviewed. The findings for each route are listed below:

- **Aberdeen No. 1 – Approved** – Aberdeen Store to Birch Creek Road
- **Aberdeen No. 2 – Approved** – Aberdeen Resort to Taboose Creek Road
- **Aberdeen No. 3 – Approved** – Tinemaha Road from Aberdeen Station to Division Creek Road
- **Death Valley Road No. 1 – Approved** – Death Valley Road from Harkless Flat turnoff to the Papoose Flat/Hines Road turnoff
- **Death Valley Road No. 2 – Approved** – Death Valley Road from Harkless Flat turnoff to the INF Road No. #09S103
- **Death Valley Road No. 3 – Approved** – Death Valley Road from Papoose Flat turnoff to the turnoff to the Little Cowhorn Valley turnoff
- **Big Pine No. 1 – Approved** – Hi Country Market/Bristlecone Motel to Keough's Hot Springs Resort
- **Big Pine No. 2 – Denied** – Big Pine Shell Station to McMurray Meadows INF #33E320
- **Big Pine No. 3 – Approved** – Big Pine Chevron to McMurray Meadows INF #33E320
- **Lone Pine Route No. 1 – Approved** – Boulder Creek RV Park to Horseshoe Meadows Road
- **Lone Pine Route No. 2 – Approved** – McDonalds restaurant to the Movie Road/Bureau of Land Management (BLM)



- **Lone Pine Route No. 3 – Approved** – Lone Pine Propane to BLM
- **Lone Pine Route No. 4 – Approved** – Carls Jr. restaurant to Movie Road/BLM
- **Lone Pine Route No. 5 – Approved** – Dave’s Auto Parts and BLM road off of Movie Road in the Alabama Hills
- **Lone Pine Route No. 6 – Approved** – Dow Villa Motel to Horseshoe Meadows Road
- **Lone Pine Route No. 7 – Approved** – A segment on Movie Road and Hogback Creek Road between BLM trail segment and Inyo National Forest trail segment
- **Independence Route No. 1 – Approved** – Independence Inn to Inyo National Forest Road #36E401
- **Independence Route No. 2 – Approved** – Betty Jumbo Mine Road to Santa Rita Flat Road
- **Independence Route No. 3 – Approved** – Independence Inn to Foothill Road
- **Independence Route No. 4 – Denied** – Rays Den Motel to Foothill Road
- **Independence Route No. 6 – Approved** – Still Life Café to Foothill Road
- **Bishop No. 1 – Denied** – Golden State Cycle to Poleta Canyon Off-Highway Vehicle (OHV) Open Area
- **Bishop No. 2 – Denied** – Tri County Fairgrounds to Poleta Canyon OHV Open Area
- **Bishop No. 2 Alternative – Denied** – Tri County Fairgrounds to Poleta Canyon OHV Open Area
- **Bishop No. 3 – Denied** – Bishop Chamber of Commerce to Poleta Canyon OHV Open Area
- **Bishop No. 3 Alternative – Denied** – Bishop Chamber of Commerce to Poleta Canyon OHV Open Area
- **Bishop No. 4 – Denied** – Pizza Factory Restaurant to Poleta Canyon OHV Open Area
- **Bishop No. 4 Alternative – Denied** – Pizza Factory Restaurant to Poleta Canyon OHV Open Area
- **Bishop No. 5 – Approved** – Browns Town Campground to Poleta Canyon OHV Open Area
- **Bishop No. 6 – Approved** – Pleasant Valley Campground to BLM trail segment near Horton Creek Campground
- **Bishop No. 7 – Approved** – Pleasant Valley Campground to BLM trail segment near Tungsten City BLM Road #31E310
- **Bishop No. 8 – Approved** – Pleasant Valley Campground to BLM trail segment off of Casa Diablo Road
- **Bishop No. 9 – Approved** – Browns Town Campground to road on BLM land between Bir Road and Coyote Valley Road

- **Bishop No. 10 – Approved** – A segment on Coyote Valley Road between a BLM road that cuts over to Bir Road and Inyo National Forest road that continues on from the end of the county maintained portion of Coyote Valley Road
- **Bishop No. 11 – Approved** – A segment on Silver Canyon Road between Inyo National Forest trail segment #06S02G about midway up and trail segment #06S02Q near the top
- **Bishop No. 12 – Approved** – A segment on Silver Canyon Road and Wyman Canyon Roads between Inyo National Forest trail segment #06S02Q near the top of the Silver Canyon Road and Inyo National Forest trail segment #35E301H
- **Bishop No. 14 – Approved** – Britt's Diesel to BLM trail segment off of Casa Diablo Road
- **Bishop No. 15 – Approved** – Britt's Diesel to BLM trail segment in the Poleta Canyon Open Area
- **Bishop No. 16 – Approved** – A segment that connects Britt's Diesel and Inyo National Forest trail segment #06S02G off of the Silver Canyon Road
- **Bishop No. 17 – Approved** – A segment on Wyman Canyon Road between two Inyo National Forest trail segments #35E301H and #06S01H
- **Bishop No. 18 – Approved** – A segment on Redding and Black Canyon Roads between the Poleta Canyon OHV Open Area and trail segment #07S16 at the end of the Black Canyon Road

Approval is contingent upon the completion of the posting of required signage in the designated area.

If you have any questions, please contact Staff Services Manager II Patty Sliney of our Research and Planning Section at (916) 843-3340 or Captain Andria Witmer of our Bishop Area at (760) 872-5960.

Sincerely,



W. A. STANLEY
Assistant Commissioner, Field

cc: Inland Division
Bishop Area
Department of Parks and Recreation, Off-Highway Division

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

P.O. Box 942898
Sacramento, CA 94298-0001
(916) 843-3002
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



May 13, 2014

File No.: 2.10377.A16130.061.14-0306

RECEIVED

MAY 16 2014

Mr. Courtney Smith
Department of Public Works
P.O. Drawer Q
Independence, CA 93526

INYO COUNTY
PUBLIC WORKS

Dear Mr. Smith:

In February 2014, the Inyo County Public Works submitted revisions to their December 2012 request for combined-use highway designations for specific locations within the jurisdictional boundary of the Bishop Area command of the California Highway Patrol. Your request for combined-use designation for Inyo County has been reviewed. The approved routes are contingent upon completion of the posting of required signage. The findings are listed below:

- **Bishop No. 1 – Approved** – Golden State Cycle to Poleta Canyon Off-Highway Vehicle (OHV) Open Area
- **Bishop No. 2 – Approved** – Tri County Fairgrounds to Poleta Canyon OHV Open Area
- **Bishop No. 3 – Approved** – Bishop Chamber of Commerce to Poleta Canyon OHV Open Area
- **Bishop No. 4 – Approved** – Pizza Factory Restaurant to Poleta Canyon OHV Open Area

The request for the designated alternate routes is denied base on an increased safety risk presented by OHV use of Hanby Avenue.

If you have any questions, please contact Staff Services Manager II Patty Sliney of our Research and Planning Section at (916) 843-3340 or Captain Andria Witmer, Bishop Area commander, at (760) 872-5960.

Sincerely,

W. A. STANLEY
Assistant Commissioner, Field

cc: Inland Division
Bishop Area
Department of Parks and Recreation, Off-Highway Division



DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

469 S. Main St.
Bishop Ca. 93514
760 872-5960
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



April 16, 2013

File No.: 825.11451.17072

Mr. Courtney Smith
Department of Public Works
P.O. Drawer Q
Independence, CA 93526

Dear Mr. Smith:

Attached you will find all of the Combined Use Routes submitted to the Bishop Area CHP Office from December 2012 to present. Safety issues and recommendations are listed after each route. An internal memorandum containing this information will be sent to the Inland Division CHP and then forwarded to CHP Headquarters in Sacramento.

Your office will be notified of the final determination as soon as the information is available. If you have questions, please contact Officer Brian Mackenzie, at (760) 872-5960

Sincerely,

A handwritten signature in cursive script, appearing to read "A. D. Witmer".

A. D. WITMER, Captain
Commander
Bishop Area

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APR 18 2013

INYO COUNTY
PUBLIC WORKS



- **Death Valley Road No. 1 (Death Valley Road from Harkless Flat turnoff to the Papoose Flat (Hines Road) turnoff).**
Safety Issues: None
Recommendations: Approval.
- **Death Valley Road No. 2 (Death Valley Road from Harkless Flat turnoff to the Soldier Canyon Road turnoff).**
Safety Issues: None
Recommendations: Approval.
- **Death Valley Road No. 3 (Death Valley Road from Papoose Flat turnoff to the turnoff to the Little Cowhorn Valley turnoff).**
Safety Issues: None
Recommendations: Approval.
- **Lone Pine Route No. 1 (Lone Pine RV Park to National Forest road 16S01).**
Safety Issues: Crossing of US 395 in a 65 MPH zone without a speed reduction and limited visibility, portions of route are very narrow (1 lane), portions of route are in open range with livestock present year round, portions of route are directly adjacent to homes/ranches with livestock present.
Recommendations: Denial.
- **Lone Pine Route No. 2 (McDonalds restaurant to Movie Road/BLM)**
Safety Issues: This route starts/ends in the town of Lone Pine. The area around McDonalds Restaurant is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in the town of Lone Pine (Gene Autry Lane and Washington Street) which have no traffic safety controls in the intersections. Whitney Portal Road is the main access to residential areas above Lone Pine and to Whitney Portal itself. Foreign tourists and local traffic can be fairly heavy. Tuttle Creek Road does not have lane delineation for traffic in any direction. It has extreme curves and an upgrade as it travels west. There are several turn outs for nature viewing along Tuttle Creek Road. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic. Portions of Tuttle Creek Road are very narrow (1 lane), portions of the route are in open range with livestock present year round, and portions of route are directly adjacent to homes/ranches with livestock present.
Recommendations: Denial.
- **Lone Pine Route No. 3 (Lone Pine Propane to BLM)**
Safety Issues: The area around Lone Pine Propane is primarily residential with a fairly high population density. Any use of OHV will likely cause minimal disturbance minimally affect property owners.
Recommendations: Approval.
- **Lone Pine Route No. 4 (Carls Jr. Restaurant to Movie Road/BLM)**
Safety Issues: This route starts/ends in the town of Lone Pine. The area around Carls Jr. Restaurant is primarily residential with a fairly high population density. Any use of OHV

will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in the town of Lone Pine which have no traffic safety controls in the intersections. Whitney Portal Road is the main access to residential areas above Lone Pine and to Whitney Portal itself. Foreign tourists and local traffic can be fairly heavy. It has extreme curves and upgrade as it travels west. There are several turn outs for nature viewing along Tuttle Creek Road. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic. Portions of Tuttle Creek Road are very narrow (1 lane), portions of the route are in open range with livestock present year round, and portions of route are directly adjacent to homes/ranches with livestock present.

Recommendations: Denial.

- **Lone Pine Route No. 5 (Dave's Auto Parts and BLM road off of Movie Road in the Alabama Hills)**

Safety Issues: This route starts/ends in the town of Lone Pine. The area around Dave's Auto Parts is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route crosses US 395 in a 25 MPH speed zone. The intersection is controlled by traffic signals and painted road line. Whitney Portal Road is the main access to residential areas above Lone Pine and to Whitney Portal itself. Foreign tourists and local traffic can be fairly heavy. It has extreme curves and upgrade as it travels west. There are several turn outs for nature viewing along Tuttle Creek Road. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic. Portions Tuttle Creek Road are very narrow (1 lane), portions of the route are in open range with livestock present year round, and portions of route are directly adjacent to homes/ranches with livestock present.

Recommendations: Denial.

- **Lone Pine Route No. 6 (Dow Villa Motel to Inyo National Forest road off of Granite View Drive south of Tuttle Creek.)**

Safety Issues: This route starts/ends in the town of Lone Pine. The area around Dow Villa Motel is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route crosses US 395 in a 25 MPH speed zone. The intersection is controlled by traffic signals and painted road line. Whitney Portal Road is the main access to residential areas above west of Lone Pine and to Whitney Portal itself. Foreign tourists and local traffic can be fairly heavy. It has extreme curves and upgrade as it travels west. There are several turn outs for nature viewing along Tuttle Creek Road. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic. Portions Tuttle Creek Road are very narrow (1 lane), portions of the route are in open range with livestock present year round, and portions of route are directly adjacent to homes/ranches with livestock present.

Recommendations: Denial.

- **Lone Pine Route No. 7 (A segment on Movie Road and Hogback Creek Road between BLM trail segment and Inyo National Forest trail segment).**

Safety Issues: None.

Recommendations: Approval.

- **Independence Route No. 1 (Independence Inn to Inyo National Forest Road 36E401)**
Safety Issues: This route starts/ends in the Town of Independence. The area around the Independence Inn is primarily residential with a fairly high population density. This route passes next to the Inyo County Jail, Inyo County Juvenile Hall and a BLM fire station. OHV use during an emergency incident on this route may have complications. Any use of OHV may cause minimal disturbance and adversely affect some property owners.
Recommendations: Approval.
- **Independence Route No. 2 (Inyo National Forest Road 36E401 to Inyo National Forest Road 12S104)**
Safety Issues: None.
Recommendations: Approval.
- **Independence Route No. 3 (Independence Inn to Inyo National Forest Road 13S07)**
Safety Issues: This route starts/ends in the Town of Independence. The area around Rays Den Motel is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in Independence (Wall Street, Center Street) which have no traffic safety controls in the intersections. The roadway is not delineated for directional traffic and the residential area does not have sidewalks for pedestrians.
Recommendations: Denial.
- **Independence Route No. 4 (Rays Den Motel to Foothill Road area)**
Safety Issues: This route starts/ends in the Town of Independence. The area around Rays Den Motel is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in Independence (Wall Street, Center Street) which have no traffic safety controls in the intersections. The roadway is not delineated for directional traffic and the residential area does not have sidewalks for pedestrians.
Recommendations: Denial.
- **Independence Route No. 5 (Jenny's Café to Foothill Road Area)**
Safety Issues: This route starts/ends in the Town of Independence. The area around Jenny's Café is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in Independence (Lily Alley, N. Jackson Street, E. Center Street) which have no traffic safety controls in the intersections. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic. The Inyo County Court House is located adjacent to the route. The route crosses US 395 in a 25/35 MPH zone and continues west through another part of Independence which is densely populated. The route intersects several additional roads with no controls present.
Recommendations: Denial.
- **Independence Route No. 6 (Still Life Café to Foothill Road area)**

Safety Issues: The proposal for this route describes a starting point on Washington Street but shows a starting point on Kearsarge Street. The Still Life Café is located between the Lily Alley and US 395. Patrols using this Café would have to use Kearsarge Street to access the business. This route starts/ends in the Town of Independence. The area around the Still Life Café is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This route uses several streets and intersections in Independence which does not have traffic safety controls in the intersections. The roadway is not delineated for traffic in any direction and the residential area does not have sidewalks for pedestrian traffic.

Recommendations: Approval as test route with in the town.

- **Aberdeen No. 1 (Aberdeen Store to Birch Creek Road)**

Safety Issues: Any use of OHV will cause some disturbance and adversely affect some property owners.

Recommendations: Approval.

- **Aberdeen No. 2 (Aberdeen Resort to Taboose Creek Road)**

Safety Issues: Any use of OHV will cause some disturbance and adversely affect some property owners.

Recommendations: Approval.

- **Aberdeen No. 3 (Tinemaha Road from Aberdeen Station to Division Creek Road).**

Safety Issues: Any use of OHV will cause some disturbance and adversely affect some property owners.

Recommendations: Approval.

- **Big Pine No. 1 (Hi Country Market/Bristlecone Motel to Keough's Hot Springs Resort).**

Safety Issues: This route starts/ends in the Town of Big Pine. The area around Hi Country Market is primarily residential with a fairly high population density. Any use of OHV will likely cause some disturbance and adversely affect some property owners. This route travels next to an equestrian center and the county animal shelter with animals present year round.

Recommendations: Approval as a test route.

- **Big Pine No. 2 (Big Pine Shell Station to McMurray Meadows (INF #33E320)).**

Safety Issues: This route starts/ends in the town of Big Pine. The area around Big Pine Shell Station is primarily residential with a fairly high population density. Any use of OHV will likely cause some disturbance and adversely affect some property owners. This business is accessible from route #1.

Recommendations: Denial.

- **Big Pine No. 3 (Carroll's Market to McMurray Meadows (INF #33E320)).**

Safety Issues: This route starts/ends in the town of Big Pine. The area around Big Pine Shell Station is primarily residential with a fairly high population density. Any use of OHV will likely cause disturbance and adversely affect some property owners. This



DEPARTMENT OF PUBLIC WORKS

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

COUNTY
OF
INYO

Clint Quilter, Director

February 6, 2014

Officer Brian Mackenzie
California Highway Patrol
469 South Main Street
Bishop, CA 93514

Please Consider Safety Determinations of Proposed Combined-Use Routes Involving Both the City of Bishop and Inyo County

Dear Officer Mackenzie:

It is our understanding that CHP did not consider combined-use routes beginning in the City of Bishop and ending off of County maintained roads. Our understanding is that CHP did not complete a safety evaluation on these routes because of an understanding that the City of Bishop would pursue a different course of action related to combined-use routes. This is not correct, the City and County would like CHP to complete a safety evaluation of these proposed combined-use routes.

Please evaluate the following combined-use routes:

- Bishop Route No. 1 from Golden State Cycles to Poleta Canyon Open Area
- Bishop Route No. 2 from Tri County Fairgrounds to Poleta Canyon Open Area
- Bishop Route No. 3 from the Bishop Chamber of Commerce to Poleta Canyon Open Area
- Bishop Route No. 4 from Pizza Factory to Poleta Canyon Open Area

The portion of these combined-use routes inside of the City of Bishop will be designated pursuant to the California Vehicle Code with a total length not to exceed three miles. The portion of the combined-use route in unincorporated areas will be designated pursuant to the Vehicle Code as amended by Assembly Bill 628.

Bishop Alternatives

The County has concerns about the proposed crossing of the Bishop Airport Lease by combined-use routes Nos. 2, 3, and 4. The County is seeking funds administered by the Federal Aviation Administration (FAA) for improvements at the airport. The FAA may not allow the County to designate these routes for use by combined-use vehicles. The applicants are proposing the alternative routes in the event that the County does not designate the routes across the airport. Therefore, we are requesting a safety determination for each of the three possible routes that could be used by Bishop Area Routes No. 2, 3, and 4. An analysis is included of the potential alternative routes entitled "Alternatives A and B for Bishop Area Routes No. 2, 3, and 4."

In accordance with CHP General Order 40.5, information is attached that describes each of these proposed combined-use routes. For Bishop Routes No. 2, 3, and 4, please consider a safety

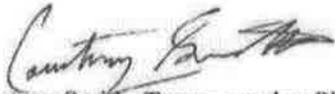
determination for three alternative routes for each route. The three alternative routes are described in the table below.

Alternative Route Summary					
Route	Start Point	Location Where Routes Split	Original Route	Alternative A Route	Alternative B Route
Bishop No. 2	Tri County Fairground	E. Yaney Street and Spruce Street	North on Spruce St	East on Yaney St	South on Spruce St
			East on Yaney St	South on Hanby Ave	South on Hanby Ave
			South on Haul Rd	East on Line St	East on Line St
			South on Airport Rd	East on Poleta Rd	East on Poleta Rd
			East on Poleta Rd		
Bishop No. 3	Bishop Chamber of Commerce	Bruce Street and Spruce Street	North on Spruce St	North on Spruce St	South on Spruce St
			East on Yaney St	East on Yaney St	South on Hanby Ave
			South on Haul Rd	South on Hanby Ave	East on Line St
			South on Airport Rd	East on Line St	East on Poleta Rd
			East on Poleta Rd	East on Poleta Rd	
Bishop No. 4	Pizza Factory	E. Yaney Street and Spruce Street	North on Spruce St	East on Yaney St	South on Spruce St
			East on Yaney St	South on Hanby Ave	South on Hanby Ave
			South on Haul Rd	East on Line St	East on Line St
			South on Airport Rd	East on Poleta Rd	East on Poleta Rd
			East on Poleta Rd		

Each of these proposed combined-use routes meet up at the intersection on Poleta Road and have an endpoint at the Poleta Canyon OHV Open Area. Inyo County and the City of Bishop request that CHP review each of the attached proposed combined-use segment as required by the Vehicle Code, and for those portions of the combined-use routes in the County, as amended by Assembly Bill 628. To view additional background information and copies of all of the route submittals, please see the Planning Department website at http://www.inyoplanning.org/projects/at/AdvTrails_ApplicationSummary.pdf and Inyo County Local Transportation Commission AB 628 Implementation website at <http://www.inyoltc.org/ab628impl.html>.

Inyo County and the City of Bishop appreciate your assistance in this matter. Please do not hesitate to contact Dave Grah, Keith Caldwell, or me if you have questions or concerns regarding this matter.

Sincerely,



Courtney Smith, Transportation Planner
Inyo County Public Works Department

cc: Dave Grah, City of Bishop Public Works Director
Keith Caldwell, City of Bishop Administrator
Captain Andrea Witmer
Dick Noles, ATV Adventure Trails
Randy Gillespie, ATV Adventure Trails
Linda Arcularius, First District Supervisor

attachments: Characterization of each proposed combined-use route per CHP General Order 40.5

Route includes an OHV crossing of US 395 in 35 MPH zone. This business is accessible from route #1.

Recommendations: Denial.

- **Bishop No. 1 (Golden State Cycle to Poleta Canyon OHV Open Area).**
Safety Issues: This combined use segment utilizes roads maintained by the City of Bishop. The segment travels through portions of the City of Bishop in residential areas. The segment utilizes Short Street and Sneden Street, fairly dense residential and commercial highways used primarily by local community members. East Line Street is a main artery used by the entire community to travel from/to the east side of the city from/to the west side. The entire route from Golden State Cycle to the city limits is lined by private homes and businesses. Traffic volume data indicates the highways listed have double the volume of the other routes purposed in unincorporated areas. Any use of OHV will cause disturbance and adversely affect property owners.
Recommendations: Denial.
- **Bishop No. 2 (Tri County Fairgrounds to Poleta Canyon OHV Open Area).**
Safety Issues: This combined use segment utilizes roads maintained by the City of Bishop. The segment travels through portions of residential areas. The route uses dense residential and commercial roads used primarily by local community members. Traffic volume data indicates the highways listed have double the volume of the other routes purposed in unincorporated areas. Any use of OHV will cause disturbance and adversely affect property owners. This route will include crossing US 395 in a 25 MPH zone and utilize roads used to access business hubs such as K-Mart, Vons and Smart and Final. These three businesses are located centrally in one shopping area.
Recommendations: Denial.
- **Bishop No. 2 Alternative (Tri County Fairgrounds to Poleta Canyon OHV Open Area).**
Safety Issues: This alternative route will utilize more residential streets than the original proposal. Impact on the community would be greater than the original route.
Recommendations: Denial.
- **Bishop No. 3 (Bishop Chamber of Commerce to Poleta Canyon OHV Open Area).**
Safety Issues: This combined use segment utilizes roads maintained by the City of Bishop. The segment travels through portions of the City of Bishop in residential areas. The route uses dense residential and commercial roads used primarily by local community members. Traffic volume data indicates the highways listed have double the volume of the other routes purposed in unincorporated areas. Any use of OHV will cause some disturbance and adversely affect property owners. This route will utilize roads used to access business hubs such as K-Mart, Vons and Smart and Final. These three businesses are located centrally in one shopping area.
Recommendations: Approval as a test route.
- **Bishop No. 3 Alternative (Bishop Chamber of Commerce to Poleta Canyon OHV Open Area).**

Safety Issues: This alternative route will utilize more residential streets than the original proposal. Impact on the community would be greater than the original route.

Recommendations: Denial.

- **Bishop No. 4 (Pizza Factory Restaurant to Poleta Canyon OHV Open Area).**
Safety Issues: This Combined use segment utilizes roads maintained by the City of Bishop. The segment travels through portions of the City of Bishop in residential areas. The route uses dense residential and commercial roads used primarily by local community members. Traffic volume data indicates the highways listed have double the volume of the other routes purposed in unincorporated areas. Any use of OHV will cause some disturbance and adversely affect property owners. This route will utilize roads used to access business hubs such as K-Mart, Vons and Smart and Final. These three businesses are located centrally in one shopping area.
Recommendations: Denial.
- **Bishop No. 4 Alternative (Pizza Factory Restaurant to Poleta Canyon OHV Open Area).**
Safety Issues: This alternative route will utilize more residential streets than the original proposal. Impact on the community would be greater than the original route.
Recommendations: Denial.
- **Bishop No. 5 (Browns Town Campground to Poleta Canyon OHV Open Area).**
Safety Issues: This Combined Use Route utilizes a designated crossing of US 395. US 395 at this location has a posted speed limit of 65 MPH. US 395 at this location has four lanes delineated by double yellow lines separating northbound and southbound traffic. Although the proposal directs OHV crossing signs to be erected to warn traffic traveling on US 395 north and south, no speed decrease has been recommended. This portion of US 395 has distinct periods of heavy traffic with a substantial risk to slow moving vehicles attempting to cross this highway.
Recommendations: Denial.
- **Bishop No. 6 (Pleasant Valley Campground to BLM trail segment near Horton Creek Campground).**
Safety Issues: This Combined Use Route utilizes a designated crossing of US 395. US 395 at this location has a posted speed limit of 65 MPH. US 395 is a north/south designated highway, but travels in a true East/West compass direction at this location. The northbound lanes are separated by a 40' center divide made of dirt and brush. After crossing either the northbound or southbound lanes, a stop sign and limit line require stopping before crossing the next set of lanes.
Recommendations: Approval.
- **Bishop No. 7 (Pleasant Valley Campground to BLM trail segment near Tungsten City (BLM Road #31E310)).**

Safety Issues: This Combined Use Route utilizes a designated crossing of US 395. US 395 at this location has a posted speed limit of 65 MPH. US 395 is a north/south designated highway, but travels in a true East/West compass direction at this location. The northbound lanes are separated by a 40' center divide made of dirt and brush. After crossing either the northbound or southbound lanes, a stop sign and limit line require stopping before crossing the next set of lanes. The portion of the route on Saw Mill Road travels adjacent to an equestrian center with animals present year round. Any use of OHV will cause disturbance and adversely affect property owners.

Recommendations: Denial.

- **Bishop No. 8 (Pleasant Valley Campground to BLM trail segment off of Casa Diablo Road.**

Safety Issues: This Route uses Chalk Bluff Road. Portions of Chalk Bluff Road encounter sections of sharp curves along a severe drop directly above the Owens River.

Recommendations: Approval.

- **Bishop No. 9 (Browns Town Campground to road on BLM land between Bir Road and Coyote Valley Road).**

Safety Issues: This route utilizes portions of Schober Lane which travel adjacent to residential homes. This route is used primarily by local drivers to enter/exit the city area by alternate roads. Any use of OHV will likely cause some disturbance and adversely affect some property owners.

Recommendations: Approval.

- **Bishop No. 10 (A segment on Coyote Valley Road between a BLM road (that cuts over to Bir Road) and Inyo National Forest road that continues on from the end of the county maintained portion of Coyote Valley Road).**

Safety Issues: None.

Recommendations: Approval.

- **Bishop No. 11 (A segment on Silver Canyon Road between Inyo National Forest trail segment #06S02G about midway up and trail segment #06S02Q near the top).**

Safety Issues: None.

Recommendations: None – revision submitted.

- **Bishop No. 11- Revised (A segment on Silver Canyon Road between Inyo National Forest trail segment #06S02G about midway up and trail segment #06S02Q near the top).**

Safety Issues: None.

Recommendations: Approval.

- **Bishop No. 12 (A segment on Silver Canyon Road and Wyman Canyon Roads between Inyo National Forest trail segment #06S02Q near the top of the Silver canyon Road and Inyo National Forest trail segment #35E301H).**

Safety Issues: None.

Recommendations: Approval.

- **Bishop No. 13 (Bishop Shell "Y" Mart to Poleta Canyon OHV Open Area).**
Safety Issues: This combined use segment unitizes roads maintained by the City of Bishop. The segment travels through residential and commercial areas used primarily by local community members. Traffic volume data indicates the highways listed have double the volume of the other routes purposed in unincorporated areas. Any use of OHV will cause some disturbance and adversely affect property owners. This route will utilize roads used to access business hubs such as K-Mart, Vons and Smart and Final. These three businesses are located centrally in one shopping area.
Recommendations: Denial.
- **Bishop No. 14 (Britt's Diesel to BLM trail segment off of Casa Diablo Road).**
Safety Issues: Any use of OHV will cause some disturbance and adversely affect property owners. This route proposes a crossing of US 6. US 6 has a posted speed limit of 65 MPH. US 6 consists of two lanes of traffic, one for each direction. It is relatively straight with extended visibility.
Recommendations: Approval.
- **Bishop No. 15 (Britt's Diesel to BLM trail segment in the Poleta Canyon Open Area).**
Safety Issues: None.
Recommendations: Approval.
- **Bishop No. 16 (A segment that connects Britt's Diesel and Inyo National Forest trail segment #06S02G off of the Silver Canyon Road).**
Safety Issues: None.
Recommendations: Approval.
- **Bishop No. 17 (A segment on Wyman Canyon Road between two Inyo National Forest trail segments (#35E301H and #06S01H)).**
Safety Issues: None.
Recommendations: Approval.
- **Bishop No. 18 (A segment on Redding and Black Canyon Roads between the Poleta Canyon OHV open Area and trail segment #07S16 at the end of the Black Canyon Road).**
Safety Issues: None.
Recommendations: Approval.

Pat Gunsolley

From: Chris Perske <2perskes@gmail.com>
Sent: Friday, January 09, 2015 6:00 PM
To: Pat Gunsolley
Subject: ATV trails

I am opposed to ATV trails in the area. I visit the Eastern Sierras most summers for hiking, backpacking, bird watching and naturalist activities. ATV riders tend to be unconcerned with environmental impacts, cultural and biological resources, water quality and peace and quiet. There are responsible riders but even they would have negative impacts on this wonderful area. The trail developers want to make money and are probably not sensitive to the impacts mentioned here. I hope you will not approve their permit.

Sincerely,
Doug Perske
156 Bull Creek Ln
Cohasset, CA 95973

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2015 JAN 12 AM 9:52
INYO COUNTY
ADMINISTRATOR
CLERK OF SUPERIOR COURT

Pat Gunsolley

From: Hardin <joehardin@earthlink.net>
Sent: Friday, January 09, 2015 2:56 PM
To: Pat Gunsolley
Cc: Elaine Kabala; r9.info@epa.gov
Subject: Adventure Trails System of the Eastern Sierra Public Hearing Notice - January 22, 2015

To the Inyo County Board of Supervisors:

Please do not approve the application for the proposed ATV Adventure Trails of the Eastern Sierra Project to Inyo County on October 12, 2012.

Please protect the wildlife, air, hikers, etc...from the noise, pollution and destruction caused by ATVs, 4x4s, motorcycles, etc...

Thank you,
Joe

Joseph Hardin
2349 Pier Ave
Santa Monica, Ca. 90405

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CLERK OF THE BOARD

Bishop 1-4-15
To Inyo County BOS

Please note NO on ATV adventure trails.

For uncertain gain you risk permanent damage.

It only takes a few bad apples!
Our area is not like Utah.
Witness the random trails on the eastside.

ATV is fun for transportation but often used for racing.

Please do what is good for the country
not what is good for a small
special interest group!

Sincerely Hans Steenberg.

Mr. Hans Steenberg
251 S Warren St Spc E1
Bishop CA 93514

CLERK OF THE BOARD
ADMINISTRATOR
INYO COUNTY

2015 JAN -6 PM 4:19

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Frank Stamey
2630 Irene Way
Bishop, CA 93514

January 2, 2015

Dan Totheroh
District 1 Supervisor
PO Drawer N
Independence CA 93526

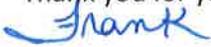
Dear Supervisor Totheroh,

I am writing this letter of support for the Adventure Training Program. I believe the "silent majority" of the Owens Valley residents are either for the program or don't have a problem with it.

I find it very interesting that the few folks that are against the program (based on letters to the editor) are the same small group that are opposed to all choices in recreational activities except their own.

I urge the Board to ignore the letters from the organized groups and people from out of the area.

Thank you for your consideration,


Frank Stamey

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INYO COUNTY
ADMINISTRATOR
CLERK

Lone Pine Paiute-Shoshone Reservation

P.O. Box 747 • 1103 South Main Street

Lone Pine, CA 93545

(760) 876-1034

Fax (760) 876-8302

Web Site: www.lppsr.org

December 22, 2014

Inyo County Board of Supervisors
PO Box N
Independence, CA 93526

Re: The Adventure Trails System of the Eastern Sierra

Dear Honorable Inyo County Board:

The Lone Pine Paiute-Shoshone Reservation (LPPSR) appreciates the opportunity to comment on the Adventure Trails project before you. Our main concern is the potential for increased air pollution throughout the valley.

This 'pilot project' is designed to encourage increased driving on the dirt roads outside of each of the valley's communities with non-street legal vehicles; essentially quads and motorcycles. Proponents point to the enhanced commercial benefit to businesses that could result. For this to be a measurable increase, a large number of non-resident, off-road enthusiasts must be attracted to Owens Valley. This project's goal, therefore, ensures a significant reduction in our air quality. Presumably, this board recognizes the trade-off they will be making by approving the proposal.

Much of the Owens Valley is designated a Serious Non-Attainment Area by the EPA for PM_{10} dust emissions. Decades of legal action, 15 years of construction and nearly \$1.5 billion later, the largest source, Owens Lake bed, is approaching mitigation success. But, the costs and maintenance will be perpetual. How can Inyo County representatives consider authorizing a new project with the undeniable result of *increasing PM_{10} dust emissions?*

On November 4th of this year, two members of this board, who also sit on the Great Basin Unified Air Pollution Control District Board, asked for permission to address what they see as inequity in the balance of the District Board's vote distribution. One of the two major concerns expressed is the perceived territorial investment that some District Board members have when issues of Owens Lake are addressed. Quoting from the minutes of that meeting, " ...the introduction of this topic was to initiate the discussion regarding the best way for the Inyo County Fifth District constituency, who live around the Owens Dry Lake, to be represented." This was in regard to protection from air pollution, not economic development.

At the subsequent November 7th District Board meeting, this issue was on their agenda. Again, Inyo County's representatives reiterated concern that they could not effectively address air pollution problems occurring in Inyo County due to the distribution of votes (2 for each of the three

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counties) – that Inyo County is “underrepresented” in decisions that affect Owens Valley. Again, this was about air pollution and not economic development.

The Adventure Trails EIR concludes that dust generation will be significant. Approving this project, then, will contradict the key reason that this Board seeks to gain more voting power in our air district decisions. We respectfully request that you be consistent in this regard, and maintain your stand on air quality.

Sincerely,



Mary L. Wuester, Tribal Chairperson
Lone Pine Paiute-Shoshone Reservation

Pat Gunsolley

From: Connie Beck <holisticgardener@gmail.com>
Sent: Wednesday, December 31, 2014 9:21 PM
To: Pat Gunsolley
Subject: Adventure Trails of Eastern Sierra

Terrible idea! Smog causing noisy vehicles in a pristine area, tearing up the landscape. There are other places for people with a desire to roar around like maniacs. Don't give up the Owens Valley to them.

With respect,

(Mrs.) Connie Beck
1077 Vista Madera Lane
El Cajon, CA 92019

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ADMINISTRATOR
CLERK OF SUPERIOR COURT

Pat Gunsolley

From: Geo <geomilo@yahoo.com>
Sent: Friday, January 02, 2015 9:44 PM
To: Pat Gunsolley
Subject: Adventure trails comment

Please include my comment to the adventure trails pilot program. Let's give it a chance, the fear by many of giving a new idea a try is disappointing. A pilot program is just what it means an opportunity for an idea to have a chance for success. If it doesn't work or modifications are needed then they can be addressed. How will we know if we don't try. Let's give it a chance.

George milovich
824 Barlow Ln
Bishop ca.

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CLERK DE W. F. BOGARD

Inyo Board of Supervisors
from Donna Trullinger
for Trullinger Est/Trust
170 W. Crocker

12-28-14

P.O. Box 697 Big Pine 93513

I object to Crocker Ave. being used as a
combined-use route.

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CLERK

- 1) I feel it will reduce property values
- 2) The noise which I already experience with the current rate of off road vehicles illegally on Crocker from Bristle Cone Motel & Hi Country Market. We have dirt area rather than curbs & they use that sometimes kicking up a lot of dust and when I have my front door open, I have needed to step in the middle of phone conversations and wait until they all pass in order to hear.
- 3) Now that Big Pine Chevron is closed there will be more traffic on Crocker rather than Baker Rd.
- 4) Difficulty in enforcement, that I would prefer to be used for other problems.
Find a route to Big Pine Motel & Store - gas station that travels only on Baker Rd.

Donna Trullinger for Trust/est.
PO Box 697 Big Pine CA 93513



John G. Boothe, 310 Sunland Dr., Bishop, CA 93514

December 27, 2014

Inyo County Board of Supervisors
PO Drawer N
Independence, CA 93526

Honorable Members of the Board,

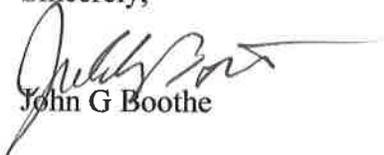
I have stayed out of the "Great Debate" regarding the ATV Adventure Trails program up to this point but would like to briefly express my views at this time.

I believe this is a great idea for all concerned. I believe it would be a boon financially to the economy of Inyo County as well as a great benefit to a lot of people who would not be able to enjoy this type of recreation at all without it. As has been repeatedly stated it is a trial program and will be closely watched by all concerned and I believe any "bugs" that may come can be dealt with as they occur resulting in an excellent program in the end. I feel that the regulations that have been proposed will serve to keep things well under control. I have also noticed that a lot of the negative comments that I've seen come from people who do not even reside in this area and I hope you will take that into consideration as well.

This is a wonderful opportunity for a great many people and I feel it would be a real tragedy if we don't at least give it a try.

Thank you for your consideration.

Sincerely,


John G Boothe

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INYO COUNTY
ADMINISTRATOR
CLERK

Inyo County
Board of Supervisors
P. O. Drawer N.
Independence, Ca 93526

Dear Board Members:

My wife and I support
the proposed adventure trails.

The offering of the proponents
to manage and organize
this program ^{is a start} The Bureau
of Land Management and
Forest Service have neither
the where-with-all or
inclination to field manage
A.T.V. use. A trial period
of 2 or 3 years would
be helpful

There are two kinds of
environmentalists; one studies
the issue and judges
based on facts, enviro-concern
and hopefully fairness,
the other is against anything
that is proposed.

Respectfully,

Gail Frampton
1643 Shoshone Dr.
Bishop

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