



Regular Meeting Summary
October 20, 2011
4:00 p.m. to 5:30 p.m.
Mammoth Lakes Library Ellie Randol Reading Room

- A. Call to Order:** Mammoth Lakes Trails and Public Access Foundation (MLTPA) President and CEO John Wentworth called the meeting to order at 4:05 p.m. in the Mammoth Lakes Library Ellie Randol Reading Room. Also in attendance were Mammoth Trails Charter Members Malcolm Clark (Sierra Club), John Armstrong (Eastside Velo), Forrest Cross (Friends of the Eastern Sierra Avalanche Center), Zachary Ergisti (Disabled Sports Eastern Sierra), and Jonathan Pierce (Mammoth Track Club); reporter Andy Geisel (*The Sheet*); TOML Wildlife Specialist Steve Searles, Recreation Manager Stuart Brown, Recreation Commissioner Bill Sauser, Town Council member John Eastman, and Town Council Mayor Pro Tem Matthew Lehman; Trail Program Coordinator Marty Hornick (Inyo National Forest); MLTPA Community Engagement Director Kim Stravers, GIS Coordinator Chuck Megivern, and paid intern Jill Morrison; Danna Stroud (Strategic Marketing Group); Joe Parrino and James Connolly (Mammoth Motorcycle Club); Jon Crowley (Eastside Ski Running); Chuck Lande (Chadmar/Snowcreek); Darryl Lazar (private citizen); Craig Clingenpeel (private citizen); and Megan Mahaffey (private citizen).
- B. Additions to Agenda:** No additions were made to the agenda.
- C. Organizational Items**
1. **Acceptance of September 15, 2011, Meeting Summary (*attachment*):** Malcolm Clark noted that he sent comments to Kim Stravers. By consensus of the Charter Members present, the summary was accepted as submitted.
- D. Special Updates**
1. **Town of Mammoth Lakes Trail System Master Plan:** Mr. Wentworth stated that the Trail System Master Plan was adopted at the Town Council meeting on Wednesday, October 19, 2011.
 - a. **TSMP CEQA/Adopted!** This item was addressed in item D1, above.
 - b. **MLTPA Party at Westin October 22:** This item was not addressed.
 2. **Motorized Recreation and the Mammoth Lakes Trail System**
 - a. **Travel Management Implementation:** Mr. Wentworth noted that the OHV discussion should focus on OHV within the Mammoth Lakes Trail System. Marty Hornick opened this agenda item with a PowerPoint presentation.
 - i. **What Led to It:** Mr. Hornick gave a history of the current Travel Management Decision, explaining that it was made for the entire Inyo National Forest (INF) and that every forest in the United States has been mandated to go through the same process. Mr. Hornick noted that inventorying INF roads began in 2003, followed

by analysis and public involvement. The final decision was made by INF Forest Supervisor Jim Upchurch in 2009, at which point the Motor Vehicle Use Map (MVUM) was created. Mr. Hornick stated that the California Trail Users Coalition (CTUC) has since made a more user-friendly OHV recreation map that contains most of the legal routes and does not represent any illegal routes. In creating their Management Plan, the INF looked at resource concerns and land-management conflict. When the INF released their alternatives, a group of interested locals—representing both motorized and non-motorized interests—who were not completely in agreement with the alternatives came together to form the Collaborative Alternative Team (CAT) in order to develop what they considered a more balanced and informed alternative. Most of the routes identified in the CAT alternative were included in the Final Decision. The Final Decision added 1,007 miles of roads and trails to the system. Mr. Hornick emphasized that thanks to the INF's ability to undertake mitigations, the INF was able to put routes in the system that were not entirely resource-stable. The INF had prescribed mitigation in the decision's Environmental Impact Statement (EIS). The EIS identified critical routes and counter-balanced the inclusion of these routes in the Final Decision with mitigation measures.

- ii. **What's Going on Now:** Mr. Hornick explained that the INF now has 2,360 miles of motorized trails and roads, only 150 miles of which are maintained for passenger cars and more than 300 miles of which are motorized trails. The INF is currently doing mitigation work, including sign placement, barrier construction, soil hardening, creek-crossing improvements, weed treatments, maintenance timing, meadow stabilization, drainage, and work on seasonal restrictions. Questions were raised about the implementation of the decision, the safety of barriers, and the ability for non-motorized users to access closed roads. Mr. Hornick explained that the INF was originally doing high barricades, but is now using barriers 18 inches or lower. He added that the INF would like to work on areas where there is known mountain-bike use to make sure there is an entry so that bikes and other non-motorized recreationists can still use them. To date, 45 percent of closures have been completed across the forest. Mr. Hornick noted that the INF will refine the process as they proceed, and he emphasized that the INF is open to suggestions. It was suggested that the assembled group think about how we finish the implementation process and bring in the missing education and information components. Mr. Hornick noted that the INF has three years to implement this program. He stated that while the INF is not required by national Travel Management rules to partake in educational and outreach efforts other than the creation of the MVUM, the INF is attempting to disseminate information to the public. The INF is trying to do more by putting signs up at open trails, and by next summer they hope to provide users with map data loadable into GPS units so that people will know which trails

are legal. USFS funds are extremely limited and the INF is therefore tapping into other funding sources to implement this program. Mr. Hornick noted that state grants are also highly limited and heavily audited and that money for education and safety is especially difficult to secure. Questions were raised about where money was coming from to fund the closures. Mr. Hornick explained that only 15 percent of grant funds come from the "green-sticker fund" (OHV registration fund). The rest of the money comes from a gas tax. Mr. Hornick noted that the INF is trying to use this money to improve the system and preserve the local natural resources. He stated that Friends of the Inyo (FOI) has been helpful in implementation and that they were awarded a grant of \$600,000 by the state to be used over a three-year period for travel-management implementation. The INF and FOI set up a coordination effort such that the INF plans and supervises FOI's work. Mr. Hornick noted that the state grant cycle opens January 12, 2012, and that training courses are available to any individual to learn how to apply for grants. Mr. Hornick encouraged the attendees to apply for the grants. Questions arose about opportunities to put in singletrack that is missing to create loop trails. Mr. Hornick stated that there are still opportunities to create new trails outside of the Travel Management Decision and Implementation. Mr. Wentworth noted that the opportunity exists to put a system together that can work for all users. He suggested having a motorized summit in the coming months, focusing efforts on motorized opportunities. It was agreed that there should be a winter summit, likely in early January 2012, and a summer summit, likely in March 2012.

Mr. Wentworth further noted that Mammoth Trails is a forum to organize user groups and to provide an opportunity to discuss user activities within the Mammoth Lakes Trail System (MLTS). He confirmed that Mammoth Trails and MLTPA are liaisons between all trail users and the Town and explained that Mammoth Trails can provide support to user groups who seek it. An attendee noted that Mr. Wentworth and MLTPA have reached out to the OHV community throughout the week and that the OHV community should take advantage of this opportunity. Ms. Stravers explained that part of MLTPA's role in Mammoth Trails is to track grant opportunities and inform members of these funding sources and cycles.

- b. **Shady Rest and Scenic Loop Staging Areas:** Mr. Wentworth noted that there will be more information to come on this item in the coming weeks.
 - i. **Improvements for Managing Winter and Summer Use:** This item was not addressed.
- c. **Dick Noles' Adventure Trails:** Mr. Wentworth asked the group if there is interest in regional OHV opportunities like the statewide trail systems that bring users from town to town in Vermont and the Midwest. The consensus was that there is interest in such a system.

- i. **Potential Effects on Future Motorized Management in Inyo and Mono Counties:** This item was not addressed.
- d. **Summit for Motorized Recreation:** This item was not addressed.
 - i. **Future Opportunities to Shape the System:** This item was not addressed.

E. TOML Business

- a. **RecStrats Adopted:** This item was not addressed.
- b. **Measure R Fall 2011 Funding Cycle:** This item was not addressed.
- c. **Budget Process and Lawsuit Settlement:** This item was not addressed.
- d. **Inaugural Documents of Authority:** This item was not addressed.
- e. **Third-Quarter Report to TOML from MLTPA:** This item was not addressed.

F. Mammoth Trails Website Data Development: This item was not addressed.

G. Summer of Stewardship 2011 Wrap-Up: This item was not addressed.

H. Mammoth Biathlon Feasibility Study: This item was not addressed.

I. Announcements and Updates: This item was not addressed.

J. Requests for Future Agenda Items: This item was not addressed.

K. Next Meeting: Thursday, November 17, 2011, 4–5:30 p.m., Mammoth Lakes Library
Ellie Randol Reading Room

L. Adjourn: With no further time to address the remaining agenda items, the meeting was adjourned by consensus of the Charter Members at 5:40 p.m.