

Collaborative Alternative Team Statement and Findings  
Presented to Inyo National Forest April 7, 2008

**The Route Designation Process**

Across America's National Forest lands, the United States Forest Service has committed to the designation of a manageable and sustainable system of roads, trails and areas for motor vehicle use. Known nationally as Travel Management, but locally as "Route Designation", this process of designating a legal network of roads, trails and areas began in 2002.

From 2002 to 2005, Forest staff worked to map all current motorized routes across the Inyo National Forest. The Forest Service first made maps of this route inventory available in 2004, and subsequently made a significant effort in gathering substantive public input on this inventory – information on specific routes, omissions from the inventory, and others.

Of the 3,760 miles of routes inventoried by the Forest Service and commented on by the public, 1,240 miles are considered system routes (routes with sufficient legal documentation to give them status as National Forest System roads), 1,830 miles are non-system routes (routes which may currently be in use, but lack any legal documentation to make them a system road), and 690 miles of non-Forest routes crossing Forest Land (routes maintained by Counties or across private land).

The goal of the Travel Management Process is to designate "a stable, sustainable system of roads, trails and areas for people using motorized wheeled vehicles on National Forest lands and curtail cross-country use which leads to route proliferation and resource damage" (Inyo National Forest) out of the current 3,760 miles of inventoried routes. The Travel Management process evaluates each non-system route with a set of Travel Analysis Criteria developed in cooperation with a diverse group of public stakeholders earlier in the planning process (see Appendix A). This criteria weighs both individual concerns with the potential benefits of a given route. Routes deemed worthy of designation are then proposed for addition to the system. Routes not proposed for addition to the system will not be shown on the Motorized Vehicle Use Map.

In fall of 2007, the Inyo National Forest released a draft Proposed Action. Basically, this was the Forest's first cut at a proposed designated system based on Forest Service specialists' review and nearly four years worth of public comment. As with almost any Proposed Action, the Forest's PA was met with broad interest.

**Role of the Collaborative Alternative Team**

With over 5,000 individually numbered routes making up a network of well over 3,700 miles of route, arriving at a sustainable and manageable system of roads, trails and areas for motorized use across Forest land which provides motorized access for everyone presents a significant challenge.

To facilitate constructive and substantive dialogue surrounding this issue, the Desert Mountain Resource Conservation and Development District convened a broad group of local stakeholders in early March of 2008.

The Travel Management Collaborative Alternative Team (CAT) convened to “determine if there are mutually acceptable options for trail routes on the Inyo National Forest that provide for safe and environmentally responsible use.” The CAT sat down for many March nights and systematically poured over the Inyo National Forest’s route inventory and proposed action maps to reach agreement on a network of routes and trails for inclusion in a proposed community-supported alternative.

To facilitate discussion, the CAT agreed on a “Three Bucket” approach to consensus. Bucket One included routes on which the group agreed to a specific action for a specific route or set of routes (retention as an addition to the system, removal from the system, addition with mitigation.). Bucket Two contained routes where the group found agreement, but the specific route may require mitigation. Bucket Three contained routes where the group could not find agreement. Bucket Three allows for specific routes and associated concerns to be recorded.

At the end of the process, Bucket One proved to contain the majority of the group’s specific discussions. Specific recommendations were recorded, individually numbered, described and mapped according to each Focus Area. A list of these recommendations by Focus Area is included as Appendix B. A set of Focus Area maps is also included as an attachment to Appendix B

CAT meetings were open to the public, but to facilitate constructive discussion most conversation was primarily conducted by a core group of citizens representing a broad swath of the public lands community. Each member brought a significant amount of local, route specific knowledge to the table, and many members have been actively involved in Forest management decisions for decades.

Collectively, CAT members have given hundreds of hours to this collaborative process in the hopes of moving beyond traditional philosophies and working together to craft a community driven alternative built on local knowledge and supported by local buy-in. CAT members committed themselves to focus on site-specific discussion and always make decisions based on the best information available. These discussions occurred in an atmosphere of good faith, mutual respect and trust. When it was clear the CAT would not agree on a specific area, CAT members agreed to disagree and move on.

Through this process the CAT has agreed to recommend proposed trails for addition to the route system that bisect Inventoried Roadless Areas (IRA), as well as routes for closure in densely roaded areas. Among the various CAT members, concerns still remain surrounding the potential loss of some routes that are not proposed for designation in IRAs, as well as the high density of routes proposed for addition in heavily roaded areas. No CAT member or group received all they wanted; that is the spirit of compromise and a sign of measurable success.

Again, the goal of the CAT, collectively, and its members, individually, was not to “win” or “beat” anyone or anything. The goal was to use our local knowledge to create a designated system of roads, trails and areas across the Inyo that works for people and the land.

### **Statement of Findings**

We, the undersigned, do hereby submit to Inyo National Forest Supervisor Jim Upchurch the following general and route specific findings for consideration in the current Travel Management process:

1. We recognize and extend our appreciation to the Forest Service for their demonstrated willingness to solicit and weigh substantive public comment with regard to the designation of motorized routes, trails and areas across the Inyo National Forest. The Inyo has set a high standard, and we thank them for their dedication.
2. We believe that recreation and utilization of our surrounding public lands is not only critical to sustaining our region’s economy, but also central to our region’s culture – the resources and opportunities afforded to us by our local public lands form the foundation of our local quality of life and shape our customs, and are valued and enjoyed by millions of visitors each year.
3. We believe that adoption of a well-designed, legally designated system of motorized roads, trails and areas is the best method to ensure continued motorized access to our public lands while conserving our area’s water, wildlife and recreational diversity.
4. We agree that a full-sized motorized vehicle trail constitutes “A discernable pathway across Forest Land authorized by a legal document subject to the minimum maintenance necessary to protect public resources and managed to maintain an off-highway travel experience.”
5. We pledge to individually and collectively support and advocate for the proposed site specific recommendations developed by the CAT, through the Travel Management public process, as well as through any relevant future public lands management actions.
6. We acknowledge that our mutual agreement is restricted to the specific recommendations contained in Appendix B, and does not extend the CAT’s support or opposition to any other current or future general or specific public lands management action.
7. We acknowledge that the site-specific agreements arrived at by the CAT are recommendations for a proposed community-supported alternative that will be analyzed through the ongoing National Environmental Policy Act process for Travel Management on the Inyo National Forest and are not decisional in nature. We recognize that any final approved alternative designating a motorized system may include different proposed actions for specific routes identified by the CAT.

8. We agree to encourage substantive public input and constructive dialogue surrounding the Forest Service Travel Management process and avoid polarizing statements and positions which distract from the stated goal of creating a designated system of roads, trails and areas for motorized use on the Inyo National Forest by the end of 2008.
9. We recognize that we did not agree on every route nor bridge every philosophical gap, but we do agree that the best route to preserving what we love on the Inyo National Forest is to figure out how to work together to create and sustain real change on the ground. We hereby agree to jointly organize and promote at least one community volunteer project each year on National Public Lands Day (each September) to celebrate our shared public lands heritage.

Respectfully submitted by the signatories shown on the following page.

Appendix A: Travel Analysis Criteria

Appendix B: Community Alternative Team's Specific Recommendations by Focus Areas and Maps

# Travel Analysis Criteria

## Developing the Proposed Action

<b>Concerns and Risks</b>	<b>Benefits and Access Need</b>
<p style="text-align: center;"><b><u>Resource Values</u></b>  <i>Unique concerns affecting this route.            Specific resources affected by this route</i></p> <ul style="list-style-type: none"> <li>• Cultural or Historic resources</li> <li>• Soils, Erosion, Watershed condition</li> <li>• Vegetation</li> <li>• Wildlife</li> <li>• Road Density</li> <li>• Vegetation Recovered</li> <li>• Visuals</li> </ul>	<p style="text-align: center;"><b><u>Destination Opportunities</u></b>  <i>What's at the end of the route?            Why are people going here?</i></p> <ul style="list-style-type: none"> <li>• Campsites</li> <li>• Day use area – Picnics, fishing, swimming</li> <li>• Fuel wood gathering</li> <li>• Views and Vista points</li> <li>• Unique or unusual features</li> <li>• Historical Structure or Feature</li> <li>• Hunting</li> <li>• Tribal uses</li> </ul>
<p style="text-align: center;"><b><u>Direction, Law, Forest Plan</u></b>  <i>Consistency with overriding laws, direction,            policy.</i></p> <ul style="list-style-type: none"> <li>• Travel Management Rule - Minimum System</li> <li>• Wilderness areas, non-motorized direction</li> <li>• National, Regional and Forest Guidance</li> <li>• Conflict with Laws</li> <li>• Memorandum of Understandings</li> <li>• Forest Plan Consistency</li> </ul>	<p style="text-align: center;"><b><u>Administrative Needs</u></b>  <i>Commercial, specially permitted, and USFS            access.</i></p> <ul style="list-style-type: none"> <li>• Legal Rights of access</li> <li>• Commercial Permits (Mining, Timber, Grazing, Honey, etc.)</li> <li>• Research and other Special Use Permits</li> <li>• Fire suppression, Fuels Reduction</li> <li>• Wildlife improvements – guzzlers, water, etc</li> </ul>
<p style="text-align: center;"><b><u>Management Considerations</u></b></p> <ul style="list-style-type: none"> <li>• Maintainability/Stability/Sustainability</li> <li>• Cost and budget considerations</li> <li>• Likelihood and cost of mitigation</li> <li>• Maintenance by Non-Forest entities</li> <li>• Proximity to alternate route (Duplicate/Parallel)</li> <li>• Public Safety</li> <li>• Private Property - Rights-of-Way.</li> <li>• Conflicts – Motorized and non-motorized</li> </ul>	<p style="text-align: center;"><b><u>Travel Experience/Need</u></b>  <i>Experience while on route. Unique travel            opportunity.</i></p> <ul style="list-style-type: none"> <li>• Unique setting, exceptional route location</li> <li>• Particular type of vehicle</li> <li>• Challenge/ease/difficulty</li> <li>• Historical value of road</li> <li>• High demand, use</li> <li>• Primary/Arterial route</li> <li>• Key to connecting loops or arterial routes.</li> </ul>

**Considerations for determining need for routes in high density areas:**

- Route is in a high density area, with many routes going to same general area.
- Route has no identified or evident unique opportunity.
- Changed purpose (for instance: skid trail in an area no longer logged).
- Parallel/Duplicate – provides exact or very similar purpose as adjacent route.
- Terrain features and geography do not provide experiential/visual separation from nearby routes.
- Very low evidence of use compared to others in very close proximity.
- Recovering due to lack of use (heavily overgrown).
- Identified resource concern compared to others in high density area.
- Substantial concerns/issues identified by public and/or agency staff.

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: Mono / June Lake #1**

**Date: 4-2-08**

<b>Route Number</b>	<b>Recommended Action</b>	<b>Rationale for change or Reason for Contention (What should FS consider?)</b>
U01S163	#1 Retain to junction of U01S164 to junction of system road 01S152	Well-defined road used as groomed snowmobile route from June Lake Junction.
01S24	#2 Remove from system at forest boundary MAP CORRECTION	Already gated and closed
U01N129	#3 Retain from system road as full-sized vehicle trail	Manageable as trail; vista outlook; campsite access
U01N129	#4 Remove spur to system road 01N16	Leading to proliferation in Upper Horse Meadows
UN56, UN57, UN58	#5 Retain all three	Desired parking with access to Ellery Lake; UN56 paved
U02N135 and U01N100	#6 Retain as full-size vehicle trail (spur not included)	Recommend seasonal gate/closure near U01N100 from July 1 to November 15– location TBD by Mono Basin OHV rangers U01N100 provides 4WD access for hiking to Saddlebag and Warren lakes
01N110	#7 Recommend removal	Sandy hillclimb

Blue edits – pm 4.4.08

Accepted 4/6/08 DS

## Collaborative Action Team Focus Area Summary of Discussion

**Focus Area: Mammoth West #2**

**Date: 3-25-08**

Route Number	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
U04S156	#1 Retain as full-size vehicle trail from system road, ends at U04S157	Great overlook to Convict and Eastern Sierra
UN1477	#2 Retain as full-size road to roadless boundary	Hunting access
U04S142	#3 Retain to U04S143 to U04S145 as full-sized vehicle trail	Wildlife viewing; destination campsites
U04S134	#4 Retain as full sized vehicle trails to campsites	Access to destination campsites
U04S135		Important Laurel Lakes route crosses into designated wilderness; published 4WD route
U04S133	#5 Retain as full-sized vehicle route	Mitigate with hard close at new identified ending spot
UN1255	#6 Retain as full-size	Access to Mammoth Meadows
UN1084	#7 Remove from designation	Routes don't go anywhere
UN1085		
UN794	#8 Designate to bridge; 03S127 system road to south	Designate constructed bridge over Deadman Creek
U03S127	#9 Close system road @ natural turnaround near U03S360	
02S50	#10 Retain as full-size vehicle trail @ natural turnaround	
U02S207	#11 Remove from proposed system	Unmanageable routes
U02S208		
U02S209		
U02S210		

Blue line – pm 4.4.2008

Final edit 4.6.08 DS

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: Mammoth East #3**

**Date: 3-20-08**

<b>Route Number</b>	<b>Recommended Action</b>	<b>Rationale for change or Reason for Contention (What should FS consider?)</b>
U04S171	#1 Retain from County Road and Connect with U04S324	Good 4X road and only access to view area on top of ridge from County Road by airport.
03S626	#1 Remove from system	Bad hill climb
U03S625	#1 Retain this road as full size trail	Connects roads on top of ridge that are in this proposal
U03S490	#2 Retain this road as full size trail	Connects two roads for loop opportunity.
U03S473	#3 Retain this road as full size trail	Exceptional 4X route – hill climb
March 25, 2008		
U03S510	#4 Retain as system road to BLM boundary	Access to hot springs; hunting access, main route to Owens Valley Rd
U03S521	#5 Retain to connect with UN3010	Provides disabled hunting access
U03S511	#6 Retain to lookout	Creates system loop
U03S512	#6 Retain to 03S518	
03S03A	#7 MAPPING CORRECTION Retain as full-size 4WD to U03S387, U03S388, U03S389	
U03S579	#8 MAPPING CORRECTION to U03S560	Does not include spur; shown as proposed connection as part of lookout loop
U02S464	#9 MAPPING CORRECTION Retain as full-size to connect to system route	
U02S466	#10 Retain as full-size	Need to mitigate tree blockage issue; creates system loop
U02S172	#11 Remove	Stirs pumice into creek creating problems downcreek, crosses wet area
U02S173		
U02S418	#12 Retain to proposed (U02S419)	

Redline edit 4/2/08

Final edit 4/6/08DS

## Collaborative Action Team Focus Area Summary of Discussion

**Focus Area: Glass Mountains #4**

**Date: 3-20-08**

Route Number	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
U03S600 U03S601	#1 Retain these routes as full-size vehicle trails	Main corridor thru this area, connection to Benton Crossing. Currently heavily used road. (USGS has permission to use road to access monitoring station) Access to sheep camp.
U03S613	#2 Retain to junction of U03S603 – close remainder and all spurs	Route to campground and loop out
U02S581 UN1321 U03S597	#3 Retain these three routes as full-size vehicle trails. Route U02S581 retain from north to junction of U03S597, then change thru route on to U03S597	Different routes that are “needed”, heavily used.
U03S595 U03S596 U03S581	#4 Proposal to Retain these roads landed in BUCKET 3 – no agreement	Disagreement. Due to so many roads in this area.
U02S614 UN1319	#5 Retain these trails and the east side of UN1319 to connection with system	Good 2 track, Loop opportunity, Connection of system roads. Access to Cabin
01S520	#6 Remove from system	Road is over grown and hardly visible.
U02S568	#7 Retain between system roads	Connector between two system routes.
01S509	#8 Remove south west section of this road out side of aspen trees in section 1	No turn around beyond this spot, and is going thru meadow area.
U01S525	#9 Retain this trail to system trail 01S518	Creates loop, and is heavily used route. (Repair required in section 17 in wet section/hardening)
Section 25	#9A GENERAL STATEMENT – popular trails for wooding – NO SPECIFIC AGREEMENT	These trails are used for wood gathering, but no specific agreement.
U02S539	#10 Retain due to popularity of the use of this road. (Possibility of mitigation due to high heritage by creating a bypass around heritage sites, or possibility of interpretative resource)	Heavily used road, the only route available on back side of river. Used to pick up hunters walking down off the ridge from Ford springs.
U01S476	#11 Retain road to the “S” in springs.	Camping area, wood gathering, and spectacular viewing of aspens.
U02579	#11 Remove from proposed system NOTE – I am sure we discussed this proposed non-system route on the south end of Sentinel Meadow, not sure why it wasn’t captured	Route overgrown, down creek, main route for camping is U02579 – See FOI comment photo #55 for documentation
01N26	#12 Remove system road	People illegally accessing crater tops. Closing this road will ease enforcement.

## Collaborative Action Team Focus Area Summary of Discussion

U01S449	#13 Retain to lookout as full-sized trail	Good lookout spot
U01S191	#14 Retain as full-size trail to U01S196; retain U01S196 to end	

Redline edit 4/2/08

blue edits Paul Mc 4/4/2008

Final edit 4.6.08DS

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: Pizona #5**

**Date: 3-20-08**

<b>Route Number</b>	<b>Recommended Action</b>	<b>Rationale for change or Reason for Contention (What should FS consider?)</b>
U01N327	#1 Retain to the edge of roadless boundary	Access to packer camp and turnaround
U01N182	#2 Retain as full size road	Creates a loop connection in NON-IRA area. Wild Horse viewing area (no spurs)
U01N181		
01N346	#3 Retain Road	Disagreement (Bucket #3) This road is in NON-IRA area that has a destination of ponds, and is used for deer hunting
Pizona County Road	#3A GENERAL STATEMENT - Mitigation	Wet area – perform mitigation on from road 01N157 to Pizona town site
U02N137	#4 Retain to junction of U02N131 Remove from this junction south, along with U02N131	Retain this section as it is a main thru road to the granite mtn area. Reason to remove south section of U02N137 is it is overgrown
U01N210	#5 have USFS examine if this road can be connected in section 14 on railroad bed, connect if possible.	Road may need mitigation and is a connection road
01N64	#6 GENERAL STATEMENT- Find if road has a connector	No connecting road between these 2 roads
01N339		

Redline edit 4/2/08

Final edit 4.6.08DS

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: Casa Diablo – North (6)**

**Date: 3-18-08**

<b>Route Number</b>	<b>Recommended Action</b>	<b>Rationale for change or Reason for Contention (What should FS consider?)</b>
UN1506	#1 Propose to close	“Barely there” road and Round Valley deer herd migratory route
UN1456	#1A NO ACTION TAKEN, BUT RUNS ALONG FRINGE OF IRA – Bucket 3	
UN2939/UN2940 UN1371/UN1372	#2 Retain as 4wd road	Pinon gathering, wood gathering, access to campsites, sheepherder uses for access to water animals (tank truck)
UN1715	#3 Retain	Part of loop from Chalk Bluff; DWP transmission road; published Sneakers loop
UN1406	#4 Retain as full-sized vehicle trail up to UN1408 through Section 3 to edge of map	Access to Tower Mine; connector road over Banner Ridge
UN1391	#5 Retain up to UN1394	Swapped to close 02S631
02S631	#6 Propose to close	Not actively driven road – Un1391 is used route

Redline edit 4/2/08 –  
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**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: Casa Diablo – South (7)**

**Date: 3-18-08**

Route Number	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
U05S127	#1 Retain as full-size vehicle trail to southern point of switchback; support proposed removal of U05S133 and U05S134 DISAGREEMENT on designation from switchback to end	Pro – historical/heritage, vista points, gem collecting, listed on maps and on web Con – significant amount of trail in roadless; big horn sheep habitat designation in FS plan
U05S130	#2 Retain as full-size vehicle trail	Vista point
U05S114	#3 Retain as full-size trail to complete loop from Hwy 395	Pinon and wood gathering

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## Collaborative Action Team Focus Area Summary of Discussion

**Focus Area: White Mountains (#8)**

**Date: 3-13-08**

Route Number	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
07S240	#1 Need to review why system road doesn't connect to 07S239	Map comment
U07S135	#2 Retain as single track to junction of U07S136 and continue to Bristlecone Pine Road; remove UN2111 and UN2112; Retain UN2114 and UN2113 (designate UN2113 as full-size vehicle	
07S16	#3 Remove system road @ junction of 07S133 to junction near cabin.	Riparian habitat damage, lesser-used access to cabin, overgrown.
07S16	#3 Designate 07S133 to 07S131 as full-sized vehicle trails to create loop around Black Canyon Creek; designate 07S131 as full-size vehicle trail to Redding Canyon overlook	Reroute around Black Canyon (this proposed re-route is in IRA, but will provide substantial benefit to riparian resources while providing access to same destination).
07S16	#3 Close east of cabin	Trespass into Bristlecone Pine area, resource damage.
UN2098	#4 Remove east of grape arbor and foundation	Poleta OHV area. Road is causing substantial impact in riparian east of this point, and doesn't go much farther to any destination.
UN1895	#5 Research forest plan; retain as full-sized vehicle route if justified by IRA boundary	Access to mine; concern about IRA boundary - boundary appears to be incorrectly located in relation to roads - mapping error.
UN1896	#5 Research forest plan; retain as full-sized vehicle route if justified by IRA boundary	Access to overlook; concern about IRA boundary - boundary appears to be incorrectly located in relation to roads - mapping error.
UN1899	#5 Research forest plan; retain if as full-sized vehicle route if justified by IRA boundary	Access to mine; concern about IRA boundary- boundary appears to be incorrectly located in relation to roads - mapping error.
UN1923	#6 Retain to border of roadless	Access to deer hunting camp [Note: campsites in this area are in high demand during hunting season].
U06S106	#7 Retain and designate as full-size vehicle trail	Access to great campsite
U06S108	#8 Retain as full-size vehicle trail and delineate road to campsite	Meadow mitigation

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: White Mountains (#8) Page 2**

**Date: 3-13-08**

U05S142	#9 Retain as full-sized vehicle trail		Access to campsite; access to hiking gap in cap rock
O5S141	#10 GENERAL STATEMENT - Reroute around wet area		System Road
O5S01B	#11 Remove system road beyond Deep Springs Cow Camp		Avoid meadow damage
O5S01A	GENERAL STATEMENT – recommend boulders placed along crossing of Cottonwood Creek south fork to protect stream bed and banks		No map number assigned
3/18/08			
04S323	#12 Close system road @ intersection of 04S01; reroute/retain UN1876		Unauthorized route is the main route
UN2665	#13 Retain as full-sized vehicle trail		Access to Eva Belle mine
UN2666	#14 Retain as full-sized vehicle trail GENERAL STATEMENT – FROM SILVER CANYON TO JEFFREY MINE, CAT DISAGREEMENT ON PROPOSED ACTION WITHIN THIS AREA, BUT NOT ENOUGH INFORMATION TO MAKE ANY DIFFERENT PROPOSALS		Hard end campsite; gem & mineral collecting; hunting access PROPOSE USFS COORDINATE W/BLM ON FUTURE ACTIONS
UN1758	#15 Retain as full-sized vehicle trail		Main access route to Jeffrey Mine
02S594	#16 USFS TO REVIEW		Access issue with private property
UN224/UN2558	#17 Retain to intersection with county road		Pipeline maintenance road; bladed/graded
UN746, UN747, UN748, UN749	#18 Would like alternative campsite locations researched as replacements for those campsites being proposed to close		Popular destination
Birch Creek Rd (section 7 on map)	#19 NO AGREEMENT (BUCKET #3)		Pro: Not roadless; designated in Resource Management Plan; expired emergency closure; outstanding technical 4WD route  Con: Not part of emergency closure; is in roadless; not inventoried as part of CAT process; significant riparian ecosystem including black toad habitat; (Refer to January 15, 2003 USFS letter)

Redline edit 4/2/08 –  
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 Final edit 4.6.08DS

## Collaborative Action Team Focus Area Summary of Discussion

**Focus Area: Bishop/Coyote (#9)**

**Date: 3-6 & 3-11-08**

Route Number	Map Code	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
UN2216	1	Remove from system - Grazing permittee will retain right to access.	<b>Reduce chance of route proliferation</b>
U09S102	2	Add to system as full-size vehicle trails	<b>Provides access to good look-out point into valley below and camping location for hunters</b>
U08S139			
U08S137			
U09S103	3	Mitigation measure – hard barriers @ south loop to east route (at the hook) at the campsite	<b>deters access to meadow beyond</b>
U09S104	4	Need for some low signs asking visitors to stay off meadow & on route	
U08S127	5	Recommend Full-Size vehicle Trail	
U08S128	6	Recommend Full-Size vehicle Trail with constructed barricade @ Hunchback	<b>Barricade to prevent proliferation near Hunchback, popular 4x4 route</b>
UN2194	7	Recommend close @ saddle west of Hunchback (1/8 mile closure)	<b>Consider hard barrier; to end proliferation (very fragile area)</b>
U09S100	8	Remove from system	
U08S142	8	Remove from system	<b>Keep access to Lindner off U08S142</b>
U08S124	9	Remove system road beyond switchback @ Rocky Bottom overlook- eliminate section to west	<b>Dangerous trail section</b>
08S31	10	Recommend post-designation mitigation	
U08S129	11	Designate for full-size vehicle	<b>Re-route or hardening to prevent riparian impacts</b>
U07S124	12	Add to system	<b>Presents great loop opportunity goes to mineral collecting sites</b>
UN1948	13	<b>NO AGREEMENT – Bucket 3</b>	<b>Pros: provides a single track system link</b>
UN1952			<b>Cons: Impacts a winter deer habitat</b>
UN2211	14	Retain in system as full-sized vehicle trail	<b>Provides great vista opportunity</b>
UN2212	15	Remove from proposed system	<b>redundant vista</b>
UN2209			
UN1995	16	Close south of 07S227 intersection, keep open north of intersection (converts back to Buttermilk Road access)	<b>Reduce chance of route proliferation</b>
UN2681	17	Remove from system	<b>Reduce chance of route proliferation</b>
U09S107	18	<b>Recommend full-size vehicle trail designation, close all spurs except UN2211 (see map code 14) and reroute out of meadow in Sections 7 &amp; 12</b>	<b>Presents great loop opportunity</b>

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## Collaborative Action Team Focus Area Summary of Discussion

**Focus Area: Inyo Mountains (#10)**

**Date: 3-12-0**

Route Number	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
U07S142	#1 Retain in system as full-size vehicle trail	Mosaic rock canyons, historical route (Army 1870's), its dry; loop access to Deep Spgs Lake
UN2219	#2 Area recommendation – south of Westgaard Pass	Sensitive to tribal pinon gathering spot (access tough to enforce)
U08S203	#3A Retain in system as full-sized vehicle trail	Recreational access
UN2255	#3A Remove	
U08S191	#3 Retain in system to roadless boundary as full-sized vehicle trail	Recreational access
08S190	#4 Close at alkali pots (mitigation)	
UN2256	#4 Reroute around the pit	Re-route System route around alkali pots
UN2263	#5 Retain as full-sized vehicle trail from east end to junction of U09S145 (include U09S145)	Recreational access
N2241	#6 Redesignate as full-size vehicle trail	
N2239	#6 Retain U09S129 to UN2239 to UN2241 to UN2238 Remove UN2223 – southwest	Reroute around McMurry Spring – Resource protection
U08S193/ UN2248	#7 Add as Singletrack (spur N2249 not proposed)	connection to Soldier Canyon via single-track
	#8 Crooked Canyon	Single track missing route on inventory – No Action Agreement only a map note
U10S168	#9 Retain in system as full-size vehicle trail	Major connector route; very stable
U10S184 & UN2292	#10 Need to provide access via administrative permit for wildlife management – post process	
U10S142	#11 Remove	Short spur
U10S141	#11 Remove	Redundant; overgrowth; pinon growth
U10S147	#11 Remove	Redundant; overgrowth; pinon growth
U10S146	#11 Remove	Redundant; overgrowth; pinon growth
U10S145	#11 Retain to junction of U10S146	
10S134	#12 Remove	House ring
10S137	#12 Remove	Doesn't exist on ground; overgrown
9S13	#13 Closed section south of 10S133 to reconnect with 07S127,	Reroute around alkali pond

## Collaborative Action Team Focus Area Summary of Discussion

	#14 Northwest Harkless Flat – general statement	Potential Tribal concerns
U11S109-	#15 GENERAL STATEMENT – CONSENSUS AMONG GROUP TO PROVIDE ACCESS TO CURRENT GUZZLERS ON GROUND IN ROADLESS VIA EXISTING ADMINISTRATIVE PERMIT PROCESS. THE TASK OF IDENTIFYING ON GROUND GUZZLERS WILL BE ASSIGNED TO A SUBCOMMITTEE FOR INVENTORY AND REVIEW.  #16 GENERAL STATEMENT – CONSENSUS AMONG GROUP TO TAKE TO SUPERVISOR THE ABILITY TO IDENTIFY ACCESS TO CAMPSITES IN PAPOOSE FLAT – U11S110, U11S112 (referenced routes define the general area for consideration)	INYO NF will also look into inventory to determine if some routes are missing near the popular rock campsite.
UN2347	#17 Retain – designate as full-size vehicle trail	Takes to campsite
U11S121	#18 Retain as full-sized vehicle trail – Access to Crystal Ridge (straight route – no spurs retained)	Significant and published premier rockhounding destination
U12S145	#19 – Access to Dodge Spring; desire retention due to access to rockhounding site	question as to maintainability; acknowledge this is roadless area; need further review of IRA additions (placed into bucket #2)
U11S125	#20 – quartz crystal collection site; great handicap access	Question as to maintainability; acknowledge this is roadless area; need further review of IRA additions (placed into bucket #2)
U12S109	#21 – End system route @ intersection with U12S109, change the U12S109 route to the system route as full-size vehicle trail	Routes are similar length, and would now provide a better experience without increasing road length in roadless.

Redline edit 4/2/08  
blue – pm4.4.08  
Final edit 4.6.08

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: Sierra Escarpment – North (#11)**

**Date: 3-12-08**

<b>Route Number</b>	<b>Recommended Action</b>	<b>Rationale for change or Reason for Contention (What should FS consider?)</b>
10S228	#1 Remove	USFS Recommended
09S22	#1 Designate to trailhead (section 9 on map); move kiosk to allow passage, mitigate wetland damage	Access to deer camp and backpacker trailhead
U10S105	#1 Remove	USFS Recommended
U11S100	#2 Retain in system to BLM boundary (west)	
U11S122, UN2331, UN2330	#3 Retain in system	Access to deer camp; quartz crystal collecting
UN2327/U12S101	#4 Retain in system	Apiary location (FS notices as high risk resource area)

Redline edit 4/2/08

Final edit 4.6.08

**Collaborative Action Team Focus Area Summary of Discussion**

**Focus Area: South Sierra / Monache (#12)**

**Date: 3-11-08**

Route Number	Recommended Action	Rationale for change or Reason for Contention (What should FS consider?)
	No changes to proposed action	

# Inyo Forest Travel Management Collaborative Alternative Team

## Support for Statement of Findings

The following individuals have participated in good faith in the Collaborative Alternative Team's meetings and have contributed to the development of the Statement of Findings. All signatories support the recommendations provided in the Statement of Findings.

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The following individuals have acted as neutral facilitators and note takers at all Collaborative Alternative Team meetings. By signing this document, the following attest that all participants have worked collaboratively to develop the Statement of Findings. The facilitators have supported the process, but do not endorse any specific recommendations, positions, or interests expressed by any of the CAT members.

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4-2-08