

Big Sur Multi-Agency Advisory Council

Congressman Jimmy Panetta and Supervisor Mary Adams, Co-Chairs

Virtual Meeting

Friday, March 25, 2022

10:00 a.m. – 1:00 p.m.

Join Online: <https://montereycty.zoom.us/j/91371272380>

Join One-tap mobile: US: +16699006833,,91371272380# or +12133388477,,91371272380#

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Webinar ID: 913 7127 2380

AGENDA

- I. Call to Order**
- II. Roll Call and Introductions**
- III. Approval of the November 12, 2021 Minutes**
- IV. Public Comment on Non-Agenda Items – limited to 3 minutes**
- V. New Business**
 - a. Caltrans Speed Zone Survey, Peter Hendrix
 - b. Presentation by the Fire Safe Council For Monterey County on the need for locations to install ALERTWildfire cameras to cover the Big Sur area
- VI. Old Business**
 - a. Big Sur Byway Organization Status Update, Martha Diehl
 - b. Caltrans Bridge Railing Project Status Update
- VII. Reports from Member Agencies**
 - a. Big Sur Resident, North Coast
 - b. Big Sur Resident, South Coast
 - c. Big Sur Chamber of Commerce
 - d. Community Association of Big Sur
 - e. Monterey County Planning Department
 - f. Monterey Peninsula Regional Park District
 - g. California Coastal Commission
 - h. Caltrans
 - i. California State Parks and Recreation
 - j. Monterey Bay National Marine Sanctuary
 - k. United States Forest Service
 - l. 5th District, Monterey County Board of Supervisors
 - m. 30th District, California State Assembly
 - n. 17th District, California State Senate

o. 20th District, United States Congress

VIII. Report from Other Agencies on Issues Pertinent to Big Sur

IX. Adjournment – 1:00 p.m.

Next Meeting – Friday, June 3

For minutes and agendas from the last three calendar years, please visit:
http://www.co.monterey.ca.us/planning/cca/BSMAAC/bsma_main.htm

DRAFT Meeting Minutes

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AGENDA

I. Call to Order

II. Roll Call and Introductions (00:03:14)

- a. Big Sur Resident, North Coast – Martha Karstens
- b. Big Sur Resident, South Coast – Bree Harlan
- c. Big Sur Chamber of Commerce – Kirk Gafill
- d. Community Association of Big Sur – Ryne Leuzinger
- e. Monterey County Planning Department – John Dugan
- f. Monterey Peninsula Regional Park District – Not Present
- g. California Coastal Commission – Mike Watson
- h. Caltrans – Sara von Schwind
- i. California State Parks and Recreation – Marcos Ortega
- j. Monterey Bay National Marine Sanctuary – Karen Grimmer
- k. United States Forest Service – Fin Eifert
- l. 5th District, Monterey County Board of Supervisors – Mary Adams
- m. 30th District, California State Assembly – Dominic Dursa
- n. 17th District, California State Senate – Kate Daniels
- o. 20th District, United States Congress – Jimmy Panetta

III. III. Approval of the July 9, 2021 Minutes (00:07:01)

Motion made by Martha Karstens, Seconded by Sara von Schwind, motion passes unanimously.

IV. Presentation of Ceremonial Resolutions (00:08:18)

Mary Adams: I am very pleased to be able to present a ceremonial resolution on behalf of Monterey County for Mike Watson as he retires from the California Coastal Commission. We presented a resolution to the Board last week and I have it here. I am going to read just a couple of things from the resolution. Before I even read anything, I want to personally thank you so much for all the work that you've done on behalf of all of us. It's just been a complete pleasure to work with you. You know what you're talking about. You're strict, but you really listen as well, and I like that. And I just thank you so much for the collegiality that we shared. And just a couple things, it says that Mike Watson has been a member of the BSMAAC since August 9, 2013. Mike Watson is passionate about protecting the Big Sur Coast and has made tremendous accomplishments to uphold the local coastal program. He has taken the role of

succession planning very seriously so that the next generation of California Coastal Commission planners clearly understand the goals, the challenges, and the needs of the region. Mike Watson has left a lasting impression on the Big Sur coast and within the California Coastal Commission Central Coastal Office. Mike, from Monterey County and all of its residences, we thank you so much for your years of service and a happy retirement.

Jimmy Panetta: I appreciate this opportunity to recognize a local boy done good. Obviously, Mike's from Aptos and he joined the coastal commission back in 1999. And he joined BSMAAC in 2013, and, obviously, he has been invaluable to our coastal cities, especially Carmel and Seaside and Pacific Grove, as well as the campgrounds down in Fort Ord Dunes State Park. And as someone who understands the value of the central coast and the value of our coast, he obviously has contributed a great amount to our community and the Big Sur Community, which has shown through his work on the California Coastal Commission.

Kate Daniels: Thank you, Mike. Assemblymember Rivas and State Senator Laird have a joint resolution, and I too won't read it all. Perhaps this sentiment is echoed by others in the audience, that we love you, Mike, and love your commitment to the Big Sur coast, but you can also be a real pain in the ass and torture us all. But I want to say, that when we have representatives like you in agencies like the California Coastal Commission, we don't always get the guarantee that we will get someone who loves Big Sur as much as you do. We are so grateful for the commitment that you bring to this role and you have for so many years to protect the coastline of the Big Sur coast, and you will definitely be missed. This resolution talks about your history and the various coastal programs and permits that you have been active in and the work you have done. And one of them is the campground at Fort Ord Dunes State Park, and that's going to be the first campground on the California coastline in thirty years, and that's super special. Then, of course, your accomplishments here as a member of BSMAAC for so many years. So with that, we are so grateful for your commitment, your tireless hard work and your impressive record. I hope that you catch many, many waves in your retirement and that you get to spend a lot of time with your family and your dog, and that you just have a wonderful, wonderful next chapter of your life and that you come back and visit us often.

Dominic Dursa: Just on behalf of the Assemblymember, as Kate said, we hope you come back. It's open to the public, so by all means you can still participate and have all the fun that I'm sure you've had over these years. It's not an easy task to have to balance all of the demands of how to address the needs of such a beautiful coastline. But at the same time, clearly, as you hear from everybody on here, we appreciate all that you've done to do that job. We're just thankful that you were somebody dedicated to preserving the beauty of Big Sur, so thank you.

Sara von Schwind: Mike, it's been a pleasure to work with you. I didn't know you were planning to retire, but congratulations and I've always enjoyed our heartfelt, robust discussions that we've had and, I do appreciate your willingness to have those discussions. Those have been great as agencies working together, and I think that we've really been successful with that because of you, personally, so thank you.

Kirk Gafill: Mike, I really also want to extend my thanks and appreciation for your commitment and consistency in your approach. The question I always have when someone retires from state service is are you actually retired, or are you going to still represent the coastal commission in being engaged? I wish you well, and I hope to see more of you in the future.

Martha Karstens: I want to thank Mike and the Coastal Commission for the efforts of coming down here. It truly is appreciated to have a presence at the BSMAAC. I hope that someone will continue your efforts that you've done down there. You look far too young to retire, I must say.

John Pollinick: I just want to say thank you for what you do, Mike. We rangers will be very happy to have another campground to refer people to. Thank you for your service.

Karen Grimmer: Mike, just wanted to say congratulations. It's been very good working with you. I hope to see you again, and I hope you have great plans for whatever you're doing in your retirement. I'm sure it'll be spending a lot of time by the coastline and the beaches here because they're beautiful.

Kate Daniels: I don't want to embarrass Mike anymore, but I think it might be his birthday today.

Mike Watson: What a wonderful surprise and thank you so much for the kind comments from everybody. I truly, deeply appreciate it. It was a hard decision to make, but after consulting with my wife and kids, I decided it was the right time for me. I have thirty years of state service, and the timing was right. I knew very little about the commission when I first started, and I was really just happy to find a "real job" in Santa Cruz, back in my hometown when I took it. As I began to understand what we do and our mission, I realized it was more than just about protecting scenic landscapes and ocean vistas and what not that made this place special to me. It was all the relationship I made and working with all the great people just like yourselves that really made it special. There's nothing like the California coast, and specifically the central coast of California like the Big Sur coast. I'm really happy to play a small part in helping to enhance and protect it. I'm going to take a little bit of time off, the next six months, see how things go, and we'll see from there. Perhaps I will come back in some capacity to continue my work here. There are a number of things I would like to see through at some point. I just want to say thank you very much. It's been my pleasure to serve you and participate in the MAAC meetings, and I'll always remember it. My replacement is also in attendance on the meeting here. She is also a progeny from the central coast, and she's been working as a planner in the Santa Cruz office. I would like to please welcome Alexandra McCoy. Give her a nice welcome.

V. Public Comment on Non-Agenda Items – limited to 3 minutes (00:20:46)

Bettye Saxon: Thank you for allowing me to speak briefly. I wanted to update the residents of Big Sur on the outage you may have experienced on November the 2nd. We had a major fiber cut happen along Highway 101, just north of Chualar. It did impact mobile services, internet access, as well as landlines. The outage lasted for approximately twelve hours. The outage was due to a cable cut caused by a contractor, so it was not an official AT&T network outage. The contractor who was creating a drainage pipe accidentally hit our cable and it took the fiber out. Once our folks were able to determine exactly where the cut was, we moved very quickly to fix that, and we brought it up within twelve hours. That single path of transport is probably not enough. Once a cut happens, not only does it affect all of South County, it also impacts all of Big Sur.

Steve Beck: I'm always concerned, along with most of the other residents of Big Sur, with invasives along the Big Sur coast. Normally, I'm focused on the north coast, but in driving south, especially through the Mud Creek slide, along both sides, pampas grass is starting. It's in bloom right now and seems like the perfect seed bed for seeding the whole Mud Creek slide. I'm hoping something can be done about that because it seems like things could get much worse in the spring.

Big Sur Kate: I wanted to mention the problems that we have been having at Nacimiento Ferguson Road. This morning, I had an article published on voicesofmontereybay.org, which covers the last year or so of what has been going on there. Nothing everything I wanted to put in that article is there, but it's still pretty comprehensive. I wanted to suggest that this might be an appropriate item for future BSMAAC meetings.

Matt Glazer: I have a Deetjen's interest that I need to present to this council. The bridge rail replacement project at Castro Canyon Bridge includes both the bridge rail and the crash cushions that

go on the ends of the bridges. The current design as proposed by Caltrans has the cushions encroaching on Deetjen's driveways in a way that would create an incredible safety hazard and limit access to safety vehicles on both sides.

Mary Adams: Matt, please wait for the agenda item. Others will want to make a comment on this as well.

Lindsay Romanow: I just want to make a quick acknowledgement to the Forest Service and Joe Murphey in particular for the excellent effort in increasing the signage at dispersed campsites where we had the illegal campfires. It's really hard to walk past one of the signs and think you're entitled to have a campfire.

VI. New Business (00:28:59)

a. AB 361 Brown Act Requirement

Mary Adams: the next item is related to recent legislation with the Brown Act provisions to continue to be able to meet virtually as COVID-19 issues continue to linger. I've asked County Council Les Girard to go over the AB 361 Brown Act requirement as it applies to us. There are related materials in the agenda packet.

Les Girard: Previously, the Governor issued an executive order waiving the requirements of the Brown Act. You had to be in a place open to the public, be posted on the agenda, and the agenda had to be posted at the location. With the pandemic, the Governor issued an executive order waiving these rules and allowing for meeting remotely. AB 361 provides additional leeway to meet remotely during the pandemic. The challenge for bodies like this one is to continue to meet remotely. To continue to meet remotely, within 30 days of meeting remotely, you have to make certain findings every 30 days, and this body meets quarterly at best. It's been my opinion that every 30 days the Board of Supervisors and their committees need to make the findings to continue to meet remotely. For your next quarterly meeting, I will be working with Supervisor Adams to make those findings.

Dominic Dursa: There are some differences of opinions. It's tough to pass something that meets the needs of all agencies or boards that meet in the State of California. As Leslie said, it sometimes comes down to the interpretations of local council in terms of how things need to proceed.

Mary Adams: So, to be clear, for BSMAAC, do we need to meet within 30 days remotely to make the findings on whether we want to continue to meet virtually?

Les Girard: We need to address the next meeting next quarter.

Mary Adams: If we do need to do this, my office will send out a doodle poll.

VII. Old Business (00:36:47)

a. CA State Parks and Recreation – Garapata Restroom Project Status Update

Marcos Ortega: At the last BSMAAC meeting, I mentioned that we were able to secure funding for environmental review and permitting for the new restrooms, including a \$60,000 grant from the conservancy. The latest update is last month our contract with a Geotech company finalized and we were able to test soils. Everything went smoothly and they were able to get a good sample size. We're awaiting on the results.

b. Big Sur Byway Organization Status Update, Martha Diehl

Martha Diehl: The Byways organization is continuing to coordinate with stake holders across a variety of issues with agencies and members of the public. Currently, we have been receiving a lot of comments

mostly related to Caltrans' ongoing maintenance work and planned maintenance work. Our focus from the last BSMAAC has continued to be on creating a sustainable administrative structure so that we can provide a useful service, coordinating stake holder concerns in an open, inclusive, and transparent manner. To that end, we are extremely pleased and proud to report that we have been granted an initial organizational grant from the Weston Call Fund for Big Sur as administered by the Community Foundation of Monterey County. We are extremely glad and proud that this funding comes from an indigenous Big Sur community source. It speaks to the commitment of the community to solve these big issues related to Highway 1. This initial grant started efforts to clear the Byway organization official structure. We will be starting as an entity of the county, but we will be a public organization, not a private organization to bring together all these different interests.

c. Caltrans Bridge Railing Project Status Update

Sara von Schwind: I am happy to report as was alluded to that the Garapata Bridge Rail Replacement Project has created an aesthetic design advisory committee (ADAC). This committee is made up of local community members including architects, architectural historians, planners as well as Caltrans architects, historians, visual specialists, planners, bridge rail specialists and engineers. We have quite a compilation of people to actually get together and discuss the bridge rail and all the different aspects relating to the bridge rail of the Garapata Creek Bridge. The first ADAC meeting was on October 5th and there was a second one that was October 25th, and the next one is scheduled for November 16th. I think they're working forward, and I think it's a wonderful thing to have moving forward. We have also done testing for the bridge rail for what we call the type 86H. We have actually done three of the crash tests. We will get the results of that coming out. We will also be moving forward with the coastal development permit application, and that's going to be done probably in February 2022, which will be another opportunity for the community and locals to comment. I would encourage people that still want to participate to join the Byways meeting to talk about all the different aspects and agencies involved. I'm glad they're meeting on December 7th. I know that we also had a discussion from Matt Glazer about Castro Canyon Bridge. That is not part of this item, but I can provide information on that topic.

Mary Adams: Let's go forward with the item and let you put forth what you want to say.

Sara von Schwind: Castro Canyon is a different location of course and it is in the backyard of Deetjen's. I do know about this and it has come to my attention, so I am aware that we are working on seeing what we can do to provide this access. It is not a done deal, and I recognize that the current plan shows our standard details for our end conditions for these bridges. We do have to follow guidance, but we are also working on a speed zone survey that we started working on before COVID. We need to have those discussions about some of these issues and see what we can do to move forward so we can have a business that has access. We are very aware of the importance of that.

Matt Glazer: I wanted to appeal to this board to support public comment for the engineer and traffic study that was done in this section of highway some years ago. Public comment was not able to occur once this meeting became virtual. We are requesting a reduction in the regulatory speed on this section of highway, and this supports the bridge guard rail redesign that could allow for less impact on Deetjen's. The current plans make it so that a firetruck could not access our property.

Mary Adams: Thank you, I appreciate your remarks. I'll just ask my congressman and my cochair here if he would be agreeable to have this on our next agenda as an agenda item.

Jimmy Panetta: As your cochair, that sounds fine with me.

Martha Diehl: I have one question for Caltrans, which is currently when we put up the equipment to support the bridge maintenance projects, we have signs a mile south and a mile north saying "no permit

loads beyond this.” I want to make sure that this will not interfere with emergency vehicle access, for example when we need to bring down the big dozers if there were a fire or a slide, because if this is relating to some structural or weight concern, then that wouldn’t be possible and would be a big concern. Additionally, I’ve been asked how this may affect ongoing or planned construction for private interests down there that may need big equipment or wide loads. Thirdly, should this actually be something that can’t be adjusted by time or organization to allow permit loads? Are there provisions for people to turn around large rigs at both ends when they reach those sides?

Sara von Schwind: The permit loads are just that, a load should not be going down the coast that is not permitted. Permits in our headquarters issues those permits so they will be informed of when there is a load restriction. We had that on the Big Creek Bridge and the Al Paso. These structures have had restrictions because we have scaffolding and additional weight loads on the structures, so we do have to reduce the overall load to structures, and that is not an uncommon practice. Often times, we will say you can reroute below. Permit loads are large so your typical vehicle that is going through there is not going to be impacted by that restriction. It is something that the drivers who do permitted load know the processes and what the requirements are.

Martha Diehl: There is literally no alternative route to get in between the two bridges. The public concern has to do with whether this will impact fire response and construction activities. We are concerned about emergency activities rather than overall access.

Sara von Schwind: Well emergencies still require permits. We issue them within two hours, so it’s very typical for even construction and emergency equipment to go through that process. They don’t just come down the coast. It should be fairly seamless. That is still part of our process. All those vehicles can actually utilize the structures just as they have done ordinarily.

Kirk Gafill: Going back to the public comment period with respect to reconsidering the speed limit zone. Is public comment for BSMAAC going to be sufficient to meet Caltrans’ needs or is that just in addition to a specified public comment process that Caltrans will need to initiate?

Sara von Schwind: Actually, we go to the locals to have the public hearing. It can be as simple as an actual board meeting. We have a much different standard. We actually go to locals to ask if we would like to hold a public meeting if we have the supporting data to show that we can reduce the speed limit in this area. Sometimes they even wave this option. But here we wouldn’t do that. We recommend it be brought up in a meeting and this one seems to be the most appropriate one for that discussion.

VIII. Reports from Member Agencies (00:58:46)

a. Big Sur Resident, North Coast

Martha Karstens: I’ll start with the Grange. I wanted to acknowledge that we got a wonderful donation from the Doris Parker Fund that will allow us to get started on a much-needed basement project that was lingering since the original Molera Fire, we had some flooding come down. We also were awarded a matching grant from the state grange and we had a very generous Big Sur resident do the matching part of that, and that will be for resealing and doing the maintenance on our floor. We’re still struggling with our rental rates. We want to be fair to the community, but we also have our bills to pay. We have a grange member that isn’t living here anymore but is building cabinets for our kitchen. That’s all I had regarding the grange. I will move on to the historical society. We are trying to do a new cookbook, 40 years later. Please send in your recipes for whatever. The last one was called Living in Big Sur and this one is going to be called surviving in Big Sur. We also want to collect short stories, and we know you’ve had them. Also pictures to go along with that. Please send them in to BigSur.cookbook@gmail.com. We also received a grant for the Doris Parker Fund for the historical society as well. We’re thinking of maybe doing a grand opening for our museum in the spring. We also have CPR training tomorrow, and we had

the sheriff's department come down to talk about evacuations. I did come up with several questions from the public. One was an email that came out from AirMed. Many of you have memberships with AirMed or other helicopter organizations. There are discussions about no longer having memberships through there, so if someone could maybe follow up on that because it is \$35 to \$45 a year, and to lose that would be a shame. There were questions regarding the concern about live music in Big Sur at private places, be it campgrounds or the restaurants. Is there a limit on that? What can the county or private people do?

Gerry Malais: Unfortunately, I don't have information to provide on AirMed, but I can make inquiries and report back to you.

Mary Adams: Thank you so much regarding the noise. I'm not sure who within our county can respond to that. I know we do have a noise ordinance, but I don't think I have anyone to respond. I would be happy to come back to you after the meeting with comments about the noise ordinance. Thank you, Martha, on behalf of all of us.

b. Big Sur Resident, South Coast

Bree Harlan: I have two issues I want to talk about. First of all, I want to start off with a visitor use management plan that is getting closer to becoming a reality. Butch Kronlund from Cab and representatives from the Ventana Wilderness Alliance, myself, Finn Eifert, Nathan from Visitor Management Services met with an enterprise group and went on a three-day long tour of all the backroads of north coast and south coast. With this enterprise group which was composed of three members of the USFS who work high up in overseeing these big projects and to give them a scope of what we are in Big Sur and what this region consists of to give them an idea of how to draft a plan for that. A visitor management plan is going to require a lot of community involvement. But in order to have input, we need to provide input. We have all been working on drafting a survey regarding the number one issues we want to address in this plan. Is it fires? Is it a number of visitors? We've been meeting once a month, and this survey will go out to all individuals we have email addresses for. We will use that survey and that data to come up with a preliminary draft. Secondly, the status of Nacimiento Ferguson Road is ravished. It was in bad shape. Due to the fact that it was closed to the public for so long, it's also been put on the back burner by whatever powers are supposed to be maintaining that road. In the last atmospheric that we had a couple weeks ago, there was a lot of damage. A lot of debris from the last atmospheric river has not been cleaned up. Every road closure has left Nacimiento Ferguson as the only route, and that road needs to be addressed.

Randell Ishii: Nacimiento Ferguson Road is a USFS forest highway owned by the FS and is contracted to the county to provide normal maintenance. After the atmospheric river of January 2021, our crews mobilized as quickly as possible to make an emergency opening so that emergency vehicles and local vehicles could utilize the road. For this reason, our partners at the forest service are planning to make permanent repairs on the road. We are planning to use one of our on-call construction contractors who is San Luis Obispo county based.

Fin Eifert: As Randy mentioned, we have coordinated with the county and our partners at Fort Hunter Liggett to do what we can in a very challenging situation with this road based on recent weather events. Moving forward, we are somewhat constrained in our capacity to do the road work, so we rely heavily on our partners to do that. We are doing all we can to get it open for local residents and emergencies. The road has been approved for Emergency Relief for Federally Owned Highways; however, that timeline is very long, and it is fiscal year 2023 for completion. We're working on both short and long-term strategies.

Bree Harlan: For Randy, do you have any sort of timeline for that one section of road I was talking about? Is that something that you plan to address immediately or maybe in a month?

Randell Ishii: Right now, we're getting the price quote and need to do a field visit with our on-call contractor. I know that some of the spots, community members have volunteered to provide additional support. We welcome and appreciate everyone's support on this. This is definitely a multi-agency collaborative to keep this road open. Long story short, coming back to the point of your question, the timeline, we will have an on-site field meeting with our contractor.

Kirk Gafill: Just to amplify on a point that Bree made. This is more than just a south coast issue. This is certainly the entirety of the coast. That was very much brought home in 2011, when the Rocky Creek viaduct was installed due to the failure of the south-bound lane. At the same time, there was a road closure on the very far end of the south coast. So, this can easily encompass most people's appreciation of the Big Sur community. I want to also emphasize another point, which is the through traffic element going beyond this emergency repair. While that funding is appreciated, the idea that we are going to wait until 2023 is very problematic. That affects not only the coastal Big Sur community, but that also affects the southern Monterey County and Salinas Valley communities where there is a lot of through traffic. The economic impacts are notable both in the Salinas Valley and along the Big Sur coast when Nacimiento Ferguson Road is closed.

Fin Eifert: Kirk, agreed. Our engines aren't able to access it as well, so it's not ideal in any way. On Wednesday we issued a permit and gave authorization to Tom to begin that work. I expect he will get going pretty quick on getting going on that.

c. Big Sur Chamber of Commerce

Kirk Gafill: One thing I want to amplify on because Bettye Saxon from AT&T, her connection was poor, is a real appreciation for what it means when there's a compromised connection through the Salinas Valley of AT&T. If any one element of that system fails, Big Sur loses its phone service, cellphone service and its 911 service. The only alternative is satellite phones. The need for redundancy in the AT&T system is certainly very important. For the purposes of the residences and the general public, Big Sur Fire is utilizing a satellite phone system that they were able to distribute to local businesses to create little hubs where if someone did have an emergency, they were able to contact Big Sur Fire which would radio out on its frequencies. That's a plan that is being developed to help the community understand that resource. In general, business conditions are quite good and building off a real rebound with the lifting of COVID restrictions. We appreciate that we are able to operate in a normalized fashion. People are ready to get back out there and resume a normal life in business and recreational levels. International travel is about to open. That won't create an overnight change, but we will see an increased amount of visitation. At this point, our primary challenges in the business community are those experienced throughout the county: insufficient labor force that remains a challenge resistant to any quick fix. Almost every employer that I know in Big Sur is understaffed.

d. Community Association of Big Sur

Ryne Leuzinger: I'm sitting in for Butch Kronlund who couldn't be here today. First, over the summer months, CABS organized a community-led data collection effort on illegal roadside camping, which entailed collecting data multiple times a week from Al Paso Road to the San Luis Obispo County line. It culminated with a multiagency sweep over a Highway 1 corridor over Labor Day weekend. Many thanks to Marcos Ortega for spearheading this and a thanks to all the agencies who supported. Over 100 illegal roadside campers were contacted, many tickets were issued, and over that busy weekend, we avoided serious incident. The next item is about housing, At the beginning of October CABS teamed with Assemblymember Robert Rivas to hold a panel discussion on the challenges and opportunities associated with creating adequate housing in Big Sur. There have been over 200 homes lost to fires in the last 14 years, most of which have not been rebuilt due to the cost of construction regulatory hurdles. There are a

wide range of opportunities in terms of specific policies that can be implemented to address this issue. Some of those include identifying appropriate public lands and supporting private-public partnerships to build community housing, encouraging deed-restricted ADUs, increasing density to allow more two ADU units on large parcels for long term rentals, and approving alternative housing solutions. Seconding what Bree mentioned about Nacimiento Ferguson Road, CABS will provide any support that we can. We hope to see timely repairs. Lastly, I'd like to note that we have our CABS annual meeting December 6th.

e. Monterey County Planning Department

John Dugan: The planning commission held a public workshop back in August on the Big Sur Plan Land Use update. They set up an ad hoc committee of several planning commissioners to review the draft plan in depth and Kate Daniels and Martha Diehl are members of that. They have been meeting every week to work through the draft plan and we hope to be complete by the first part of the year in 2022. I'd like to yield the rest of my time to Randy Ishii, director of public works.

Randell Ishii: We talked about one of the two updates I had for the advisory council today, and that was for Nacimiento Ferguson Road. Again, the county is looking into contracted means with San Luis Obispo county as well as a combination of county forces for debris removal and keeping the road open. The second update we have is for Palo Colorado Road. We have engaged our consultant to perform preliminary engineering and preliminary permitting review of the plan to repair the road. We now have our estimate in and are now engaging in our next steps of the product which include the environmental document phase for CEQA NEPA approvals. It looks like it will go through the course of the middle to beginning of the third or fourth quarter even of the next calendar year to finish that phase. Once we do that, that'll play into our timeline for the construction phase.

f. Monterey Peninsula Regional Park District

John Pollinick: The Park District is continuing to work on several improvements at Palo Corona Regional Park. Recently, the Board has approved funding for construction of the bus drop-off plaza. The restroom buildings and parking lot improvement, which include an electric car or vehicle charging station. And has been scheduled to start in 2022. The Park District also is working with the California Coastal Conservancy and the McBain Associates in refining the design of the habitat restoration projects along the Carmel River segment of Palo Corona, which is pending necessary funding and the project expects to break ground in 2022. The district is also engaging in public and finalizing its application for regional park program and rural recreational tourism grant programs as part of Proposition 68. The application includes funding a large and small dog park, a multi-use trail, and an all-inclusive playground. If you have any more questions, you can find these projects on the Monterey Peninsula Regional Park District website www.mprpd.org. That concludes my report. Thank you very much.

g. California Coastal Commission

Mike Watson: Our state-wide unit is beginning to coordinate and meet with Monterey County RCD on development of public works planning that would allow for programmatic approach to vegetation and fuel management activities in Monterey County, much like which has been done in Santa Cruz and San Mateo Counties. When all said is done, I should enhance, inform, and streamline permitting for vegetation removal around structures and buildings throughout Monterey County, including Big Sur. If folks are interested in commenting or being involved in the process, they should contact Brent Bates at Monterey County for further input. Secondly, the joint state parks and park-it environmental document has been released and is open for public comment now. Some of you may know, the park it initiative is a proposal to relocate highway parking and to designate a parking area with shuttle operations to move persons between parking areas and adjacent park lands. Comments are due by the end of the month; folks should reach out the Matthew Allen at State Parks for comments on this. Finally, I introduced Alexandra McCoy

earlier as my replacement for permitting and representative for the BSMAAC. I also wanted to mention that Sean Drake, who is commission staff, is our Caltrans liaison for the central coast. He will be assuming permit review responsibilities for all the highway-related projects along the Big Sur Coast. You should be in good hands.

h. Caltrans

Sara von Schwind: I want to reiterate that we don't know what is coming for winter, but we have been preparing. We already had a couple of early rainstorms, as many of you know, that have had some minor impacts. We had our winter prep meeting on October 27th and that means all aspects of Caltrans get together and we talk together to make sure we have solid plans for communication and to let you know what's going on along the coast. I'm happy to say we have a lot of veteran people which allows us to really respond quickly. I will remind you, last meeting, I did mention that we do not have preemptive closures. As you'll recall, the last couple years, we've had preemptive closures, but we will not have those this year. How do we get information out? One of the great ways to look at is at quick maps, which is a Caltrans app and we also have Facebook and Twitter Feeds that go out, which is actually one of the fastest ways to get information, also to be on our mailing list through PIO. They have a very large mailing list that's for your area specifically, so if you're not on that list, please let me know, and I will get you added to that list. Also, to remind you, I've attached a report for Caltrans projects, so take a look at that report that's attached to the agenda today.

i. California State Parks and Recreation

Marcos Ortega: I'd really like to encourage Caltrans to add an agenda item for future BSMAAC meetings and that's for the Limekiln Bridge Realignment proposals. State Parks has some concerns with some of the proposed realignments being moved to be more ocean-wards, to create shade and, what we feel, degrade the visitor experience at Limekiln Beach, and I think it would be important for public comment on that issue. For some of the state park reports, Andrew Molera State Park closed this month for camping, as part of a six-month closure window that will be a recurring cycle until we can get long-term protection of the campground bank and realignment of the parking lot to trail camp. We're continuing to work on plans to realign that crossing as well as bioengineering to stabilize the bank to protect the campground long-term. The park and the campground will be open May through October. The Julia Pfeiffer Burns and Limekiln trail systems that are currently closed are being worked on and I'm happy to let the group know it's not a funding issue. Our district has done a really good job of being able to get access to Prop 64 money to fund some big dollar repairs on those trail systems that were damaged. That is my report for today. Thank you.

j. Monterey Bay National Marine Sanctuary

Karen Grimmer: I have some good news. We are pleased to announce that Dr. Lisa Wooninck has been hired as the new Monterey Bay National Marine Sanctuary Superintendent. Lisa has worked for NOAA for over 20 years, first with the National marine Fisheries Service, and then with our office in various roles for the past 14 years. With office of National Marine Sanctuaries, she served as a resource protection specialist at Monterey Bay National marine Sanctuary and as a regional policy coordinator at the West Coast Regional Office. Prior to coming to NOAA, Lisa served as a NAS fellow for Congressman Sam Farr. She will plan to attend the next meeting and say hello to everyone in person or virtually. Some more good news is our updated management plan with minor regulatory changes is on track for release on November 15th. It includes 13 action plans to guide NOAA's understanding of protection of sanctuary resources over the coming decade and the regulatory changes will improve access for users for motorized personal watercraft and reduced disturbances of sensitive wildlife, as well as try to facilitate habitat protection and restoration activities around beneficial use of drudge disposal. So there's a

number of things coming down through those changes and we will be happy to talk about them when they are rolled out. Lastly, our sanctuary exploration center in Santa Cruz and our coastal discovery center in San Simeon are still closed at this time, yet they do continue to provide programming through virtual webinars on different marine-related topics of interest for the general public as well as the virtual school programs. Please check our website at Montereybay.noaa.gov for that information. Thank you.

k. United States Forest Service

Fin Eifert: First off, Mike Watson, congratulations, and Alexandra, I look forward to working with you in the future. Next up is a retirement from our end, Forest Supervisor Kevin Elliot, he retired on October 30, 2021, and I and the Forest Service want to thank him for his 43 years of service. That's a long time to be doing the job, and we appreciate that. His replacement in the interim Deputy Forest Supervisor Chris Stubbs. And permanent replacement is anticipated to be announce in early 2022. So first point here, Strategic Community Fuel Break, still dealing with some Dolan Fire issues there. We have now gotten the fiscal year 20 joint chief's contract awarded to a contract as well as the 21 joint chief's money for implementation on fuel break lines. We're currently working on an implementation timeline with that contractor, and it's anticipated for some time early in the spring. Additionally, around the fuel break, we have been working with the resource conservation district of Monterey County on the California Climate Initiative grant that our collaborative was successful in obtaining. Currently, we are deciding on a contractor for reimplementation surveys for biological and botanical resources. The second phase of that will be the implementation of fuel lines associated with that. The third phase will be contracting for burn plans and burn plan development and actual burning of piles of those lines. Currently, our burn lines cover administrative sites only. As one of Kevin's last signatures as a Forest Service employee, he resigned the Dolan Closure Order and extended that order to April 30, 2022. I wanted to bring that up because that order is tied to Nacimiento Ferguson Road and that access. The Willow Fire Order that was signed in July is effective until January 24, 2022. As far as the Nacimiento Fire Station, we have narrowed it down to two, and possibly a third relocation. We are getting ready to discuss where we would like to place the new station. In the interim, engine 316, that was displaced by that event, is at Brazil Ranch. I want to thank all of you for your ongoing support. As Bree had mentioned, we've embarked upon the visitor use management project and it's progressing well. We've been developing surveys and ways to garner as much input as possible from everybody.

l. 5th District, Monterey County Board of Supervisors

Sarah Hardgrave: I'd like to start by saying best wishes to Mike. I wish you all the best. On Nacimiento Ferguson, just wanted to reiterate what we've already heard. Our office has been in close communication with public works. We were able to get the initial information on the timeline from the Forest Service, and we totally understand how crucial that road is to the community. We do need to look toward the Forest Service for bigger repairs given it is a Forest Service road. Short term rentals, we know, is an issue. Supervisor Adams made a referral to look at what type of enforcement could be done under the existing county zoning code while the long process to actually get new ordinances is continuing. In early October, county staff presented some options, and Supervisor Adams asked for a pilot program that focuses on District 5, so we'll be getting a report on what that will look like at the December 8 Board of Supervisors meeting. If this is of interest to you, please tune in on December 8. This coming Tuesday, the Board of Supervisors will be reconsidering the county face mask ordinances that came into effect a couple of weeks ago. Masks are, unfortunately, controversial and another divisive issue that the board will be taking up again next week. Lastly, the Big Sur Byway Organization, Supervisor Adams has tasked our office with continuing to supervisor them as they work towards becoming a more stable entity. Supervisor Adams made a referral that was needed to figure out the structure to receive any sort of grant fund through the county given that the Byways Organization was established by the Board of Supervisors. On

December 7, the Byways Organization will meet in the morning, and then in the afternoon, the Board of Supervisors will have an answer back on Supervisor Adams' referral.

m. 30th District, California State Assembly

Dominic Dursa: To give a little more depth to what Ryan said about CABS, the Assemblymember was definitely thrilled to bring a delegation of local Assemblymembers as well as staff from other offices to meet in Big Sur recently. The reason for it is, housing being one of the top issues in California, clearly. Both the Assembly and State Senate now have a working group looking at possible solutions to address the clear housing needs. There should be a written report that should be released highlighting some of the ideas that came out of that. Martha, thank you for highlighting the issues with the Air Medical lift. We will reach out to you by email, and I'm sure Kate will reach out as well.

n. 17th District, California State Senate

Kate Daniels: The first thing I want to share is from Sara von Schwind's regarding the ADAC that was formed for the bridge railing replacements. Angela Chesnut, our District Director is already sitting on the ADAC, so please do forward any question directly to our office. We are happy to keep you in the loop and connected to that process. Senator Laird is in the last day of the Climate Conference in Glasgow, Scotland, so he is unable to join you all today. But they are working hard to come forward with ambitious 2030 emissions reductions. For Senator Laird, I know one of the things he is very eager to study more and actually did do a site visit to an OSW farm in Scotland. The conference is also addressing protecting communities and natural habitats in countries that are not necessarily the biggest emitters but are facing the most dire consequences from climate change. Lastly, another big objective is to mobilize the financing that is critical, so that countries continue to make good on their promise to finance the climate change and address the needs of the countries where some of these greatest impacts are happening. I'm sure he'll have a big update when he returns on that. In terms of bills and budget, he introduced a robust bill package that addresses some of the most pressing issues on the central coast. One of them was addressing the broken EDD system so we never find ourselves again the situation that we were in with the pandemic. Another big piece of legislation was SB 456, and I know that's of interest to everyone who is concerned about our wildfire resilience and our response and action plan to the increase in wildfires. This bill is going to require the state to establish a long-term fire prevention action plan and it will also ensure that we are better prepared as a state to direct future investments and that we are able to better protect our communities against the wildfires we are experiencing and have experienced. There are more details about that bill on our website, and I'm happy to answer any questions. Lastly, there was a budget allocation, AB 170, that included \$1 million for existing Garapata State Parks trails, and the funding that Senator Laird was able to secure for Garapata is going to be directed toward the Coastal Habit Restoration and Trail Improvement Management Plan that State Parks has published.

o. 20th District, United States Congress

Jimmy Panetta: Coming off of Veterans Day, I hope everyone had a good day off. If you didn't have the day off, either way, I hope you were mindful of the service and sacrifice of all those who were serving all of you, either have done so in our military or are doing so right now. So that was hopefully something that was what you did, as you should, I believe, my personal feelings. But, also, I wanted to thank all of you for all of your constructive comments in regards to infrastructure. Obviously, that's something important to all of us and very important to all of you in Big Sur, knowing this is a priority for Congress at this point. It's a priority for this Administration at this point. This is an Administration that's not just talking about infrastructure week, it's actually doing it. As we saw from the passage into the bipartisan infrastructure bill last week, it will be signed into law next week, and we will be moving on to the Build Back Better Act next week as well. However, before we get into that and the benefits of that or hopefully

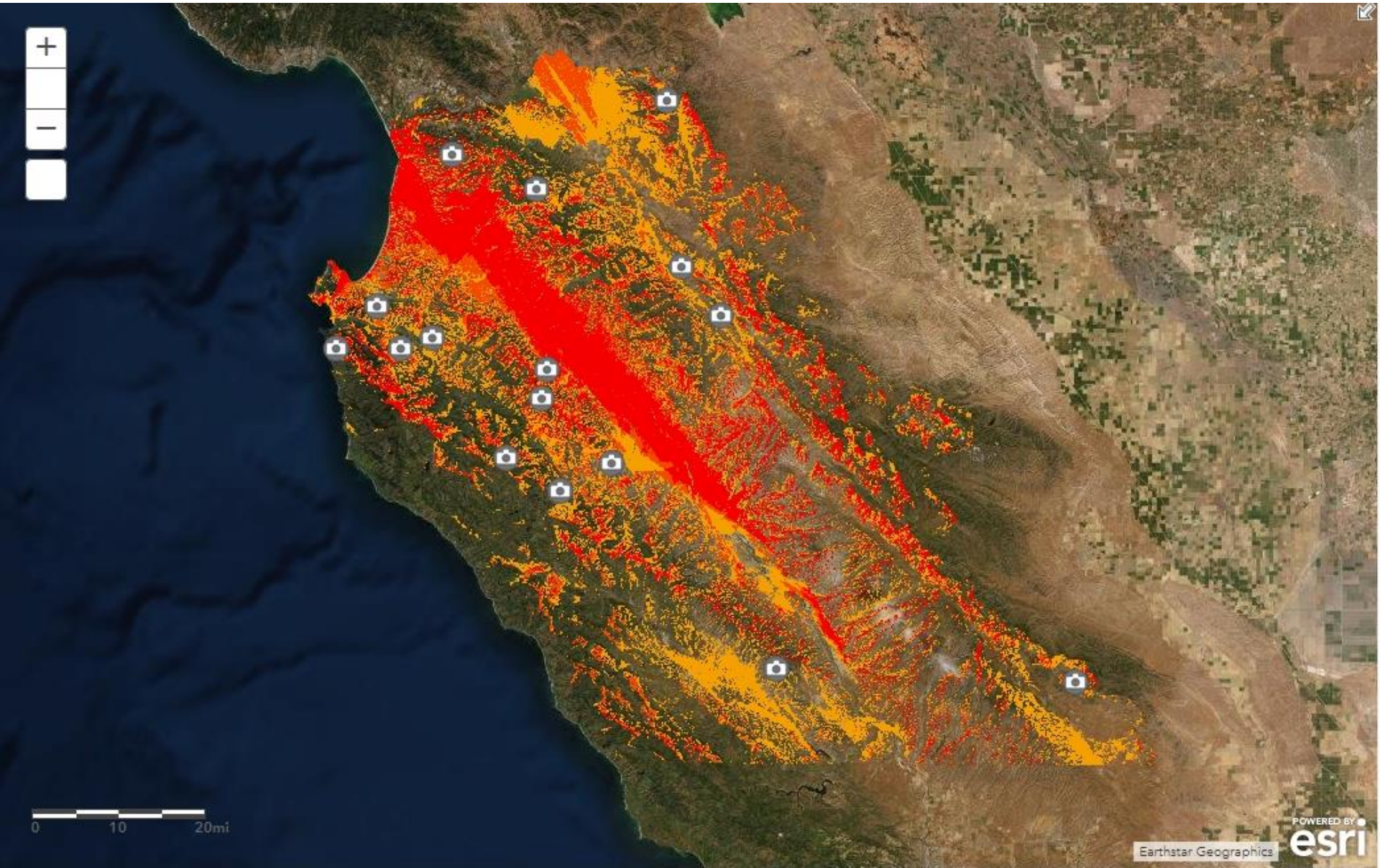
the future benefits of those bills, let me talk about Nacimiento Ferguson. Obviously, let me thank Randy and Fin for their comments but also their work on the ground in ensuring as best as they can under the conditions that we are dealing with that that road continues to at least stay accessible as best as it can prior to the major infrastructure investment that we are going to be doing on it coming up here. So really want to thank Randy and Fin for that and also for their updates as well. Let me also thank Kate Novoa for reaching out to my office and actually taking time to see what we are doing on that bill and obviously posting and talking about what my office is doing and staying in contact with my office, so I truly appreciate that, Big Sur Kate. Look., obviously. you know that we have been cranking away and pushing for the ERFO. Basically, we have been doing everything we can, putting it on the front burner, if I may say so, not the backburner, in order to get that money. And we got that money. Nacimiento Ferguson Road will be a part of \$2.6 billion dollars of ERFO funding that's out there. That's the good news. You all know the bad news. Basically, right now, as they set it out, the timeline is to have it fixed by 2023. Completely agree, unacceptable. So, what have we been doing to speed it up? Basically, what we did once we saw that timeline, is we wrote a letter to the Federal Highway Administration as well as the US Forest Service to make sure they know how important the road is and how unacceptable it is that 2023 will be the date. Thirdly, I have a call with the Federal Highway Administration Administration, the high-level administration, talking about this and how unacceptable the timeline is at this point. That will be scheduled for next week, and obviously I will report back to you on how that call went. Also included in that bill were two of my priority projects. The REPLANT Act, which deals with reforestation, so we don't have what we saw happen with the Dolan Fire and Highway 1, so that there can be reforestation in our national forest after major conflagrations like we saw and will continue to experience, and we got another bill in that's going to asl protect our Monarch butterfly population, and we got to continue to work on that as well. But obviously dealing with our water infrastructure, dealing with other aspects of the wildfire prevention, dealing with broadband, these are all areas in that major bill, major, significant, investment bill that are going to help us on the central coast. Going forward, we got the Build Back Better Act, just to let you know the focus there, obviously is going to be on education. It's going to be the largest government investment in clean energy in our history. And then, it's going to invest in affordable housing as well. Now, this is a lot, it's a big bill, but I think it's deserved right now. You're going to see that investment in working families that will allow working parents to get right back into the work force. I have to end on some very, very bad news: that I lost Riya Mehta. Riya Mehta was someone who you all knew very well. She did an excellent job basically being that bridge from the Big Sur community out to DC. She got a promotion basically. She got a political appointment to the USDA. Unfortunately, we are losing her. Fortunately, we are going to have a very good friend in the USDA. We are going to do everything we can to fill her shoes, which is going to be hard to do. That's it for me.

IX. Report from Other Agencies on Issues Pertinent to Big Sur (02:24:04)

Dominic Dursa: There was a heads up that Bettye wanted to share. She had the information after she was on the call. Apparently, AT&T is going to do a little more repair on the fiber line that was damaged late Sunday night. They are looking to do it around midnight, so it looks like when they are going to be doing that more permanent fix, it will take services offline, so they are looking to get everything up by morning. So just realize though, come Sunday night to early Monday morning, service can be affected.

X. Adjournment – 1:00 p.m. (02:26:32)

Motion made by Kirk Gafill, Seconded by Bree Harlan



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Interim Directive 2709.11 Special Uses Wilderness Filming

Key Messages

The goal of this Interim Directive (ID) is to provide clarification for considering proposals for commercial filming in wilderness areas due to advances in film and video technologies combined with the need for the agency to more fully tell our land management story. This Interim Directive meets the intent of the Wilderness Act by identifying when commercial films can be considered a commercial service appropriate in a wilderness area.

- The ID is effective immediately: developing a full regulation at this point would have been more time consuming and in the interim more special use applications would potentially have been denied based upon previous criteria.
 - The ID is not a permanent document, but provides time for the agency to evaluate from the impacts of special use permit to film in wilderness in order to frame future policy that is protective of the natural resources while being fair to the public.
1. An important component of this Directive is that any commercial photography, filming or videotaped production permitted must have a primary objective of disseminating information about the use and enjoyment of wilderness or its features and values that is necessary for wilderness purposes.
 - Requests for film or video productions in wilderness need to include information about the ecological, geological, or scientific features of wilderness, or its historic, educational, scenic, or solitude aspects.
 - Requests must preserve the wilderness character of the surroundings of the area in which they are filmed or videotaped, leaving the area untrammelled, natural, undeveloped, and preserve opportunities for solitude and primitive and unconfined recreational opportunities
 2. Another additional element of the new ID is that the activity being filmed or videotaped must be wilderness-dependent – the location within a wilderness area is identified for the proposed activity and there is no suitable location outside of a wilderness area where the activity could be filmed under the same conditions.

It is important to note that there is no permit required for most still photography or for non-commercial filming on National Forest Lands including wilderness areas. That did not change in this Interim Directive.

Questions and Answers

Q. What are the major differences between the previous version and this new Directive?

Previous Directive	New Directive	Significance
Specified only that "...the activity contributes to the purpose for which the wilderness area was established."	Requires that the request fulfills "...a primary objective of dissemination of information about the use and enjoyment of wilderness for its ecological, geological, or other features of scientific, educational, scenic, or historical value."	Requires a more clear description of the end product being developed by the use of wilderness as a location. Helps to relay the successes of the agency in managing the public's natural resources.
same	Requires that other locations be considered for the film outside wilderness and documentation why wilderness is the only suitable location	Meets the intent of TWA that only "necessary" commercial services should be provided in wilderness
Specifically discussed still photography only	Clarifies criteria for filming requests for <i>other than non-commercial still photography</i> . i.e. filming or videography	Brings the Directive in line with technological advances. Provides more communication opportunities for the agency to relate its successful land management successes with the public.
Only referred to the original Wilderness Act of 1964 (16 U.S.C. 1131) for transportation restrictions	Specifies the prohibitions against motorized vehicles and equipment, motor boats, any type of landing or air craft, or the use of mechanical transport of any kind, such as hang gliders or bicycles	Provides better guidance and logistical preparation for special use permit applicants. More clearly delineates what is acceptable in wilderness.

	Specifically addresses the issue of advertising of any product or service connected to the request.	The legal terms commercial service and commercial enterprise are used in delineating whether a project is for the good of the public and the public lands, or for profit.
“the activity contributes to the purposes for which the wilderness area was established”	Provides criteria that would identify a film proposal as a commercial service that could be authorized in wilderness	Meets the intent of the Wilderness Act. Should provide for more consistent interpretation by field managers on this issue

Q. What issue or circumstance brought about the drafting of this new Directive?

Decision to clarify this Directive stemmed from a lack of clarity produced by previous Directive, and brought to light by increasing amounts of applications for commercial film permits in wilderness similar to that in Idaho, but not specifically as a result of any one incident. The Interim Directive became effective and a matter of public record on the day that it was signed. Final information, however, has to be formatted for public websites and developed for media advisory to ensure clarity in its release.

Q. Does commercial filming in wilderness fall under the Wilderness Act definition of “commercial enterprise” (Sec. 4(c)), or “commercial service” (Sec. 4(d)(6))?

Commercial filming may not be authorized as a commercial enterprise (The Wilderness Act, Section 4(c)). Commercial filming in wilderness can be authorized as a commercial service, when the production meets the purposes of The Wilderness Act. Section. 4(d)(6) states that commercial services may be allowed in wilderness areas “to the extent necessary for activities which are proper for realizing the recreational or other wilderness purposes of the areas.”. The public purposes of wilderness are described in Section 4(b) as “recreational, scenic, scientific, educational, conservation, and historical use. “. These purposes are further clarified in the criteria listed in FSH interim ID 2709.11-2010-1. The criteria distinguish between enterprise and service by determining the primary objective and that the proposal would not advertise a product or service. It is not the intent of this ID to permit commercial enterprise in wilderness areas

Q. Can commercial filming be authorized in wilderness?

Proposals for commercial filming in wilderness can be authorized if they meet the criteria for approval. Wilderness administrators may consider opportunities through commercial filming that serve a public need for the gathering and dissemination of information regarding their use and enjoyment as wilderness (Sec. 2(a)). A proposal for commercial filming must pass the initial screening criteria found in 36 CFR 251.54, as well as meet the criteria spelled out in this new Directive for filming in wilderness

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Q. Can a commercial enterprise (a business) operate in wilderness to make a commercial film?

A commercial enterprise (such as a film company) could be authorized to make a film where the primary objective is to provide information about wilderness and it is dependent on a wilderness location (see the criteria in FSH interim ID 2709.11-2010-1) much as a commercial outfitter-guide business can be authorized to operate in wilderness as a commercial service to facilitate “activities which are proper for realizing the recreation and other wilderness purposes of the area” Section 4(d)(6).

Q. How will the Forest Service determine which proposals for commercial filming are appropriate in wilderness? Section 4(d)(6) of The Wilderness Act allows for commercial services but only “to the extent necessary for activities which are proper for realizing the recreational or other wilderness purposes of the areas.” The responsible Forest Service official will use the criteria in FSH interim ID 2709.11-2010-1 to determine if there is a need for the commercial filming activity described in the proposal that matches the wilderness purposes as described in Section 4(b) of the Wilderness Act. For example, a proposal could meet wilderness purposes if the primary objective is an educational film about wilderness values and benefits that is unique to that area and cannot be produced outside wilderness. In contrast, a proposal to make a Hollywood style adventure film or documentary film in wilderness, because of a desire to use wilderness locations as settings, would not meet the criteria, even if wilderness recreation use or Leave no Trace is mentioned in the film.

Q. Is the concern for commercial filming in wilderness based on a prohibition of mechanized equipment such as movie cameras in wilderness?

No. The Wilderness Act does not prohibit stationary mechanized equipment and the use of cameras in wilderness areas is not prohibited by law, regulation, or policy. Motorized equipment and mechanical transport is prohibited by the Wilderness Act but Forest Service regulation and policy exempts devices such as cameras including those with motor drives and other mechanisms (36CFR 293.6 and FSM 2320.5).

Q. How does the Forest Service define commercial filming and still photography?

Definitions for commercial filming, still photography and permit requirements are outlined in Forest Service Handbook 2709.11, sec. 45.5. They are based on the directions of the Commercial filming Act of May 26, 2000 (PL 106 -206).

COMMERCIAL FILMING: Use of motion picture, videotaping, sound-recording, or any other type of moving image or audio recording equipment on National Forest System lands that involves the advertisement of a product or service, the creation of a product for sale, or the use of actors, models, sets, or props, but not including activities associated with broadcasting breaking news. For purposes of this definition, creation of a product for sale includes a film, videotape,

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television broadcast, or documentary of historic events, wildlife, natural events, features, subjects, or participants in a sporting or recreation event, and so forth, when created for the purpose of generating income.

STILL PHOTOGRAPHY: The use of photographic equipment to capture still images on film, digital format, and other similar technologies on National Forest System lands that:

- Takes place at a location where members of the public are generally not allowed or where additional administrative costs are likely, or;
- Uses models, sets, or props that are not a part of the site's natural or cultural resources or administrative facilities.

Q. Can still photography be authorized in wilderness?

In general still photography is not regulated nor is a permit required for it on the National Forest. However, if the still photography in wilderness takes place in locations where members of the public are generally not allowed, or where additional administrative costs are likely, or if the still photography involves models, sets, or props that are not a part of the site's natural or cultural resources or administrative facilities, then a permit is required. (Refer to FSH 2709.11, sec. 45.5, for definitions of models, sets, and props).

If a commercial film permit is required because of the criteria listed above, then if it is proposed in wilderness, it must also meet the additional criteria listed for if it would occur in a wilderness area in ID 2709.11-2010-1 Special Uses Handbook.

Q. Why not just issue a Regulation instead of a temporary fix?

Issuing an interim Directive gives the Forest Service more options to quickly address the issue and evaluate the impacts. This is effectively immediately. Drafting a complete Regulation requires more initial research and evaluation, completion of Draft documents, public comments to the Draft, and finalizing the Regulation. Using the Interim Directive allows the agency to address the situation now, and use the next 18 months to go through the process of developing a final Regulation.

Q. Why does the Forest Service issue Special Use permits in the first place? Why can't people just go where they want and use public lands however they want?

Public Law 106-206 dictates the conditions under which Forest service issues a permit to film on NFS land. The special use permit is designed to manage the impact of humans on the natural resources, and commercial access to public lands.

In general, private citizens can travel to any parts of their public lands, following trail, Forest, area, or regulated restrictions. In the case of trails, people must follow restrictions for hiking, biking, motorized, or equestrian uses. Motorized equipment and mechanical transportation, for example, are not allowed in wilderness areas. You are prohibited to hunt or use firearms within

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certain distances of developed campgrounds and other recreational sites. All of these limitations and restrictions are for both visitor safety and for the sustainability of the natural resources.

Q. Why is it that some permits are granted for projects in one state or region, while the same project would be denied in another? Why the variance from region to region?

The new direction through this ID is intended to bring consistency to this issue. There will always be regional considerations for access and use because of local conditions and interpretations of the less specific aspects of overarching federal regulations. This is true for most policy and regulation, and why so many Forest Service projects and plans are legally challenged. The new ID seeks to provide better clarity for both permit applicants and forest and district staff in determining whether a permit should be granted or denied, and help outline the basis for that decision.

***Big Sur Multi Agency Advisory Council
2022 Meeting Dates
Pfeiffer Big Sur Lodge Conference Center
Pfeiffer Big Sur State Park, Big Sur*
10:00 am start time***

**March 25, 2022
June 3, 2022
September 2, 2022
December 9, 2022**

***Please contact Supervisor Adams's office if you
would like to be added to the email distribution
list.***

***Send an email to district5@co.monterey.ca.us or
call (831) 647-7755.***

****Location will be determined as needed.
If virtual, the meeting will be held via Zoom.
If meeting will be held in-person, meeting will take place at Pfeiffer Big Sur Lodge
Conference Center, Pfeiffer Big Sur State Park***