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Category: Air Quality

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Comment:

We examined many of the tables labeled J-xxx. Summary of Output starting on page J-15 in Volume 2 of the RMP. There is no way that your analysis of total emissions credited to OHV use in the project area can result in this activity having the highest output of CO. Especially when you include all the activities described under such activities as CBM, oil well and natural gas development. In addition, why are hydro-carbons included only under OHV emissions? We have read through the preceding information leading to the numerous tables found in section J and recognize that these calculations are estimates. Our severe response to this portion of the EIS and associated data is because the impression relayed to other readers of the EIS will lead them to focus on the tables and be left with the incorrect impression that OHV use is second only to oil and gas development in air pollution. That is a gross mis-characterization when you consider the detailed descriptions for emissions estimates for each of the identified activities. These descriptions are found on pages J-11 through J-14. The last sentence under the heading "Off-Highway Vehicles Emission Estimation" appears clear in its description of the offending vehicles, "Off-highway vehicles include all terrain vehicles, motorcycles and snowmobiles." It is incredulous to imagine that a relatively small number of vehicles, used intermittently by most enthusiasts would be identified as a major emissions source. If this is the case then please forward your data to the Travel, Recreation and Wildlife Committee in the Wyoming State Legislature so that we can get a major increase in state fuel tax rebates for OHV use. Your data would highlight that the current formula for these rebates is seriously under-estimated based on the amount of fuel that OHV's are using to produce the emissions you are giving them credit for. Thank you and it was my pleasure.