

### **Type of Equipment & Vehicles:**

All snowmobiles as of 2023 are current model Polaris and Ski-Doo snowmobiles. We run both trail snowmobiles and mountain snowmobiles, these include but are not limited to Ski-Doo Grand Touring 600, Ski-Doo Summit SPs, and Polaris 850 RMK snowmobiles. Snowmobiles that we order are based on industry supply and demand. The shuttles we currently use as of 2023 are Ford E-350 vans. We also have pickup trucks, groomers, skid-steers, and snow removal equipment. We use safety equipment such as ORION sled rescue sled, Ski-doo Skandics with a haul trailer, avalanche safety kits, backcountry first aid kits, and other standard snowmobile maintenance kits.

Mitigation Plan for any significant negative impacts:

The snowmobiles emit a very light sound. All snowmobiles have factory mufflers, so the decibel levels of noise emitted are very quiet compared to snowmobiles with aftermarket mufflers. Due to snow covering the road and terrain we ride on and everything being frozen, there is very little to no significant negative impacts to the CR 80 or any of the riding areas we operate on. When there is low snow, access to properties can be made using FSR 42. We would do this to mitigate the road conditions, so that we don't ride snowmobiles on fragile terrain.

### **Thunderstruck Adventures Operating Plans**

- Thunderstruck Adventures is requesting a special use permit amendment to conduct snowmobile and grooming operations on RCR 80 to our permitted area of National Forest designated California Park, the Mike Nottingham land, and the Babson Carpenter Foundation. The season dates coincide with the closing dates of County Road 80 winter maintenance which is usually Dec 1st and ends May 1st. The activities include guided snowmobile tours and trail grooming. The tours would begin at the approved starting point on CR 80 and travel 12 miles to our permitted land use of California National Forest.
- The guide to guest ratio is 1 guide per every 6 snowmobiles.
- Tours run 7 days a week. The tours operate from 9:00 am from the WT area and end at 3:30-4:00 pm, when they are shuttled back to our Steamboat Springs office. Routes used are accessed from CR 80, where our 35 acre land plot is located. The guest meeting and drop-off point is located at the Thunderstruck Adventures office at 2740 Lincoln Ave Unit #3 Steamboat Springs CO 80487.
- Guides and guests are required to remain on designated travel routes, permitted at all times to adhere to all regulations put into place by Routt County and USNFS in order to preserve and protect the natural environment.
- All guides are equipped with a first aid pack and radios. The guests are required to go through a safety talk and learn all operations of the snowmobile as well as riding techniques.
- All guests are provided with top of the line avalanche gear, safety equipment, helmets, boots, jackets, and bibs.
- All guides are required to have a current Wilderness First Aid and CPR certification.

### **CLIENT BRIEFINGS:**

Clients arrive at our Steamboat office at 8:00am. They gear up and sign paperwork. We explain the use of snowmobiling gear and how to properly prepare for the day. From our

office, clients are shuttled to our trailhead. On the drive down, guests are encouraged to ask questions about their day. We pre-screen customers for their experience level so that we can safely group them with guides. The guides prepare the snowmobiles in lines according to groups before the tours arrive. At the trailhead, the guides discuss safety concerns, such as avalanche conditions in the backcountry, the mental side of snowmobiling, and machine operations. The guides also give an overview of the property and the environmental stewardship to be aware of while on and off the trail— this includes emergency meet up points, locations of safety equipment, and what to do in the case of an emergency. The guides initially cover trail etiquette and safety. Throughout the day, the guides continue to progressively add information about different snowmobile operations. This includes continuous education on the land, natural history, and how to operate a snowmobile based on conditions. We are constantly giving progressive instruction on snowmobile operation to progress each guest's riding ability.

### **ENVIRONMENTAL CONSIDERATIONS:**

We operate by Leave No Trace etiquette. Everything we pack in we pack out. Besides a few plastic wrappers, water bottles, and such from the packed lunches, we have a very low amount of any waste while operating. Guides instruct clients on the importance of staying out of certain natural zones, such as river and creek beds. Guides also discuss the different types of wildlife that we see on our property and how to navigate their environment respectfully. The impact of our snowmobiles is very little in terms of the surfaces they operate on. Because they know the property so well, they rotate zones that they ride in to both preserve the environment and offer the guest an experience in untracked snow. This ensures certain areas don't get overused. When there is low snow, access to properties can be made using FSR 42. We would do this to mitigate the road conditions, so that we don't ride snowmobiles on fragile terrain.

### **ACTIONS TO BE TAKEN TO PROTECT THE ENVIRONMENT FROM EFFECTS OF THE PROPOSED USE:**

Having guides that know the terrain of this property helps ensure clients aren't getting into areas with low snow that could damage any of the environments we operate in. Because we are lucky enough to operate on snow, our goal is to only operate on snow and not be involved in coming into contact with trees, rocks, streams, brush, grasses, or any of the natural habitat that exists under the snow layer. We will not operate our machines out of the safety of our guest, guides, environment and snowmobiles if there isn't enough snow to not have to worry about hitting objects that aren't covered in fresh powder or a good snow base. We take adequate snow coverage very seriously, because it not only affects the environment, but also the guests' experience. When there is low snow, access to properties can be made using FSR 42. We would do this to mitigate the road conditions, so that we don't ride snowmobiles on fragile terrain.

### **FIRE PREVENTION MEASURES THAT WILL BE TAKEN:**

Because of the moisture of snow and how our snowmobiles operate with the exhaust exiting the bottom of the machine, the snowmobiles stay cool and do not leave anything in their track that could spark a flame. In the case of a fire, we have shovels to scoop snow onto fire. We also carry miniature fire extinguishers. We also stage fire extinguishers in the cabins that are owned by Nottingham. Fires at this time of the season are unlikely to be caused by the snowmobiles, as they are low impact to the land.

### **SAFETY & EMERGENCY CONSIDERATIONS:**

We have a Orion Sled Rescue Sled, which is the safest way to extract someone severely injured out of the backcountry. Full first aid kit, splints, BCA Link radios, SPOT GPS with SOS capabilities are required to be worn by guides at all times.

### **CLIENT SAFETY PROCEDURE BRIEFINGS:**

Since our clients drive with us to the WT, we are able to discuss the daily plan and over safety procedures. Once the clients arrive at the WT, guides begin to discuss proper riding positions, how the machine operates, basic skills to know, hazards of riding into certain areas and what to do in the case of emergency. We discuss the importance of communication throughout the day and how to operate the radios. Using proper trail etiquette, guides stop at the first mile mark on CR 80 to check in with clients as they get a feel for the machine and give any tips they may need to continue riding safely. The guides then stop every couple of miles to progressively add on safety tips and operation tips. During these stops the guides are also able to discuss the natural environment and teach clients about wildlife and how to be a steward of the environment.

### **COMMUNICATION PROCEDURES AND COMMUNICATION DEVICES AVAILABLE:**

Each guide and certain clients will all have BCA Link Radios. Clients are able to use hand signals as well as their radios to get in touch with us guides on their ride. The guides are able to easily communicate through the BCA radio even when they aren't always able to see each other. Cell service is good in a majority of the area we ride. If we need to make a call back to our office, it is usually possible. We also carry SPOT GPS and Garmin InReach devices that have pre-made messages, SOS buttons, and track movement. We have also started using OnXBackcountry apps to mark and track movement and areas from our phones, where we can relay locations to the office.

### **LOST/OVERDUE CLIENT PROCEDURES:**

Our goal is to never have a client get out of sight in the first place. With our guides' experience, they understand where to travel in different snow conditions. We also limit the number of clients on trips to what the guides can see while taking visibility into consideration. We stop frequently for check-ins to ensure head counts and make sure that we are only riding as fast as the slowest rider. Because we don't allow clients to ride without a guide, we always have someone with them. As we ride through different zones, we never leave a zone without the whole group. Keeping this procedure in place, a client should never be far from a guide. We also keep radios on backcountry clients. This allows us to radio between both clients and guides. We all keep our radios on a preset channel and lock it on the channel to make sure the whole group is always able to communicate. If we are not able to reach someone on radio, a guide will have the clients group up, stay in one spot, and the guide will sweep the area and are typically able to follow snowmobile tracks with ease, even during a larger storm.

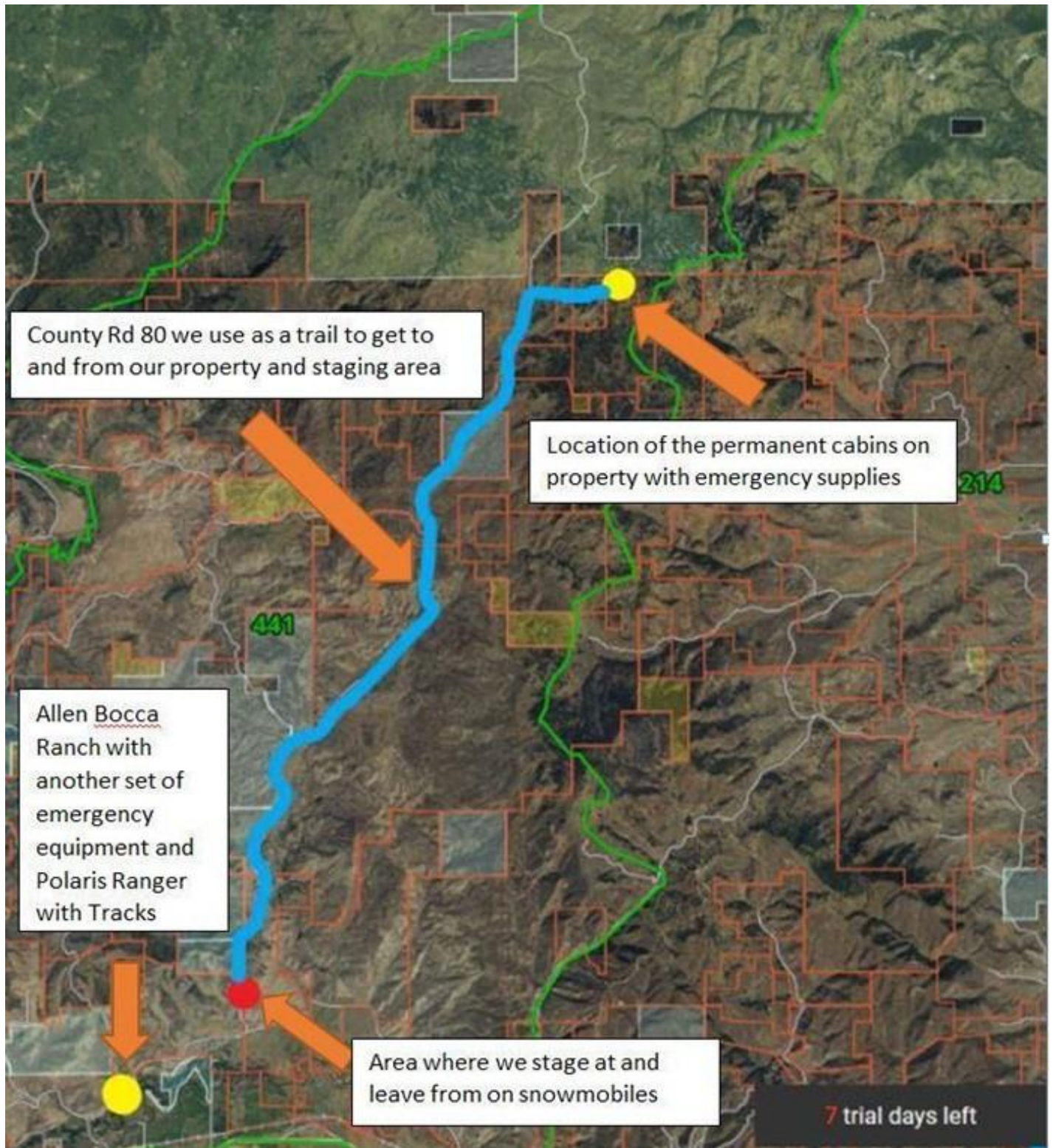
## **SAFETY AND EMERGENCY PLAN**

1. THE GUIDES AND STAFF ARE REQUIRED TO HAVE A MINIMUM OF FIRST AID AND CPR AND THERE IS ALWAYS A TRIP LEADER WITH A WILDERNEST FIRST RESPONDER CERTIFICATION AT BASE CAMP, IN THE EVENT OF A SERIOUS INJURY THE GUIDE WOULD CONTACT THE TRIP LEADER AND THE TRIP LEADER WOULD THEN CONTACT 911 AND BEGIN COORDINATION WITH SEARCH AND RESCUE AND PARAMEDICS.
2. ALL GUIDES ARE EQUIPED WITH A FULL EMERGENCY FIRST AID KIT AND RADIO ON THE ATV/UTV INCLUDING COMPRESSES, SPACE BLANKET, SUNBLOCK, ONE WAY CPR VALVE, TARP, EXTRA SNACKS AND GEAR FOR GUEST IN THE EVENT OF AN ACCIDENT.
3. ALL CLIENTS ARE REQUIRED TO LISTEN TO FULL SAFETY TALK GIVEN BY GUIDES COVERING OPERATIONS OF THE MACHINE , RIDING TECHNIQUES , TRAIL SAFETY , HAND SIGNALS , RULES AND REGULATIONS IN PLACE AT THE TIME OF TOUR AND ARE ASKED TO USE ALL CARE TO NOT BE THE CAUSE OF AN ACCIDENT IN THE BACKCOUNTRY WHICH CAN LEAD TO SERIOUS INJURY.
4. ALL GUIDES ARE EQUIPED WITH RADIO AND OR CELL/SATELITE PHONE.
5. CLIENTS ARE GUIDED AND ARE NOT ALLOWED TO LEAVE GROUP BUT IN THE CASE THAT A CLIENT BECOMES LOST THE GUIDE CALLS FOR BACKUP AND IMMEDIATELY BEGINS SEARCH.
6. EMERGENCY EVACUATIONS OF A SERIOUS NATURE ARE A COMBINATION OF TRIP LEADERS AND ROUTT COUNTY SEARCH AND RESCUE AS WELL AS HAYDEN FIRE AND RESCUE.
7. ALL GUESTS ARE MADE AWARE OF FIRE DANGER AND ASKED TO ADHERE TO ALL FIRE REGULATIONS IN PLACE AT TIME OF TOUR. ALL GUIDES ARE EQUIPPED WITH FIRE EXTINGUISHERS.



### **EMERGENCY EVACUATION PROCEDURES:**

If evacuation is needed, we are able to use our emergency equipment (Orion Rescue Sled) that is located at the staging area to extract the individual/individuals. We also have access to Allen Bocca who lives only 2 miles from our staging area and has a tracked RZR, medical equipment, and the knowledge to assist in any sort of situation. Guides will assess the situation and evacuate based upon their assessment. The goal is to evacuate as safely and quickly as possible, permitting the situation. If the guides are unable to evacuate, they would transmit their SOS signal on their Garmin InReach or SPOT GPS and coordinate rescue with emergency services.



***Lists of Mailing Labels with names and address of all Adjacent Property Owners:***

**SMITH RANCHO LAND & LIVESTOCK**

2949 PINON CIRCLE  
CRAIG CO 81625

**TOOVEY, MICHAEL J & MICHELE L (JT)**

124 GLAAB LN  
CRAIG CO 81625

**POWELL, LYNN OWEN & KATHERINE M. (JT)**

PO BOX 1414  
HAYDEN CO 81639

**M&A MOUNTAIN CABIN, LLC**

5700 SOUTHERN HILLS DR  
FLOWER MOUND TX 75022

**H3 MOUNTAIN RANCH, LLC**

5700 SOUTHERN HILLS DR  
FLOWER MOUND TX 75022

**SMITH, CRAIG E. & PANKEY, MEGHAN R.**

8124 S. IRELAND WY  
AURORA CO 80016

**R.D. SMITH MOUNTAIN LAND, LLC**

P O BOX 771511  
STEAMBOAT SPRINGS CO 80477

**SHREVE, MARILYN R**

2311 S VILLA DR  
COTTONWOOD AZ 86326

**HENRY B. BABSON & FARRINGTON R.**

P O BOX 965  
HAYDEN CO 81639

**COLORADO HAVEN, LLC**

PO BOX 772968  
STEAMBOAT SPRINGS CO 80477

**DAKOTA, MISSOURI VALLEY & WESTERN  
RAILROAD INC**

350 EAST ROSSER AVE  
BISMARCK ND 58501

**YELLOW DOG RANCH, LLC**

83 HILLSIDE DR  
STEAMBOAT SPRINGS CO 80487

**FLANDERS RANCH, LLC**

P O BOX 211  
HAYDEN CO 81639



## **Description of Use:**

Thunderstruck Adventures is a snowmobiling outfitting company that specializes in premium guiding services outside Steamboat Springs, CO. TSA holds permits with the NFS for use of California Park, as well as with private landowner, Mike Nottingham, and the Babson Carpenter Foundation, a non-profit out of Hayden, CO. Nottingham's property borders California Park, giving us the ability to access the NFS from a private entrance. We are using CR 80 to access Nottingham's property. At the base of CR 80, we own 35 acres that were purchased to operate tours out of, staging equipment that is essential for operation and our maintenance of CR 80. We call this plot of land our "Winter Turnaround" aka "WT." Each group of riders is accompanied by a professional guide who is well-versed in both public and private property boundaries. The guide ensures that all clients stay within bounds and follow proper environmental considerations for the land being used. We do not let clients ride from the base CR 80 and our land unguided to ensure that we have a professional monitoring the safety of clients as well as ensuring there is no trespassing into adjacent properties. In order to avoid clients driving the CR for safety and environmental consideration, we shuttle them to the WT. However, guides and employees occasionally drive themselves to the WT, staging their cars, to prepare equipment and safety materials for guests prior to their arrival and maintain the CR according to standards after the guests leave. Locals who own property in the area and need to access their cabins occasionally stage their vehicles at the WT. Part of our maintenance of CR 80 has included our grooming permit which has aided in access for both locals, emergency services, and forest service to California Park and the surrounding areas. In the fall of 2023, we will have a finished gravel pad, driveway from CO 80 to our lot/gravel pad, an erected steel metal building, a designated outdoor storage area, & planted trees to hide the visibility of anything not inside our building. This building will be used to store equipment in as well as maintain, setup, receive sleds at, and fix our snowmobiles and other equipment used in the operation of our business. This list of equipment includes but is not limited to pickup trucks, snowmobiles, trailers, safety equipment, skid steers, groomers, shuttle buses, and any other equipment deemed necessary by TSA to properly operate our company. In the event that CR 80 has limited or low snow, FSR 42 will be used for access to the properties for environmental consideration. We have not yet had to use this option as we build up the trail with snow using our groomers. However, FSR 42 is located off of CR 62 west of Steamboat Lake. This is a commonly accessed road for winter recreation users. FSR 42 travels west and accesses the California Park Recreational Area. TSA clients cannot be guided in Steamboat Lake State Park. The guides can drop off sleds at the entrance and a staff member can pick them up at the end of the day. Our other option to use FSR 42 is to have the guide drive the sleds to the Dutch Hill/Steamboat Lake Marina parking lot where they can ride the snowmobile to FSR 42 to access the California Park Recreational Area.

## **Equipment:**

The amount of snowmobiles staged in the staging area (see exhibit Site Plan for location of area) at the WT property typically varies from between 25-65 sleds staged. This would include customers sleds, guides sleds, and any other sleds that are being used that day (utility sleds for example that may be doing non guided work like setting up trail markers, chain sawing trees blocking the trail, hauling equipment to our private mountain, and so forth). Due to having a diverse business of tour offerings (the pro ride adventure & the trail explorer package) we have multiple different types and models of snowmobiles. Our fleet of snowmobiles consists of trail

specific sleds (four strokes), mountain specific sleds (two-strokes), and utility specific sleds (four-strokes).

Thunderstruck adventures other equipment consists of enclosed trailers, utility trailers, snowmobile trailers, fuel barrels, trucks, skid-steers, groomers, generators, tools, shuttle buses, snowmobile shipping crates, safety gear, emergency rescue gear, snow removal equipment, and whatever else is needed for maximum company safety and efficiency.

The amount of traffic reduced by allowing us to stage out of the WT is 6-10 times less than it was before we were able to stage out of WT. When we had to trailer every day from our steamboat lot to WT, the traffic was so much heavier. Employees arriving to work and the shuttle buses delivering clients are the only forms of traffic on a normal day-to-day basis we will encounter having to utilize.

### **Hours of Operation:**

TSA opens doors to our clients at 8am to sign paperwork and acquire gear that is needed to safely operate and participate in a snowmobile tour at our steamboat office. Guides will arrive at the WT at 8 am to start staging sleds and getting everything that's needed ready for the day. From our office, we shuttle clients to arrive at our WT around 9am, with a goal of the tour leaving after a safety briefing. Clients typically return to our WT between 3:30pm and 4pm to be shuttled back to our Steamboat Springs office, where they check out and return gear. Our office in Steamboat is typically open between 8am and 6pm. The hours of operation of the WT are typically 8am to 5pm.

### **Anticipated Number of Employees:**

Thunderstruck Adventures will hire employees based on demand. We anticipate 5 to 35 employees as the season fluctuates. Guides typically work 1 to 5 days per week. Office employees typically work 2 to 5 days a week. We rotate the schedule so that all employees get enough tours and hours to make a living wage in Steamboat Springs.

### **Anticipated Traffic:**

Based on seasonal fluctuation, we anticipate 4-6 snowmobiles per 1 guide at a time on CR 80. Tours are broken up between skill levels. Some tours will consist of 1 guide per 1 client while other tours may consist of up to 6 clients per 1 guide. Other tours may have 2 guides for 1 group of 6. It all depends on the skill level of the specific group and their needs. Due to being an established tour company with the most professional staff in North America, we are able to efficiently determine the ratio needed for each tour based on the riders ability. For example, if we have 5 first time riders and 1 advance rider, we will not pair them together. Instead, the one advanced rider will get their 1 guide while the 5 first time riders will get their own guide as well. We have proven this strategy over the last 4 years of operating with never once having a reported accident or lost client. We also have 0 complaints of anyone ever filing a complaint about the volume of our tours causing any health risks, safety risks, lack of other users being able to use CO RD 80 for winter access, or anything negative with the amount of sleds or traffic we have been running at. The crew at Thunderstruck Adventures has a perfect 5 star google rating with a massive amount of 469 reviews on just Google alone. We are the #1 google rated snowmobile outfitter in Colorado as well as the United States. We have proven to have done a perfect job (literally) with client satisfaction and safety measures for 4 total years straight (the total amount of time we have been operating). Our tours are dialed in and the amount of traffic



we have on a day-to-day basis is nowhere near the capacity of what CO RD 80 can support. Each of our 2 tours will run 1-12 trips a day depending on the demand of customers and how many clients are in each group. Clients are limited to riding on CR 80 that we groom on a regular basis, until we reach our private property. They begin leaving the WT around 9:00 am and begin to travel back to the WT around 2:30pm to 3:30pm on CR 80. Clients arrive at WT between 3:30pm to 4:00pm to be shuttled back to our shop in Steamboat Springs.

### **Access to The Property:**

Access to our permitted and leased riding areas is exclusive access by using CR 80 and staging out of the WT, where snow removal ends and our 35 acre land plot begins.

Legal verbiage of our lot location below: *A legal description of a tract of land located in the West 1/2 SW 1/4 Section 26, Township 7 North, Range 88 West of the 6th P.M., Routt County, Colorado, being more particularly described as*

*follows:*

*BEGINNING at the southwest corner of Section 25, Township 7 North, Range 88 West of the 6th P.M., Routt County, Colorado as monumented by 2 1/2" US GLO brass cap on 1" steel pipe more particularly described as follows; N 01°24'00" E, along the west line of Section 25, a distance of 2615.59 feet to the west corner of Section 25 as monumented by a 2 1/2" US GLO brass cap on 1" steel pipe; Thence along the north line of the SW 1/4 of Section 25, S 88°42'39" E, 341.40 feet; Thence departing said north line, S 01°24'00" W, 2615.47 feet to a point of intersection with the south line of the SW 1/4 of Section 25; Thence along the south line of the SW 1/4 Section N 88°43'47" W, 341.00 feet to the point of beginning, said tract contains 20.60 acres more or less Basis of Bearings: N 01°24'00" E, along the west line of the SW 1/4 Section 25 as monumented by two US GLO brass caps.*





**Please see below for FSR 42 access.**

## FSR 42

**Forest Service Road 42 is located off of CR 62 west of Steamboat Lake. This road is also used as an access for winter recreation users. FS 42 travels west and accesses the California Park area.**

**Thunderstruck clients can not be guided by a TSA guide in Steamboat Lake State Park**

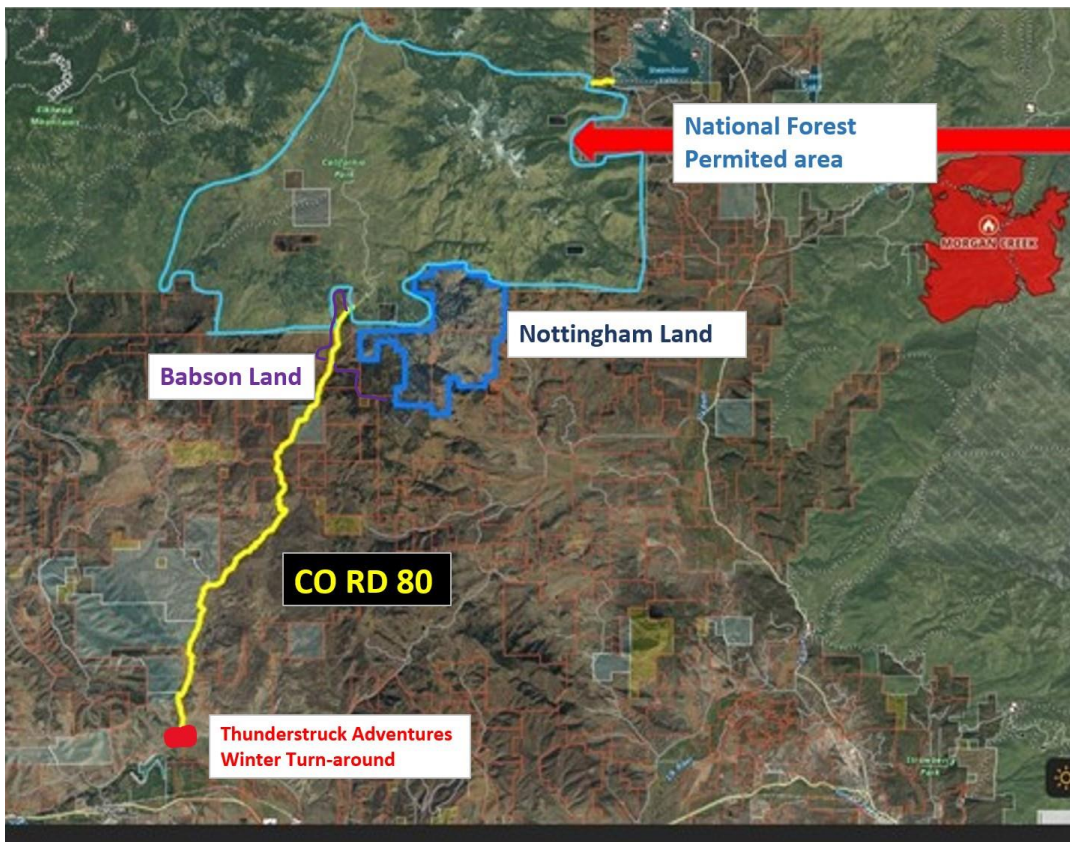
**However, a TSA guide can park at the designated Parking lot as long as no snowmobiles are being delivered to the parking lot or any clients are riding from the Steamboat Lake State Park area**

**Guides will drop off sleds at the FSR42 entrance.**

**The guide will then drive up the road & park the truck/trailer at the Dutch Hill/Steamboat Lake Marina parking lot, and then ride their snowmobile to the entrance of FSR42 and wait for clients to be dropped off.**



## Overview of Vicinity:



### **Narrative:**

The updated delivery date for the metal building is September 18th, 2023. Once we have a crew lined up to erect it (Hopefully within a couple weeks), we should easily be able to have everything completed by the Oct. 31st deadline. Here are a few bullet point items of what I have attached in this site plan, description of use, and narrative that may be newer/corrected information.

The building size will be 65'x70'. This is what was in our budget for this year so that was what we purchased and went with. The purpose is still the same as we proposed before (used for storing equipment, setting up newly delivered sleds, maintenance on equipment, emergency rescue gear, extreme weather safety location, and so forth).

We will not operate any "rental only" out of this location. We also updated the site plan to include a split rail/cedar rail with privacy evergreen/bushes behind it to block the view of anyone from the outside. This along with a proper gravel pad and a permanent building will help TSA look legit and should heavily cut down on any complaints. This site will be one of the cleanest looking & nicest kept and maintained sites along CO RD 70/80 and will minimize complaints. We are excited to have this all coming together! Having an entire spring & summer instead of just 23 days like last fall to get this all planned and put together will be so much nicer.

We also updated the staging areas, parking areas, & area for outdoor storage when equipment isn't in our building. This "storage area" will be blocked by the building itself as well as from the privacy trees/shrubs we plant. The only way to view this part of the lot will be by physically being on our property and behind the privacy trees/shrubs and then behind the metal building.

Another update is that we plan to have a small structure that the porta-potties and Fuel barrels sit under. That way they don't get so "snowed in". The porta potties this last winter would often have snow in them from the vents on the roof. This will help prevent that from happening and give customers a better experience as well as block/hide the view of the porta-potties from the customers and bypassers view.

Our goal is to have this site looking as nice and professional as our site in Steamboat Springs is. While it didn't happen this last winter because of how tight everything from last fall was, this year will be different. We are so excited to bring the same level of quality our customers see in Steamboat to this location in Hayden.

We also added an area within the storage location for security, if we feel we need it. We have a pretty large target on our back and want to ensure that we have the proper safety measures in place to protect our business during off hours of operations. We plan to have security cameras, motion activated flood lamps, on site security guards (if necessary) and motion detectors all installed around various parts of our site.

I also updated the number of anticipated sleds, tours, and trips we will do each day. We are still only offering the two tours like always (The Pro Ride Tour & The Trail Explorer Tour). You have mentioned many times before how we need to clarify things in this permit that weren't done correctly when staff first wrote this permit the first time around. This is a huge area we need to add clarification on from what I have presented over the years. I think this subject is the biggest of anything right now to make sure we get right. There shouldn't be any major issues now that we will have the proper gravel pad and building, along with privacy trees blocking peoples view to our property and operation and we will be able to easily be in compliance with everything else.

If I recall correctly from one of our meetings this last winter, the main reason for this amendment and "cleaning" up this permit is so that we can hopefully go years without having to come into much contact with each other or have any issues. If this is the case, I truly feel what I've put together is clean & allows the business to be fluid in its operations while still adhering to a set of guidelines. If we start putting terms that are so exact (such as "limited to (2) 34' gooseneck trailers" for example) we are no doubt going to have issues as our business changes the equipment we use most of the time and also tweaks what type of equipment works the best and so forth. No business in Steamboat is EXACTLY the same every single year with their equipment (maybe it's a new oven in their restaurant, different type of skid-steer in their excavating company, another shuttle bus for their zipline tour, a different trailer for their horseback rides, and the list can go on and on). Everything changes a little bit here and there. As long as we aren't operating outside the standards of normal minor changes to how the business actually operates, and only allowing for some equipment changes here and there, I think this site plan should be sufficient for what you want and can be expected of a business like ours to adhere to.

There have been multiple times that staff has stated how this permit should have had things in it contrary to what it was, should have been worded differently, and so forth. Bottom line, I totally agree. The first thing that I agree with is the maximum amount of sleds total in a day that are allowed to be guided and how this needs to be addressed. Nowhere in my previous narrative in 2022 did I ever say anything about a set maximum number of sleds or a maximum number of trips per tour (just the guide/client ratio). We changed the guide to client ratio to improve the



experience, safety, and allow for more "trips" in a day with more guides catering special to each group. The only time I talked about this subject was in 2021 and this was in the section of "anticipated traffic. Anticipated traffic at the time was lower than it is now but was still just "anticipated". We shouldn't be penalized over this "anticipation" from 3 years ago. Our business grew (as hopefully you would want it to) and we never had to update the "anticipated" traffic on a year by year basis. We feel it's unfair to use what we filled in 3 years ago for "anticipated traffic" as to how we have to operate right now. The only thing discussed in 2022 was the guide ratio and never in my narrative, nor presentation, did I ever mention how many sleds, clients, or trips we would make per day. I only stated that we offered two tour options (The Pro Ride Tour & The Trail Explorer Tour) and presented the guest/guide ratio. The operation won't change at all from how we proposed, so the number of trips/clients per day is irrelevant. Especially when we have 100,000 acres to ride and a freshly groomed trail that never sees the max capacity of users from the public or TSA combined when using it at peak times of the season. We have also proved ourselves over the last two years how capable of running at that capacity.

Staff's suggestion of 30 sleds this year wouldn't have even been enough to fulfill the permit needs we were approved for back in 2021. In 2021, I put under anticipated traffic the following "There will be two guides for every 8 machines with the possibility of 1-2 tour groups per day, *per offering*." Under this 2021 presentation alone, 2 tours with 8 sleds between 2 offerings would equal 32 client sleds just right there. Then you have to add in guide sleds, spare sleds, and utility/rescue sleds (not used for guiding or for clients). A 30 sled cap is not feasible for our business to be able to stay in business. We won't need a permit if the permit only allows 30 sleds because we won't be in business. With the size of the required land (35 acres) we had to purchase, 100,000 acres of riding terrain, and an entire 65'x70' building, we should not be expected to be capped at a maximum of 30 sleds.

All our major direct local Routt County competitors' have over 50 snowmobiles (Saddleback Ranch, Colorado Sled Rentals, & Steamboat Snowmobile tours all do for sure). These businesses also only offer 1 type of tour whereas we operate two types (on trail & off trail options). Our business uses the least trafficked area of land out of any other Routt County tour operator by far. We aren't causing any issues with the size of our operation whatsoever. Putting a cap on the amount of sleds after we have an enclosed building to keep them in would not make any sense. We totally understand that you have to look at impact, mitigation, and all that, but wouldn't the solid track record of what we have performed over the last 2 years prove that we are capable of running at the same size we are wanting to continue to run at? Our business will NOT be getting bigger or intending to grow from here. This is the biggest we will be at, as this is where we can be profitable as well as maintain our 5 star level of experience and perfect safety rating/customer feedback.

We have had 0 issues/complaints that the level of traffic we operate at has ever caused any issues whatsoever to the public, wildlife, natural environment, and so forth. This, paired with the low to almost non-existent public use of CO RD 80 in the winter should show a non over use of anything impact related. Compare this area to our competitors area of where they operate out of and we aren't even in the same ballpark of usage whatsoever.

Thunderstruck Adventures is not asking for "more" of anything. We are asking for what we have been able to safely and efficiently operate at for the last 2 seasons and for it to be worded like it should be in our permit to allow for this without issue or complaints. 469 perfect 5 star google reviews, 41 perfect 5 star Facebook reviews, and over the last 4 years of operating we have never once had a reported accident or lost client. We also have 0 complaints of anyone ever filing a complaint about the volume of our tours causing any health risks, safety risks, lack of other users being able to use CO RD 80 for winter access, or anything negative with the amount of sleds or traffic we have been running at. Our business is at the same size of tours it's been at since last season (two seasons total at this size). There are 0 legit reasons why we shouldn't be allowed to operate the tour and customer side of our business like we have proven we are able to do the last 4 years. With having 35 acres of land, a building to keep sleds inside, a split rail fence, privacy trees/bushes, 100,000 total acres of snowmobiling access, the best professional guides in North America, and operating in the middle of nowhere that sees probably 1/1000th of the traffic Rabbit Ears & other operators locations do, I don't see a reason why we wouldn't be considered to operate at our current levels of tours and customers.