

Agenda

County of Inyo Board of Supervisors

Board of Supervisors Room
County Administrative Center
224 North Edwards
Independence, California

All members of the public are encouraged to participate in the discussion of any items on the Agenda. Anyone wishing to speak, please obtain a card from the Board Clerk and indicate each item you would like to discuss. Return the completed card to the Board Clerk before the Board considers the item (s) upon which you wish to speak. You will be allowed to speak about each item before the Board takes action on it.

Any member of the public may also make comments during the scheduled "Public Comment" period on this agenda concerning any subject related to the Board of Supervisors or County Government. No card needs to be submitted in order to speak during the "Public Comment" period.

Public Notices: (1) In Compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting please contact the Clerk of the Board at (760) 878-0373. (28 CFR 35.102-35.104 ADA Title II). Notification 48 hours prior to the meeting will enable the County to make reasonable arrangements to ensure accessibility to this meeting. Should you because of a disability require appropriate alternative formatting of this agenda, please notify the Clerk of the Board 72 hours prior to the meeting to enable the County to make the agenda available in a reasonable alternative format. (Government Code Section 54954.2). (2) If a writing, that is a public record relating to an agenda item for an open session of a regular meeting of the Board of Supervisors, is distributed less than 72 hours prior to the meeting, the writing shall be available for public inspection at the Office of the Clerk of the Board of Supervisors, 224 N. Edwards, Independence, California and is available per Government Code § 54957.5(b)(1).

Note: Historically the Board does break for lunch, the timing of a lunch break is made at the discretion of the Chairperson and at the Board's convenience.

December 2, 2014

8:30 a.m. 1. **PUBLIC COMMENT**

CLOSED SESSION

2. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION (Pursuant to Government Code §54956.9(c) – decision whether to initiate litigation (one case).**
3. **CONFERENCE WITH LABOR NEGOTIATOR [Pursuant to Government Code §54957.6] - Instructions to Negotiators re: wages, salaries and benefits - Employee Organization: Elected Officials Assistant Association (EOAA) – Negotiators - County Administrative Officer, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Deputy Personnel Director, Sue Dishion, and Information Services Director, Brandon Shults.**
4. **CONFERENCE WITH LABOR NEGOTIATOR [Pursuant to Government Code §54957.6] - Instructions to Negotiators re: wages, salaries and benefits - Employee Organization: Deputy Sheriff's Association (DSA) - Negotiators: County Administrative Officer, Kevin Carunchio, Sr. Deputy County Administrator Pam Foster, Deputy Personnel Director, Sue Dishion, and Information Services Director, Brandon Shults.**
5. **CONFERENCE WITH LABOR NEGOTIATOR [Pursuant to Government Code §54957.6] - Instructions to Negotiators re: wages, salaries and benefits - Employee Organization: Inyo County Correctional Officers Association (ICCOA) – Negotiators - County Administrative Officer, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Deputy Personnel Director, Sue Dishion, and Information Services Director, Brandon Shults.**
6. **CONFERENCE WITH LABOR NEGOTIATOR [Pursuant to Government Code §54957.6] - Instructions to Negotiators re: wages, salaries and benefits - Employee Organization: Inyo County Peace Officers Association (ICPPOA) – Negotiators - County Administrative Officer, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Deputy Personnel Director, Sue Dishion, and Information Services Director, Brandon Shults.**
7. **CONFERENCE WITH LABOR NEGOTIATOR [Pursuant to Government Code §54957.6] - Instructions to Negotiators re: wages, salaries and benefits - Employee Organization: ICEA - Negotiators - County Administrative Officer, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Deputy Personnel Director, Sue Dishion, and Information Services Director, Brandon Shults.**
8. **CONFERENCE WITH LABOR NEGOTIATOR [Pursuant to Government Code §54957.6] - Instructions to Negotiators re: wages, salaries and benefits - Employee Organization: Law Enforcement Administrators' Association (LEAA) - Negotiators: - County Administrative Officer, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Deputy Personnel Director, Sue Dishion, and Information Services Director, Brandon Shults.**

9. **REAL PROPERTY NEGOTIATIONS - CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Pursuant to Government Code §54956.8)** – Property – 586 Central Avenue, APN 001-065-17, Bishop, California – Negotiating Parties – County Administrator, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Director of Health and Human Services, Jean Turner, and Public Works Director, Clint Quilter, and property owners Gabriel Ruiz and Consuelo Moreno, Efrain Gonzales Grandados and Javier Ruiz Moreno, as joint tenants – Negotiations – Terms and Conditions.
10. **REAL PROPERTY NEGOTIATIONS - CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Pursuant to Government Code §54956.8)** – Property – 406 e. Line Street, APN 001-143-01, Bishop, California – Negotiating Parties – County Administrator, Kevin Carunchio, Sr. Deputy County Administrator, Pam Foster, Director of Health and Human Services, Jean Turner, and Public Works Director, Clint Quilter, and property owner The Hurd Trust – Negotiations – Terms and Conditions.

OPEN SESSION

10:00 a.m. PLEDGE OF ALLEGIANCE

11. **REPORT ON CLOSED SESSION AS REQUIRED BY LAW.**
12. **PUBLIC COMMENT**
13. **COUNTY ADMINISTRATOR** – Request Board receive a presentation regarding the Eastern Sierra Waterways Project.

CONSENT AGENDA (Approval recommended by the County Administrator)

COUNTY ADMINISTRATOR

14. **Information Services** – Request approval of the renewal of a support services agreement for licensed programs referred to as the JALAN Criminal Justice System from Sungard Public Sector, Inc., for the period of December 1, 2014 through November 30, 2015 in an amount not to exceed \$22,346; and authorize the Chairperson to sign the associated Software Maintenance Agreement contingent upon the appropriate signatures being obtained.
15. **Recycling and Integrated Waste Management** – Request Board approve a resolution allowing Inyo County to apply for the FY 2014-15 Tire-Derived Product Grant program through Cal Recycle for the surface of the Big Pine Veteran's Memorial Walkway Project.
16. **Recycling and Integrated Waste Management** – Request Board approve a resolution authorizing the waiver of up to \$500 for construction and demolition waste disposal fees at the Bishop Sunland Landfill for the Veterans of Foreign Wars of the U.S. Bishop Post 8988 (VFW).

CLERK-RECORDER

17. **Elections** – Request Board issue an order accepting the Statement of All Votes Cast at the General Election held November 4, 2014 and declare elected those offices under their jurisdiction for this election, and declare passed or failed those measures under their jurisdiction for this election, according to the number of votes for each as shown on the Statement of All Votes Cast.

PUBLIC WORKS AND ROAD

18. Request Board approve a resolution accepting the improvements and authorize the recording of the Notice of Completion for the CSA #2 Sewer Rehabilitation Project.
19. Request approval of Amendment No. 3 to the agreement between the County of Inyo and ISL Engineering, Inc., extending the ending date of the Contract from December 31, 2014 to April 30, 2015; and authorize the Chairperson to sign, contingent upon the appropriate signatures being obtained.
20. **Road** – Request approval to remove one tree in the road right of way at 114 N. Brewery St., in Lone Pine, the tree removal and all costs are to be borne by the property owner, Michael Bechtold.

SHERIFF'S DEPARTMENT

21. Request Board A) declare Morpho Trust USA, Inc., as a sole-source provider of annual maintenance for three Livescan Fingerprint machines, two machines located at the Jail Facility and one located at the Bishop PD; B) ratify the payments to Morpho Trust USA, Inc., in the amount of \$8,937 which was paid earlier in the fiscal year for the machines located at the Jail Facility; and C) authorize payment to Morpho Trust USA Inc., in the amount of \$5,281 for the annual maintenance on the machine located at the Bishop PD.
22. Request approval of the Contract between the County of Inyo and American Security Group for the provision of services, maintenance of security surveillance system equipment for the period of July 1, 2015 through June 30, 2018, in an amount not to exceed \$69,390, contingent upon the Board's adoption of future budgets; and authorize the Chairperson to sign, contingent upon the appropriate signatures being obtained.

DEPARTMENTAL (To be considered at the Board's convenience)

23. **COUNTY ADMINISTRATOR** – Request Board A) receive a presentation and update from the Friends of the Eastern Sierra Avalanche Center and B) consider authorizing the County Administrator to execute a Grants-in-Support Contract with the Friends of the Eastern Sierra Avalanche Center in the amount of \$2,500 for FY 2014-2015.
24. **COUNTY ADMINISTRATOR** – Request Board A) receive a presentation and update of the California Indian Legal Services program and B) consider authorizing the County Administrator to execute a Grants-in-Support Contract with California Indian Legal Services in the amount of \$4,000 for FY 2014-15.
25. **COUNTY ADMINISTRATOR – Workshop** – Request Board conduct a workshop to receive information on all of the County run kitchens and their related costs.
26. **HEALTH AND HUMAN SERVICES** - Request Board find that consistent with the adopted Authorized Position Review Policy: A) the availability of funding for an Administrative Analyst position exists, as certified by the Health and Human Services Director, and concurred with by the County Administrator and the Auditor-Controller; B) where internal candidates meet the qualifications for the position, the vacancy may be filled through an internal recruitment, through the State Merit System's Cooperative Personnel Services; however, if an internal recruitment fails, authorize an external recruitment; and C) approve the hiring of one full time Administrative Analyst I, at Range 68 (\$4,106 - \$4,988) or II at Range 70 (4,305 - \$5,236) contingent upon qualifications.
27. **HEALTH AND HUMAN SERVICES** - Request Board find that consistent with the adopted Authorized Position Review Policy: A) the availability of funding for an Office Technician position exists, as certified by the Health and Human Services Director, and concurred with by the County Administrator and the Auditor-Controller; B) where internal candidates meet the qualifications for the position, the vacancy may be filled through an internal recruitment, through the State Merit System's Cooperative Personnel Services; however, if an internal recruitment fails, authorize an external recruitment; and C) approve the hiring of one full time Office Technician I at Range 55 (\$3,027 - \$3,680) or II at Range 59 (\$3,323 - \$4,037) contingent upon qualifications.
28. **HEALTH AND HUMAN SERVICES – Social Services** – Request Board find that consistent with the adopted Authorized Position Review Policy: A) the availability of funding for a Social Worker position exists, as certified by the Health and Human Services Director, and concurred with by the County Administrator and the Auditor-Controller; B) where internal candidates meet the qualifications for the position, the vacancy could possibly be filled through an internal recruitment, but an open recruitment through the State Merit System's Cooperative Personnel Services would be appropriate to ensure qualified applicants apply; and C) approve the hiring of one Social Worker III at Range 70 (\$4,305 - \$5,236) or IV at Range 73 (\$4,617 - \$5,616) contingent upon qualifications.
29. **WATER DEPARTMENT** – Request Board provide direction to the County's representatives to the Inyo County/Los Angeles Standing Committee regarding the meeting scheduled in Independence on December 8, 2014.
30. **COUNTY ADMINISTRATOR - Emergency Services** - Request Board continue the local emergency, The Death Valley Roadeater Emergency, that resulted in flooding in the eastern portion of Inyo County during the month of August 2012, per Resolution #2012-32, as recommended by the County Administrator.

31. **COUNTY ADMINISTRATOR – Emergency Services** - Request Board continue the local emergency, The Gully Washer Emergency that resulted in flooding in the central, south and southeastern portion of Inyo County during the month of July, 2013, as recommended by the County Administrator.
32. **COUNTY ADMINISTRATOR - Emergency Services** - Request Board continue the local emergency, The Canyon Crusher Emergency, that resulted in flooding in the portions of Inyo County during the month of August, 2013, was recommended by the County Administrator.
33. **COUNTY ADMINISTRATOR - Emergency Services** – Request Board continue the local emergency, known as the “Land of EVEN Less Water Emergency” that was proclaimed as a result of extreme drought conditions that exist in the County as recommended by the County Administrator.
34. **CLERK OF THE BOARD** – Request approval of the minutes of the Board of Supervisors Regular Meetings of A) November 4, 2014; and B) November 12, 2014; and C) the Special Meeting of November 17, 2014.

TIMED ITEMS (Items will not be considered before scheduled time)

1:30 p.m. 35. **PUBLIC WORKS** – Request Board

A) conduct a public hearing to provide an opportunity for public on the Eastern Sierra ATV Adventure Trails System Project – Environmental Review and Compliance, Approval of the Combined-Use Routes, and Revised Implementing Procedures;

B) adopt a Resolution certifying the Final Environmental Impact Report, to certify that the provisions of the California Environmental Quality Act (CEQA) have been satisfied to adopt the mitigation measures identified in the FEIR;

C) adopt the Mitigation Monitoring and Reporting Program;

D) approve the Combined-Use Routes recommended by staff; and

E) approve the Revised Inyo County Assembly Bill 628 Implementing Procedures.

CORRESPONDENCE - ACTION

COMMENT (Portion of the Agenda when the Board takes comment from the public and County staff)

36. **COUNTY DEPARTMENT REPORTS** (Reports limited to two minutes)

37. **PUBLIC COMMENT**

BOARD MEMBERS AND STAFF REPORTS

CORRESPONDENCE - INFORMATIONAL

38. **SHERIFF'S DEPARTMENT** – The Inmate Welfare Fund Expenditures Report for FY 2013-2014.



**AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO**

**For Clerk's Use
Only:
AGENDA NUMBER**

14

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: County Administrator – Information Services

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Software Maintenance Agreement for JALAN Criminal Justice System

DEPARTMENTAL RECOMMENDATION:

A) Request your Board approve the renewal of a support services agreement for licensed programs referred to as the JALAN Criminal Justice System from Sungard Public Sector Inc., for the period December 1, 2014 through November 30, 2015 in an amount not to exceed \$22,346; B) Authorize the Chairperson to sign the associated Software Maintenance Agreement contingent on the appropriate signatures being obtained.

SUMMARY DISCUSSION:

The District Attorney's Office, Sheriff's Office and Probation Department all use and rely upon the JALAN system to conduct daily operations. Continued use of the system is contingent upon annual renewal of the support services agreement that includes the software license.

ALTERNATIVES:

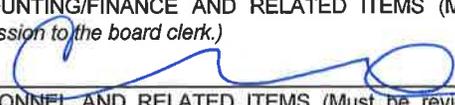
Your Board could choose not to approve the renewal. In such case the County would lose its right to use the software. The alternative is not recommended since the software is critical to the daily public safety operations, the amount of time required to select and implement a replacement solution would be significant putting the ability of the public safety offices to fulfill their obligations at risk, and the cost of a new system would likely exceed the cost necessary for this annual renewal.

OTHER AGENCY INVOLVEMENT:

The District Attorney's Office, Sheriff's Office and Probation Department all use and rely upon the JALAN system to conduct daily operations.

FINANCING:

The cost of the support service renewal for the period from 12/1/14 – 11/30/15 will be paid from and is budgeted in the Board approved Information Services FY 2013-14 budget [011801-5177] (Maint. of Computer Systems).

APPROVALS	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the board clerk.) Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)  Approved: <u>yes</u> Date <u>11/19/2014</u>
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received) _____ Date: _____

SUNGARD PUBLIC SECTOR

1000 Business Center Drive
 Lake Mary, FL 32746
 800-727-8088
 www.sungardps.com

Invoice

Company	Document No	Date	Page
LG	90773	12/Nov/2014	1 of 1

Bill To: Inyo County
 P.O. Box 477
 INDEPENDENCE, CA 93526
 United States
 Attn: Brad Yonge 760-878-0243

Ship To: Inyo County
 P.O. Box 477
 INDEPENDENCE, CA 93526
 United States
 Attn: Brad Yonge 760-878-0243

Customer Grp/No.	Customer Name	Customer PO Number	Currency	Terms	Due Date
1 1655LG	Inyo County		USD	NET30	12/Dec/2014

No	SKU Code/Description/Comments	Units	Rate	Extended
Contract No. 2001612				
4	Secured-BH - Jails Maintenance Start: 01/Dec/2014, End: 30/Nov/2015	1.00	611.87	611.87
Contract No. 9864028				
1	Jails Base Application - Single Facility Maintenance Start: 01/Dec/2014, End: 30/Nov/2015	1.00	5,643.40	5,643.40
2	Prosecutor System Maintenance Start: 01/Dec/2014, End: 30/Nov/2015	1.00	8,101.80	8,101.80
3	Probation System Maintenance Start: 01/Dec/2014, End: 30/Nov/2015	1.00	7,129.37	7,129.37
Contract No.				
5	Tax (Type - MA)	1.00	859.46	859.46
			Page Total	22,345.90

Remit Payment To: SunGard Public Sector Inc.
 Bank of America
 12709 Collection Center Drive
 Chicago, IL 60693

Subtotal	21,486.44
Sales Tax	859.46
Invoice Total	22,345.90
Payment Received	0.00
Balance Due	22,345.90



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER
 15

- Consent
 Departmental
 Correspondence Action
 Public Hearing
 Scheduled Time for
 Closed Session
 Informational

FROM: County Administrator and Recycling and Integrated Waste Management

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Application for Tire-Derived Product Grant through Cal Recycle

DEPARTMENTAL RECOMMENDATION: Recommend that your Board authorize the Chairman to sign the resolution to allow Inyo County to apply for the FY 2014-15 Tire-Derived Product Grant Program through Cal Recycle for the surface of the Big Pine Veteran's Memorial Walkway project.

SUMMARY DISCUSSION: The State of California Department of Resources Recycling and Recovery (Cal Recycle) offers the Tire-Derived Product Grant Program in an effort to keep used tires out of landfills. This program offers funding up to \$150,000 for projects Playground or Greenway projects that divert a minimum of 2,500 California generated waste tires.

The Big Pine Veteran's Memorial Walkway meets the definitions of a Greenway project and is therefore eligible for this funding opportunity.

Tire-Derived Products are used throughout the state for sidewalks, bike paths, and walkways and are designed to uphold foot traffic similar to that of concrete.

ALTERNATIVES: Your Board could choose to not pursue this grant opportunity and therefore build the pathway out of other materials, but that would not be nearly as environmentally friendly and is not recommended. /

OTHER AGENCY INVOLVEMENT: Public Works and Big Pine Veteran's Association.

FINANCING: There is no match required for this grant. Funds will augment the funding from the Great Basin Air Pollution Control District Grant.

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the board clerk.)  Approved: <input checked="" type="checkbox"/> Date <u>11/23/14</u>
AUDITOR/CONTROLLER: NA	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.) Approved: _____ Date _____
PERSONNEL DIRECTOR: NA	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:  Date: 11-24-2014
 (Not to be signed until all approvals are received)

Resolution No. 2014-__

A RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF INYO, STATE OF CALIFORNIA, AUTHORIZING THE SUBMITTAL OF APPLICATIONS FOR TIRE-DERIVED PRODUCT GRANT PROGRAM FOR WHICH THE COUNTY OF INYO IS ELIGIBLE

WHEREAS, Public Resources Code sections 40000 et seq. authorize the Department of Resources Recycling and Recovery (CalRecycle) to administer various grant programs (grants) in furtherance of the State of California's (state) efforts to reduce, recycle and reuse solid waste generated in the state thereby preserving landfill capacity and protecting public health and safety and the environment; and

WHEREAS, in furtherance of this authority CalRecycle is required to establish procedures governing the application, awarding, and management of the grants; and

WHEREAS, CalRecycle grant application procedures require, among other things, an applicant's governing body to declare by resolution certain authorizations related to the administration of CalRecycle grants.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors authorizes the submittal of application(s) to CalRecycle for Tire-Derived Product Grant Program.; and

BE IT FURTHER RESOLVED that the County Administrator or his/her designee is hereby authorized and empowered to execute in the name of the County of Inyo all grant documents, including but not limited to, applications, agreements, amendments and requests for payment, necessary to secure grant funds and implement the approved grant project; and

BE IT FURTHER RESOLVED that these authorizations are effective from December 2, 2014 through April 1, 2017.

PASSED AND ADOPTED on this 2nd day of December, 2014, by the Inyo County Board of Supervisors, County of Inyo, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chairperson, Inyo County Board of Supervisor

Attest: *KEVIN D. CARUNCHIO*
Clerk of the Board

by: _____
Patricia Gunsolley, Assistant



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER
 16

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Integrated Waste Management Program

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Consideration of Resolution authorizing the waiver of up to \$500 in for construction and demolition waste disposal fees at the Bishop Sunland Landfill for the Veterans of Foreign Wars of the U.S. Bishop Post 8988 (VFW Bishop).

DEPARTMENTAL RECOMMENDATION: Request that your Board approve a Resolution authorizing the waiver of up to \$500 in for construction and demolition waste disposal fees at the Bishop Sunland Landfill for the Veterans of Foreign Wars of the U.S. Bishop Post 8988 (VFW Bishop).

SUMMARY DISCUSSION: The VFW Bishop requested a waiver of landfill disposal fees for construction and demolition materials associated with reconstructing sidewalks and a parking lot around the VFW Post.

Your Board considered this request on November 17, 2014 and directed staff to prepare a resolution for the waiver of up to \$500 for the separated construction and demolition materials associated with the sidewalk reconstruction project.

ALTERNATIVES: Your Board could choose to not waive these fees.

OTHER AGENCY INVOLVEMENT: Veterans of Foreign Wars of the U.S. Bishop Post 8988

FINANCING: There is \$500 of revenue that will be lost as a result of the waiver of these fees.

APPROVALS	
COUNTY COUNSEL: 	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the Assistant Clerk of the Board.) Approved:  Date: 11/25/14
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the Assistant Clerk of the Board.) Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the Assistant Clerk of the Board.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

(The Original plus 20 copies of this document are required)



Date: 11-25-2014

Resolution No. 2014-__

A RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF INYO, STATE OF CALIFORNIA, WAIVING SOLID WASTE DISPOSAL AND GATE FEES AT BISHOP-SUNLAND LANDFILL FOR SEPARATED CONSTRUCTION AND DEMOLITION WASTE IN AN AMOUNT NOT TO EXCEED \$500 FOR THE SIDEWALK REHABILITATION PROJECT AT THE BISHOP VFW POST

WHEREAS, the Veterans of Foreign Wars of the U.S. Bishop Post 8988 (VFW Bishop) provides services to local Veterans, their families, and the community; and

WHEREAS, it would benefit public health and safety for the sidewalks around the Bishop VFW Post to be in safe conditions; and

WHEREAS, waiving disposal fees for construction and demolition waste will serve to help promote health and safety around the Bishop VFW Post Building; and

WHEREAS, all construction and demolition waste will be separated and placed into the appropriate diversion locations; and

NOW, THEREFORE, BE IT RESOLVED that the Inyo County Board of Supervisors, pursuant to Section 7.10.080 of the Inyo County Code, hereby waives gate and waste disposal fees for the disposal of separated construction and demolition waste at the Bishop-Sunland Landfill for a total of up to \$500 in disposal fees.

PASSED AND ADOPTED on this 2nd day of December, 2014, by the Inyo County Board of Supervisors, County of Inyo, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chairperson, Inyo County Board of Supervisor

*Attest: KEVIN D. CARUNCHIO
Clerk of the Board*

by: _____
Patricia Gunsolley, Assistant



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

AGENDA NUMBER
For Clerk's Use Only:
17

- Consent
 Departmental
 Correspondence Action
 Public Hearing
 Scheduled Time for
 Closed Session
 Informational

FROM: Kammi Foote, Inyo County Clerk/Recorder & Registrar of Voters

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Statement of All Votes Cast, November 4, 2014 General Election

DEPARTMENTAL RECOMMENDATION: Recommend that the Board of Supervisors issue an order accepting the Statement of All Votes Cast at the General Election held November 4, 2014 and declare elected those offices under their jurisdiction for this election, and declare passed or failed those measures under their jurisdiction for this election, according to the number of votes for each as shown on the Statement of All Votes Cast.

SUMMARY DISCUSSION: "The elections official shall prepare a certified statement of the results of the election and submit it to the governing body within 28 days of the election..." (Elections Code §15372)

ALTERNATIVES: Not issue an order accepting the Statement of All Votes Cast, which would be contradictory to Elections Code §15372.

FINANCING: No impact

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by County Counsel prior to submission to the Board Clerk.)</i> Approved: _____ Date: _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the Auditor/Controller prior to submission to the Board Clerk.)</i> Approved: _____ Date: _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the Director of Personnel Services prior to submission to the Board Clerk.)</i> Approved: _____ Date: _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

Date: 11/24/14



COUNTY OF INYO, STATE OF CALIFORNIA
KAMMI FOOTE, CLERK-RECORDER, REGISTRAR OF VOTERS

Telephone: (760) 873-8481, (760) 878-0223, (760) 876-5559, (800) 447-4696

P. O. Drawer F, Independence, CA 93526
168 N. Edwards St., Independence, CA

November 24, 2014

Honorable Members of the
Inyo County Board of Supervisors
P.O. Drawer N
Independence, CA 93526

RE: Statement of All Votes Cast at the November 4, 2014 Statewide General Election

Dear Members of the Board:

In accordance with the requirements of Election Code Section 15372, attached is a certified Statement of all Votes Cast at the General Election held November 4, 2014. Please issue an Order accepting this Statement and, in accordance with Section 15400 of the Elections Code, declare nominated or elected those offices under your jurisdiction and declare passed or failed those measures under your jurisdiction, according to the number of votes for each as shown on the Statement.

Pursuant to Elections Code §10515 and Ed. Code §5326 and §5328, if only one person has filed a Declaration of Candidacy, or if nobody has filed a Declaration of Candidacy, then the supervising authority shall make appointments in lieu of election.

COUNTY

SUPERIOR COURT JUDGE

Brian Lamb - Declare Elected

CITY

CITY OF BISHOP, CITY COUNCIL

Karen K. Schwartz – (380 votes) – 25.13% - Declare Elected
Joe Pecsí – (359 votes) – 23.74% - Declare Elected
Keith Glidewell (286 votes) -18.92%
Jim Ellis (329 votes) – 21.76%
Howard J. Wu (158 votes) – 10.45%

SCHOOLS

BIG PINE UNIFIED SCHOOL DISTRICT GOVERNING BOARD MEMBER – 4 YEAR TERM

Marilyn Mann – Appointed in Lieu of Election

BISHOP UNIFIED SCHOOL DISTRICT GOVERNING BOARD MEMBER – 4 YEAR TERM

Tom Stephenson (1,380 votes) – 15.83%
Susanne M. Rizo (1,401 votes) – 16.08%
Taylor P. Ludwick (2,087 votes) – 23.95% - Declare Elected
Joshua R. Nicholson (1,504 votes) – 17.26% - Declare Elected
Kathy Zack (2,343 votes) – 26.88% - Declare Elected

DEATH VALLEY UNIFIED SCHOOL DISTRICT GOVERNING BOARD MEMBERS– 4 YEAR TERM

Teresa (Terri) Stevenson - Appointed in Lieu of Election
Debbie Rios- Appointed in Lieu of Election
Debra Ann Watterson – Appointed in Lieu of Election

LONE PINE UNIFIED SCHOOL DISTRICT GOVERNING BOARD MEMBER – 4 YEAR TERM

Cheryl Howerton (375 votes) – 20.50% - Declare Elected
Robert Oswald (146 votes) – 7.98%
Jason Olin (413 votes) – 22.58% - Declare Elected
Donna Carson (422 votes) – 23.07% - Declare Elected
Ricky R. Maddux (127 votes) – 6.94%
Leroy Kritz (346 votes) – 18.92%

OWENS VALLEY UNIFIED SCHOOL DISTRICT GOVERNING BOARD MEMBER – 4 YEAR TERM

Norman L. Wilder II - Appointed in Lieu of Election
Betty Lynn Mull - Appointed in Lieu of Election
Cecil E. Faircloth Jr. - Appointed in Lieu of Election

ROUND VALLEY JOINT ELEMENTARY SCHOOL DISTRICT GOVERNING BOARD MEMBER – 4 YEAR TERM

Eduardo Sandoval (81 votes) – 31.76% - Declare Elected
Shawn K. Ray (55 votes) – 21.57%
Jeff Perry (119 votes) – 46.67% - Declare Elected

TRONA JOINT UNIFIED SCHOOL DISTRICT
GOVERNING BOARD MEMBER – 4 YEAR TERM

Raymond Richardson (7 votes)
Deana Garrison (8 votes)
Christina Celaya (5 votes)
Christopher Darling (3 votes)
Trisha Funke (10 votes)

NORTHERN INYO COUNTY LOCAL HOSPITAL DISTRICT

DIRECTOR - ZONE 3 - (4 YEAR)

Peter J. Watercott - Appointed in Lieu of Election

DIRECTOR – ZONE 5 – (4 YR)

M.C. Hubbard – Appointed in Lieu of Election

SOUTHERN INYO HEALTHCARE DISTRICT

DIRECTOR – ZONE 2 – (4 YEAR)

Andrew (Drew) Wickman – Appointed in Lieu of Election

DIRECTOR - ZONE 4 - (4 YEAR)

Richard Gering - Appointed in Lieu of Election

INYO MONO RESOURCE CONSERVATION DISTRICT

DIRECTORS
3 VACANCIES (4 YEAR)

Bryanna Vaughan- Appointed in Lieu of Election
Ron Yribarren- Appointed in Lieu of Election
Richard Moss – Appointed in Lieu of Election

LONE PINE FIRE PROTECTION DISTRICT

MEASURE D

Yes (395 votes) – 72.08% - Declare passed
No (153 votes) - 27.92%

Following the issuance of your Order and Declarations, the Clerk's Office will issue the required Certificates of Election and Nomination pursuant to Elections Code §15401.

Sincerely, 

Kammi Foote
Inyo County Clerk
Registrar of Voters

CALIFORNIA													
100003	Registration	Ballots Cast	Turnout (%)	GOVERNOR EDMUND G. "JERRY" BROWN	NEEL KASHKARI	LIEUTENANT GOVERNOR RON NEHRING	GAVIN NEWSOM	SECRETARY OF STATE ALEX PADILLA	PETE PETERSON	STATE CONTROLLER ASHLEY SWEARENGIN	BETTY T. YEE		
101 0101	345	41	11.88	21	19	19	19	19	19	19	19	21	
101 - Vote by Mail	345	168	48.70	86	79	78	82	77	82	80	78		
102 0102	309	40	12.94	23	15	14	23	23	14	16	21		
102 - Vote by Mail	309	190	61.49	72	116	112	69	66	116	117	67		
103 0103	834	122	14.63	47	69	69	42	44	71	75	38		
103 - Vote by Mail	834	363	43.53	139	212	207	129	129	215	213	130		
104 0104	643	109	16.95	31	76	74	29	23	82	80	23		
104 - Vote by Mail	643	259	40.28	90	161	155	84	73	165	163	75		
105MB 0105	122	0	0.00	0	0	0	0	0	0	0	0		
105MB - All Mail Precincts	122	70	57.38	24	45	46	19	19	50	45	21		
106 0106	803	170	21.17	86	84	86	74	74	88	84	77		
106 - Vote by Mail	803	311	38.73	138	167	165	127	123	168	161	125		
107 0107	411	69	16.79	38	29	34	30	30	36	34	31		
107 - Vote by Mail	411	159	38.69	77	78	81	69	70	82	83	67		
108 0108	344	66	19.19	41	25	24	35	35	24	22	37		
108 - Vote by Mail	344	126	36.63	64	60	60	58	56	63	60	58		
109 0109	873	161	18.44	69	86	91	66	61	97	92	61		
109 - Vote by Mail	873	391	44.79	145	229	236	132	112	260	251	114		
110 0110	896	188	20.98	68	115	121	59	61	122	131	52		
110 - Vote by Mail	896	455	50.78	129	300	315	110	101	324	317	101		
111 0111	594	89	14.98	66	21	25	56	60	25	25	58		
111 - Vote by Mail	594	71	11.95	44	27	25	45	49	21	25	45		
112 0112	393	52	13.23	17	35	34	17	16	34	35	16		
112 - Vote by Mail	393	190	48.35	57	129	131	53	50	134	126	57		
113 0113	623	141	22.63	53	86	87	46	55	79	85	47		
113 - Vote by Mail	623	189	30.34	85	102	101	80	84	101	104	80		
114 0114	361	91	25.21	42	49	47	38	33	57	50	38		
114 - Vote by Mail	361	130	36.01	46	80	82	42	43	81	81	43		
115MB 0115	54	0	0.00	0	0	0	0	0	0	0	0		
115MB - All Mail Precincts	54	36	66.67	17	18	19	15	16	20	23	13		
116 0116	412	99	24.03	41	56	50	41	46	50	53	40		
116 - Vote by Mail	412	164	39.81	62	98	96	60	56	102	96	64		
117 0117	430	98	22.79	45	49	48	44	47	46	43	47		
117 - Vote by Mail	430	167	38.84	65	93	78	74	78	76	84	72		
118 0118	505	116	22.97	58	57	57	54	52	60	63	47		
118 - Vote by Mail	505	187	37.03	77	97	106	62	71	104	93	76		
119MB 0119	44	0	0.00	0	0	0	0	0	0	0	0		
119MB - All Mail Precincts	44	23	52.27	9	13	13	9	10	12	12	10		
120MB 0120	92	0	0.00	0	0	0	0	0	0	0	0		
120MB - All Mail Precincts	92	58	63.04	35	21	16	37	37	18	16	39		
121MB 0121	171	0	0.00	0	0	0	0	0	0	0	0		
121MB - All Mail Precincts	171	105	61.40	19	83	81	16	16	86	82	18		
122MB 0122	37	0	0.00	0	0	0	0	0	0	0	0		
122MB - All Mail Precincts	37	16	43.24	6	10	10	6	7	9	10	6		
123MB 0123	98	0	0.00	0	0	0	0	0	0	0	0		
123MB - All Mail Precincts	98	46	46.94	35	10	10	32	35	8	11	31		
124MB 0124	106	0	0.00	0	0	0	0	0	0	0	0		
124MB - All Mail Precincts	106	68	62.26	50	13	15	47	49	14	14	51		
Precinct Totals	9500	1652	17.39	746	871	880	673	679	904	907	654		
Vote by Mail Totals	8776	3520	40.11	1376	2028	2028	1276	1238	2094	2054	1252		
All Mail Precincts Totals	724	420	58.01	195	213	210	181	189	217	213	189		
Grand Totals	9500	5592	58.86	2317	3112	3118	2130	2106	3215	3174	2095		
CALIFORNIA	9500	5592	58.86	2317	3112	3118	2130	2106	3215	3174	2095		
8th CONGRESSIONAL DISTRICT	9500	5592	58.86	2317	3112	3118	2130	2106	3215	3174	2095		
8th STATE SENATE DISTRICT	9500	5592	58.86	2317	3112	3118	2130	2106	3215	3174	2095		
26th ASSEMBLY DISTRICT	9500	5592	58.86	2317	3112	3118	2130	2106	3215	3174	2095		
1st EQUALIZATION	9500	5592	58.86	2317	3112	3118	2130	2106	3215	3174	2095		

INYO COUNTY Statement of Vote
INY_20141104_E

***Grand Totals 100003	CALIFORNIA														
	Registration	Ballots Cast	Turnout (%)		GOVERNOR EDMUND G. "JERRY" BROWN	NEEL KASHKARI		LIEUTENANT GOVERNOR RON NEHRING	GAVIN NEWSOM		SECRETARY OF STATE ALEX PADILLA	PETE PETERSON		STATE CONTROLLER ASHLEY SWEARENGIN	BETTY T. YEE
1st SUPERVISOR DISTRICT	2131	1292	60.63		509	747		728	477		454	764		763	453
2nd SUPERVISOR DISTRICT	1680	971	57.80		468	488		496	412		407	511		489	416
3rd SUPERVISOR DISTRICT	2363	1355	57.34		521	778		813	468		444	849		841	431
4th SUPERVISOR DISTRICT	1843	1092	59.25		420	653		647	392		399	658		653	398
5th SUPERVISOR DISTRICT	1483	882	59.47		399	446		434	381		402	433		428	397
Bishop Unified School	6567	3860	58.78		1572	2177		2202	1427		1371	2292		2254	1373
Lone Pine Unified School	1242	754	60.71		308	413		399	296		311	402		393	309
Trona Joint Unified School	37	16	43.24		6	10		10	6		7	9		10	6
Round Valley Joint Elem Sch Dist	345	209	60.58		107	98		97	101		96	101		99	99
INYO	9259	5464	59.01		2226	3079		3083	2045		2015	3184		3139	2007
BISHOP	1558	901	57.83		444	443		450	393		388	461		444	395
UNINCORPORATED	7942	4691	59.07		1873	2669		2668	1737		1718	2754		2730	1700

INYO COUNTY Statement of Vote
INY_20141104_E

CALIFORNIA													
100007	Registration	Ballots Cast	Turnout (%)	STATE TREASURER JOHN CHIANG	GREG CONLON	ATTORNEY GENERAL KAMALA D. HARRIS	RONALD GOLD	INSURANCE COMMISSIONER DAVE JONES	TED GAINES				
101 0101	345	41	11.88	20	19	20	19	20	18				
101 - Vote by Mail	345	168	48.70	88	73	86	76	79	79				
102 0102	309	40	12.94	22	13	22	13	22	13				
102 - Vote by Mail	309	190	61.49	72	112	70	114	73	111				
103 0103	834	122	14.63	44	72	51	66	45	70				
103 - Vote by Mail	834	363	43.53	142	203	139	206	135	209				
104 0104	643	109	16.95	33	69	27	75	24	79				
104 - Vote by Mail	643	259	40.28	94	149	84	160	81	159				
105MB 0105	122	0	0.00	0	0	0	0	0	0				
105MB - All Mail Precincts	122	70	57.38	23	43	20	48	23	44				
106 0106	803	170	21.17	81	83	78	84	77	85				
106 - Vote by Mail	803	311	38.73	136	154	130	162	124	159				
107 0107	411	69	16.79	31	33	32	33	34	29				
107 - Vote by Mail	411	159	38.69	75	76	74	77	71	77				
108 0108	344	66	19.19	41	20	40	22	40	20				
108 - Vote by Mail	344	126	36.63	62	56	60	61	60	60				
109 0109	873	161	18.44	63	93	67	90	62	90				
109 - Vote by Mail	873	391	44.79	141	231	136	236	130	239				
110 0110	896	188	20.98	64	117	61	123	66	116				
110 - Vote by Mail	896	455	50.78	129	303	121	307	106	312				
111 0111	594	89	14.98	64	22	65	22	61	24				
111 - Vote by Mail	594	71	11.95	44	26	44	26	43	27				
112 0112	393	52	13.23	18	33	18	34	18	33				
112 - Vote by Mail	393	190	48.35	64	121	61	123	58	121				
113 0113	623	141	22.63	58	75	55	81	48	83				
113 - Vote by Mail	623	189	30.34	92	92	88	95	85	95				
114 0114	361	91	25.21	42	46	43	47	41	47				
114 - Vote by Mail	361	130	36.01	41	83	43	83	45	80				
115MB 0115	54	0	0.00	0	0	0	0	0	0				
115MB - All Mail Precincts	54	36	66.67	19	17	17	19	16	20				
116 0116	412	99	24.03	45	49	45	49	42	49				
116 - Vote by Mail	412	164	39.81	71	90	65	96	59	101				
117 0117	430	98	22.79	46	45	50	44	47	46				
117 - Vote by Mail	430	167	38.84	84	73	78	79	78	77				
118 0118	505	116	22.97	49	61	51	58	55	56				
118 - Vote by Mail	505	187	37.03	79	93	76	99	70	101				
119MB 0119	44	0	0.00	0	0	0	0	0	0				
119MB - All Mail Precincts	44	23	52.27	12	10	12	10	11	10				
120MB 0120	92	0	0.00	0	0	0	0	0	0				
120MB - All Mail Precincts	92	58	63.04	38	17	38	17	41	14				
121MB 0121	171	0	0.00	0	0	0	0	0	0				
121MB - All Mail Precincts	171	105	61.40	22	80	17	85	17	84				
122MB 0122	37	0	0.00	0	0	0	0	0	0				
122MB - All Mail Precincts	37	16	43.24	6	10	7	9	8	7				
123MB 0123	98	0	0.00	0	0	0	0	0	0				
123MB - All Mail Precincts	98	46	46.94	32	10	33	8	34	8				
124MB 0124	106	0	0.00	0	0	0	0	0	0				
124MB - All Mail Precincts	106	66	62.26	56	9	56	9	54	9				
Precinct Totals	9500	1652	17.39	721	850	725	860	702	858				
Vote by Mail Totals	8776	3520	40.11	1414	1935	1355	2000	1297	2007				
All Mail Precincts Totals	724	420	58.01	208	196	200	205	204	196				
Grand Totals	9500	5592	58.86	2343	2981	2280	3065	2203	3061				
CALIFORNIA	9500	5592	58.86	2343	2981	2280	3065	2203	3061				
8th CONGRESSIONAL DISTRICT	9500	5592	58.86	2343	2981	2280	3065	2203	3061				
8th STATE SENATE DISTRICT	9500	5592	58.86	2343	2981	2280	3065	2203	3061				
26th ASSEMBLY DISTRICT	9500	5592	58.86	2343	2981	2280	3065	2203	3061				
1st EQUALIZATION	9500	5592	58.86	2343	2981	2280	3065	2203	3061				

***Grand Totals 100007	CALIFORNIA													
	Registration	Ballots Cast	Turnout (%)		STATE TREASURER JOHN CHIANG	GREG CONLON		ATTORNEY GENERAL KAMALA D. HARRIS	RONALD GOLD		INSURANCE COMMISSIONER DAVE JONES	TED GAINES		
1st SUPERVISOR DISTRICT	2131	1292	60.63		515	710		499	729		479	738		
2nd SUPERVISOR DISTRICT	1680	971	57.80		449	465		434	487		429	474		
3rd SUPERVISOR DISTRICT	2363	1355	57.34		505	792		494	804		468	808		
4th SUPERVISOR DISTRICT	1843	1092	59.25		450	606		435	627		412	629		
5th SUPERVISOR DISTRICT	1483	882	59.47		424	408		418	418		415	412		
Bishop Unified School	6567	3860	58.78		1551	2121		1506	2177		1452	2174		
Lone Pine Unified School	1242	754	60.71		330	379		322	392		319	388		
Trona Joint Unified School	37	16	43.24		6	10		7	9		8	7		
Round Valley Joint Elem Sch Dist	345	209	60.58		108	92		106	95		99	97		
INYO	9259	5464	59.01		2249	2952		2184	3039		2107	3037		
BISHOP	1558	901	57.83		426	422		414	439		406	430		
UNINCORPORATED	7942	4691	59.07		1917	2559		1866	2626		1797	2631		

BOARD OF EQUALIZATION 1ST DISTRICT													
100010													
	Registration	Ballots Cast	Turnout (%)		GEORGE RUNNER	CHRIS PARKER							
101 0101	345	41	11.88		19	19							
101 - Vote by Mail	345	168	48.70		75	80							
102 0102	309	40	12.94		13	21							
102 - Vote by Mail	309	190	61.49		118	64							
103 0103	834	122	14.63		77	38							
103 - Vote by Mail	834	363	43.53		218	119							
104 0104	643	109	16.95		79	24							
104 - Vote by Mail	643	259	40.28		164	73							
105MB 0105	122	0	0.00		0	0							
105MB - All Mail Precincts	122	70	57.38		49	18							
106 0106	803	170	21.17		83	69							
106 - Vote by Mail	803	311	38.73		164	114							
107 0107	411	69	16.79		33	29							
107 - Vote by Mail	411	159	38.69		86	61							
108 0108	344	66	19.19		22	38							
108 - Vote by Mail	344	126	36.63		65	46							
109 0109	873	161	18.44		96	56							
109 - Vote by Mail	873	391	44.79		247	115							
110 0110	896	188	20.98		128	49							
110 - Vote by Mail	896	455	50.78		328	88							
111 0111	594	89	14.98		26	59							
111 - Vote by Mail	594	71	11.95		29	40							
112 0112	393	52	13.23		33	19							
112 - Vote by Mail	393	190	48.35		132	49							
113 0113	623	141	22.63		75	50							
113 - Vote by Mail	623	189	30.34		105	71							
114 0114	361	91	25.21		53	34							
114 - Vote by Mail	361	130	36.01		85	39							
115MB 0115	54	0	0.00		0	0							
115MB - All Mail Precincts	54	36	66.67		20	16							
116 0116	412	99	24.03		53	39							
116 - Vote by Mail	412	164	39.81		104	54							
117 0117	430	98	22.79		48	44							
117 - Vote by Mail	430	167	38.84		78	73							
118 0118	505	116	22.97		62	46							
118 - Vote by Mail	505	187	37.03		95	73							
119MB 0119	44	0	0.00		0	0							
119MB - All Mail Precincts	44	23	52.27		11	10							
120MB 0120	92	0	0.00		0	0							
120MB - All Mail Precincts	92	58	63.04		19	36							
121MB 0121	171	0	0.00		0	0							
121MB - All Mail Precincts	171	105	61.40		81	21							
122MB 0122	37	0	0.00		0	0							
122MB - All Mail Precincts	37	16	43.24		10	6							
123MB 0123	98	0	0.00		0	0							
123MB - All Mail Precincts	98	46	46.94		12	30							
124MB 0124	106	0	0.00		0	0							
124MB - All Mail Precincts	106	66	62.26		19	44							
Precinct Totals	9500	1652	17.39		900	634							
Vote by Mail Totals	8776	3520	40.11		2093	1159							
All Mail Precincts Totals	724	420	58.01		221	181							
Grand Totals	9500	5592	58.86		3214	1974							
CALIFORNIA	9500	5592	58.86		3214	1974							
8th CONGRESSIONAL DISTRICT	9500	5592	58.86		3214	1974							
8th STATE SENATE DISTRICT	9500	5592	58.86		3214	1974							
26th ASSEMBLY DISTRICT	9500	5592	58.86		3214	1974							
1st EQUALIZATION	9500	5592	58.86		3214	1974							

***Grand Totals 100010	BOARD OF EQUALIZATION 1ST DISTRICT														
	Registration	Ballots Cast	Turnout (%)		GEORGE RUNNER	CHRIS PARKER									
1st SUPERVISOR DISTRICT	2131	1292	60.63		763	438									
2nd SUPERVISOR DISTRICT	1680	971	57.80		502	375									
3rd SUPERVISOR DISTRICT	2363	1355	57.34		854	407									
4th SUPERVISOR DISTRICT	1843	1092	59.25		660	371									
5th SUPERVISOR DISTRICT	1483	882	59.47		435	383									
Bishop Unified School	6567	3860	58.78		2284	1288									
Lone Pine Unified School	1242	754	60.71		394	303									
Trona Joint Unified School	37	16	43.24		10	6									
Round Valley Joint Elem Sch Dist	345	209	60.58		94	99									
INYO	9259	5464	59.01		3173	1894									
BISHOP	1658	901	57.83		453	357									
UNINCORPORATED	7942	4691	59.07		2761	1617									

INYO COUNTY Statement of Vote
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***Grand Totals 100011	CONGRESS 8TH DISTRICT														
	Registration	Ballots Cast	Turnout (%)		PAUL COOK	BOB CONAWAY									
1st SUPERVISOR DISTRICT	2131	1292	60.63		777	461									
2nd SUPERVISOR DISTRICT	1680	971	57.80		521	397									
3rd SUPERVISOR DISTRICT	2363	1355	57.34		661	438									
4th SUPERVISOR DISTRICT	1843	1092	59.25		675	378									
5th SUPERVISOR DISTRICT	1483	882	59.47		448	379									
Bishop Unified School	6567	3860	58.78		2327	1363									
Lone Pine Unified School	1242	754	60.71		412	292									
Trona Joint Unified School	37	16	43.24		10	6									
Round Valley Joint Elem Sch Dist	345	209	60.58		101	100									
INYO	9259	5464	59.01		3246	1966									
BISHOP	1558	901	57.83		473	379									
UNINCORPORATED	7942	4691	59.07		2809	1674									

INYO COUNTY Statement of Vote
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***Grand Totals 100012	STATE SENATOR 8TH DISTRICT														
	Registration	Ballots Cast	Turnout (%)		PAULINA MIRANDA	TOM BERRYHILL									
1st SUPERVISOR DISTRICT	2131	1292	60.63		447	764									
2nd SUPERVISOR DISTRICT	1680	971	57.80		388	512									
3rd SUPERVISOR DISTRICT	2363	1355	57.34		428	855									
4th SUPERVISOR DISTRICT	1843	1092	59.25		376	658									
5th SUPERVISOR DISTRICT	1483	882	59.47		381	437									
Bishop Unified School	6567	3860	58.78		1330	2296									
Lone Pine Unified School	1242	754	60.71		296	403									
Trona Joint Unified School	37	16	43.24		5	10									
Round Valley Joint Elem Sch Dist	345	209	60.58		98	100									
INYO	9259	5464	59.01		1935	3192									
BISHOP	1558	901	57.83		370	463									
UNINCORPORATED	7942	4691	59.07		1650	2763									

***Grand Totals 100013	STATE ASSEMBLY 26TH DISTRICT															
	Registration	Ballots Cast	Turnout (%)		DEVON MATHIS	RUDY MENDOZA										137
1st SUPERVISOR DISTRICT	2131	1292	60.63		618	381										
2nd SUPERVISOR DISTRICT	1680	971	57.80		438	297										
3rd SUPERVISOR DISTRICT	2363	1355	57.34		612	503										
4th SUPERVISOR DISTRICT	1843	1092	59.25		541	338										
5th SUPERVISOR DISTRICT	1483	882	59.47		383	313										
Bishop Unified School	6567	3860	58.78		1792	1257										
Lone Pine Unified School	1242	754	60.71		337	270										
Trona Joint Unified School	37	16	43.24		11	2										
Round Valley Joint Elem Sch Dist	345	209	60.58		87	60										
INYO	9259	5464	59.01		2546	1789										
BISHOP	1558	901	57.83		393	282										
UNINCORPORATED	7942	4691	59.07		2199	1550										

140014	CALIFORNIA													
	Registration	Ballots Cast	Turnout (%)		SUPREME COURT - LIU YES	NO		SUPREME COURT - CUELLAR YES	NO		SUPREME COURT - WERDEGAR YES	NO		
101 0101	345	41	11.88		14	11		17	9		14	10		
101 - Vote by Mail	345	168	48.70		55	60		60	56		60	51		
102 0102	309	40	12.94		9	9		9	9		11	7		
102 - Vote by Mail	309	190	61.49		52	71		58	67		59	61		
103 0103	834	122	14.63		39	50		41	48		55	31		
103 - Vote by Mail	834	363	43.53		124	105		121	110		148	82		
104 0104	643	109	16.95		27	44		30	40		31	39		
104 - Vote by Mail	643	259	40.28		81	72		75	79		87	64		
105MB 0105	122	0	0.00		0	0		0	0		0	0		
105MB - All Mail Precincts	122	70	57.38		23	21		22	22		24	20		
106 0106	803	170	21.17		68	46		68	49		70	44		
106 - Vote by Mail	803	311	38.73		82	99		77	102		98	80		
107 0107	411	69	16.79		24	16		31	10		25	14		
107 - Vote by Mail	411	159	38.69		57	47		59	44		65	34		
108 0108	344	66	19.19		20	18		20	18		19	18		
108 - Vote by Mail	344	126	36.63		46	36		46	37		44	34		
109 0109	873	161	18.44		50	54		53	53		65	41		
109 - Vote by Mail	873	391	44.79		117	105		122	103		138	87		
110 0110	896	188	20.98		54	63		52	66		54	59		
110 - Vote by Mail	896	455	50.78		107	117		111	118		126	89		
111 0111	594	89	14.98		48	24		50	21		45	26		
111 - Vote by Mail	594	71	11.95		34	15		34	17		31	15		
112 0112	393	52	13.23		14	25		13	25		17	23		
112 - Vote by Mail	393	190	48.35		56	68		50	73		70	48		
113 0113	623	141	22.63		60	48		57	52		53	53		
113 - Vote by Mail	623	189	30.34		60	61		56	64		68	50		
114 0114	361	91	25.21		35	40		39	34		35	38		
114 - Vote by Mail	361	130	36.01		42	35		41	42		47	29		
115MB 0115	54	0	0.00		0	0		0	0		0	0		
115MB - All Mail Precincts	54	36	66.67		15	10		18	8		17	9		
116 0116	412	99	24.03		40	26		38	28		37	28		
116 - Vote by Mail	412	164	39.81		51	48		39	60		52	41		
117 0117	430	98	22.79		31	32		39	24		34	28		
117 - Vote by Mail	430	167	38.84		58	39		55	44		57	39		
118 0118	505	116	22.97		46	36		46	37		52	30		
118 - Vote by Mail	505	187	37.03		51	49		59	41		56	43		
119MB 0119	44	0	0.00		0	0		0	0		0	0		
119MB - All Mail Precincts	44	23	52.27		10	9		11	9		11	7		
120MB 0120	92	0	0.00		0	0		0	0		0	0		
120MB - All Mail Precincts	92	58	63.04		34	14		33	16		36	12		
121MB 0121	171	0	0.00		0	0		0	0		0	0		
121MB - All Mail Precincts	171	105	61.40		33	41		34	40		29	40		
122MB 0122	37	0	0.00		0	0		0	0		0	0		
122MB - All Mail Precincts	37	16	43.24		4	5		4	6		4	5		
123MB 0123	98	0	0.00		0	0		0	0		0	0		
123MB - All Mail Precincts	98	46	46.94		24	9		25	8		23	7		
124MB 0124	106	0	0.00		0	0		0	0		0	0		
124MB - All Mail Precincts	106	66	62.26		33	11		37	9		35	12		
Precinct Totals	9500	1652	17.39		579	542		603	523		617	489		
Vote by Mail Totals	8776	3520	40.11		1073	1027		1063	1057		1206	847		
All Mail Precincts Totals	724	420	58.01		176	120		184	118		179	112		
Grand Totals	9500	5592	58.86		1828	1689		1850	1698		2002	1448		
CALIFORNIA	9500	5592	58.86		1828	1689		1850	1698		2002	1448		
8th CONGRESSIONAL DISTRICT	9500	5592	58.86		1828	1689		1850	1698		2002	1448		
8th STATE SENATE DISTRICT	9500	5592	58.86		1828	1689		1850	1698		2002	1448		
26th ASSEMBLY DISTRICT	9500	5592	58.86		1828	1689		1850	1698		2002	1448		
1st EQUALIZATION	9500	5592	58.86		1828	1689		1850	1698		2002	1448		

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***Grand Totals 140014	CALIFORNIA													
	Registration	Ballots Cast	Turnout (%)		SUPREME COURT - LIU YES	NO		SUPREME COURT - CUELLAR YES	NO		SUPREME COURT - WERDEGAR YES	NO		137
1st SUPERVISOR DISTRICT	2131	1292	60.63		401	422		411	418		465	345		
2nd SUPERVISOR DISTRICT	1680	971	57.80		320	283		323	282		345	244		
3rd SUPERVISOR DISTRICT	2363	1355	57.34		410	378		422	378		459	317		
4th SUPERVISOR DISTRICT	1843	1092	59.25		373	361		351	386		396	319		
5th SUPERVISOR DISTRICT	1483	882	59.47		324	245		343	234		337	223		
Bishop Unified School	6567	3860	58.78		1201	1176		1219	1176		1356	977		
Lone Pine Unified School	1242	754	60.71		263	220		277	211		275	199		
Trona Joint Unified School	37	16	43.24		4	5		4	6		4	5		
Round Valley Joint Elem Sch Dist	345	209	60.58		69	71		77	65		74	61		
INYO	9259	5464	59.01		1767	1664		1784	1675		1940	1424		
BISHOP	1558	901	57.83		297	262		301	260		321	224		
UNINCORPORATED	7942	4691	59.07		1531	1427		1549	1438		1681	1224		

4TH APPELLATE DISTRICT													
140017	Registration	Ballots Cast	Turnout (%)	COURT OF APPEALS 4, DIV 1 - O'ROURKE		COURT OF APPEALS 4, DIV 1 - NARES		COURT OF APPEALS 4, DIV 1 - MCDONALD		COURT OF APPEALS 4, DIV 1 - MCINTYRE			
				YES	NO	YES	NO	YES	NO	YES	NO	YES	NO
101 0101	345	41	11.88	14	10	14	10	12	11			14	10
101 - Vote by Mail	345	168	48.70	56	49	53	51	57	48			58	46
102 0102	309	40	12.94	10	7	10	7	10	7			10	7
102 - Vote by Mail	309	190	61.49	62	48	50	59	61	48			63	48
103 0103	834	122	14.63	50	34	51	32	52	28			56	28
103 - Vote by Mail	834	363	43.53	142	81	118	100	134	83			144	74
104 0104	643	109	16.95	31	36	29	38	32	34			33	33
104 - Vote by Mail	643	259	40.28	86	46	81	52	82	52			89	49
105MB 0105	122	0	0.00	0	0	0	0	0	0			0	0
105MB - All Mail Precincts	122	70	57.38	24	16	20	20	26	15			26	15
106 0106	803	170	21.17	66	44	57	52	64	44			64	45
106 - Vote by Mail	803	311	38.73	103	70	86	84	95	76			103	68
107 0107	411	69	16.79	30	9	27	11	28	10			31	7
107 - Vote by Mail	411	159	38.69	63	32	57	37	64	30			71	23
108 0108	344	66	19.19	18	15	13	21	15	18			16	17
108 - Vote by Mail	344	126	36.63	36	37	34	36	42	31			41	32
109 0109	873	161	18.44	63	36	57	43	62	38			70	28
109 - Vote by Mail	873	391	44.79	139	71	121	88	138	71			150	60
110 0110	896	188	20.98	61	46	61	45	61	47			61	46
110 - Vote by Mail	896	455	50.78	137	63	120	77	131	67			134	61
111 0111	594	89	14.98	45	24	44	27	43	27			45	24
111 - Vote by Mail	594	71	11.95	33	12	30	15	35	10			33	13
112 0112	393	52	13.23	26	13	22	16	26	12			27	11
112 - Vote by Mail	393	190	48.35	70	44	60	54	68	46			71	44
113 0113	623	141	22.63	52	51	51	52	52	54			54	49
113 - Vote by Mail	623	189	30.34	76	40	58	56	74	37			71	42
114 0114	361	91	25.21	32	42	31	43	40	34			35	39
114 - Vote by Mail	361	130	36.01	36	35	35	35	36	33			41	29
115MB 0115	54	0	0.00	0	0	0	0	0	0			0	0
115MB - All Mail Precincts	54	36	66.67	15	10	15	10	14	11			15	10
116 0116	412	99	24.03	41	19	39	23	39	23			41	22
116 - Vote by Mail	412	164	39.81	54	39	44	46	53	39			56	36
117 0117	430	98	22.79	30	30	35	23	32	28			33	27
117 - Vote by Mail	430	167	38.84	58	31	53	37	65	27			64	30
118 0118	505	116	22.97	51	29	47	33	57	25			56	25
118 - Vote by Mail	505	187	37.03	56	41	45	47	48	44			57	37
119MB 0119	44	0	0.00	0	0	0	0	0	0			0	0
119MB - All Mail Precincts	44	23	52.27	11	6	10	6	7	10			9	8
120MB 0120	92	0	0.00	0	0	0	0	0	0			0	0
120MB - All Mail Precincts	92	58	63.04	31	14	25	18	28	15			31	10
121MB 0121	171	0	0.00	0	0	0	0	0	0			0	0
121MB - All Mail Precincts	171	105	61.40	37	33	32	37	39	29			42	29
122MB 0122	37	0	0.00	0	0	0	0	0	0			0	0
122MB - All Mail Precincts	37	16	43.24	1	7	1	7	2	6			3	5
123MB 0123	98	0	0.00	0	0	0	0	0	0			0	0
123MB - All Mail Precincts	98	46	46.94	17	11	17	11	18	10			18	10
124MB 0124	106	0	0.00	0	0	0	0	0	0			0	0
124MB - All Mail Precincts	106	66	62.26	31	12	28	15	35	9			33	12
Precinct Totals	9500	1652	17.39	620	445	588	476	625	438			646	418
Vote by Mail Totals	8776	3520	40.11	1207	739	1045	874	1183	742			1246	692
All Mail Precincts Totals	724	420	58.01	167	109	148	124	169	105			177	99
Grand Totals	9500	5592	58.86	1994	1293	1781	1474	1977	1285			2069	1209
CALIFORNIA	9500	5592	58.86	1994	1293	1781	1474	1977	1285			2069	1209
8th CONGRESSIONAL DISTRICT	9500	5592	58.86	1994	1293	1781	1474	1977	1285			2069	1209
8th STATE SENATE DISTRICT	9500	5592	58.86	1994	1293	1781	1474	1977	1285			2069	1209
26th ASSEMBLY DISTRICT	9500	5592	58.86	1994	1293	1781	1474	1977	1285			2069	1209
1st EQUALIZATION	9500	5592	58.86	1994	1293	1781	1474	1977	1285			2069	1209

INYO COUNTY Statement of Vote
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***Grand Totals 140017	4TH APPELLATE DISTRICT														
	Registration	Ballots Cast	Turnout (%)		COURT OF APPEALS 4, DIV 1 - O'ROURKE YES	NO		COURT OF APPEALS 4, DIV 1 - NARES YES	NO		COURT OF APPEALS 4, DIV 1 - MCDONALD YES	NO		COURT OF APPEALS 4, DIV 1 - MCINTYRE YES	NO
1st SUPERVISOR DISTRICT	2131	1292	60.63		451	311		406	349		440	311		467	295
2nd SUPERVISOR DISTRICT	1680	971	57.80		340	223		294	261		334	224		352	207
3rd SUPERVISOR DISTRICT	2363	1355	57.34		478	252		433	295		470	258		493	232
4th SUPERVISOR DISTRICT	1843	1092	59.25		402	293		355	335		402	289		411	282
5th SUPERVISOR DISTRICT	1483	882	59.47		323	214		293	234		331	203		346	193
Bishop Unified School	6567	3860	58.78		1365	843		1215	975		1338	851		1410	789
Lone Pine Unified School	1242	754	60.71		274	184		247	201		276	178		292	166
Trona Joint Unified School	37	16	43.24		1	7		1	7		2	6		3	5
Round Valley Joint Elem Sch Dist	345	209	60.58		70	59		67	61		69	59		72	56
INYO	9259	5464	59.01		1945	1263		1735	1441		1922	1260		2015	1182
BISHOP	1558	901	57.83		316	207		274	241		308	209		326	192
UNINCORPORATED	7942	4691	59.07		1678	1086		1507	1233		1669	1076		1743	1017

140021		4TH APPELLATE DISTRICT													
	Registration	Ballots Cast	Turnout (%)	COURT OF APPEALS 4, DIV 2 - HOLLENHORST			COURT OF APPEALS 4, DIV 3 - O'LEARY			COURT OF APPEALS 4, DIV 3 - RYLAARSDAM			COURT OF APPEALS 4, DIV 3 - ARONSON		
				YES	NO		YES	NO		YES	NO		YES	NO	
101 0101	345	41	11.88	13	12		16	9		13	12		14	10	
101 - Vote by Mail	345	168	48.70	60	41		62	43		54	47		60	41	
102 0102	309	40	12.94	11	7		9	8		11	6		11	6	
102 - Vote by Mail	309	190	61.49	53	52		57	55		57	49		51	54	
103 0103	834	122	14.63	52	27		45	38		44	36		46	32	
103 - Vote by Mail	834	363	43.53	132	88		144	82		117	98		131	85	
104 0104	643	109	16.95	34	34		34	34		28	39		30	36	
104 - Vote by Mail	643	259	40.28	88	45		71	63		74	57		76	56	
105MB 0105	122	0	0.00	0	0		0	0		0	0		0	0	
105MB - All Mail Precincts	122	70	57.38	22	16		21	17		20	18		21	17	
106 0106	803	170	21.17	67	43		65	47		59	50		62	47	
106 - Vote by Mail	803	311	38.73	92	76		90	83		86	80		93	74	
107 0107	411	69	16.79	27	9		24	14		23	13		28	8	
107 - Vote by Mail	411	159	38.69	61	31		59	36		54	35		62	26	
108 0108	344	66	19.19	15	17		18	14		13	18		13	18	
108 - Vote by Mail	344	126	36.63	34	37		45	30		31	40		34	35	
109 0109	873	161	18.44	64	32		58	41		53	42		56	39	
109 - Vote by Mail	873	391	44.79	132	77		139	77		113	92		129	80	
110 0110	896	188	20.98	60	45		57	49		56	51		61	46	
110 - Vote by Mail	896	455	50.78	131	64		104	98		113	79		115	77	
111 0111	594	89	14.98	39	33		52	20		33	38		41	29	
111 - Vote by Mail	594	71	11.95	28	15		33	12		25	18		30	14	
112 0112	393	52	13.23	20	16		17	21		17	18		21	15	
112 - Vote by Mail	393	190	48.35	64	52		63	53		56	58		65	50	
113 0113	623	141	22.63	46	58		54	51		46	58		56	47	
113 - Vote by Mail	623	189	30.34	71	45		74	47		63	53		59	55	
114 0114	361	91	25.21	38	37		36	40		30	44		36	39	
114 - Vote by Mail	361	130	36.01	40	30		50	23		37	34		43	25	
115MB 0115	54	0	0.00	0	0		0	0		0	0		0	0	
115MB - All Mail Precincts	54	36	66.67	15	9		15	9		14	10		14	10	
116 0116	412	99	24.03	38	27		40	26		38	28		35	28	
116 - Vote by Mail	412	164	39.81	49	45		48	47		49	43		47	44	
117 0117	430	98	22.79	35	25		35	24		29	29		32	27	
117 - Vote by Mail	430	167	38.84	59	29		50	40		53	35		56	33	
118 0118	505	116	22.97	54	29		56	26		46	34		46	32	
118 - Vote by Mail	505	187	37.03	49	45		56	40		42	48		46	43	
119MB 0119	44	0	0.00	0	0		0	0		0	0		0	0	
119MB - All Mail Precincts	44	23	52.27	12	4		8	9		10	7		10	4	
120MB 0120	92	0	0.00	0	0		0	0		0	0		0	0	
120MB - All Mail Precincts	92	58	63.04	26	15		37	9		28	14		32	10	
121MB 0121	171	0	0.00	0	0		0	0		0	0		0	0	
121MB - All Mail Precincts	171	105	61.40	37	33		35	38		29	41		30	40	
122MB 0122	37	0	0.00	0	0		0	0		0	0		0	0	
122MB - All Mail Precincts	37	16	43.24	2	6		4	4		1	7		1	7	
123MB 0123	98	0	0.00	0	0		0	0		0	0		0	0	
123MB - All Mail Precincts	98	46	46.94	19	7		21	6		18	8		16	8	
124MB 0124	106	0	0.00	0	0		0	0		0	0		0	0	
124MB - All Mail Precincts	106	66	62.26	34	11		33	12		29	14		30	14	
Precinct Totals	9500	1652	17.39	613	451		616	462		537	516		588	459	
Vote by Mail Totals	8776	3520	40.11	1143	772		1145	829		1023	866		1097	792	
All Mail Precincts Totals	724	420	58.01	167	101		174	104		149	119		154	110	
Grand Totals	9500	5592	58.86	1923	1324		1935	1395		1709	1501		1839	1361	
CALIFORNIA	9500	5592	58.86	1923	1324		1935	1395		1709	1501		1839	1361	
8th CONGRESSIONAL DISTRICT	9500	5592	58.86	1923	1324		1935	1395		1709	1501		1839	1361	
8th STATE SENATE DISTRICT	9500	5592	58.86	1923	1324		1935	1395		1709	1501		1839	1361	
26th ASSEMBLY DISTRICT	9500	5592	58.86	1923	1324		1935	1395		1709	1501		1839	1361	
1st EQUALIZATION	9500	5592	58.86	1923	1324		1935	1395		1709	1501		1839	1361	

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***Grand Totals 140021	4TH APPELLATE DISTRICT													
	Registration	Ballots Cast	Turnout (%)	COURT OF APPEALS 4, DIV 2 - HOLLENHORST		COURT OF APPEALS 4, DIV 3 - O'LEARY		COURT OF APPEALS 4, DIV 3 - RYLAARSDAM		COURT OF APPEALS 4, DIV 3 - ARONSON				
				YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	
1st SUPERVISOR DISTRICT	2131	1292	60.63	443	306	438	332	398	344	419	320			
2nd SUPERVISOR DISTRICT	1680	971	57.80	318	229	322	241	286	254	313	225			
3rd SUPERVISOR DISTRICT	2363	1355	57.34	454	266	443	297	393	320	432	285			
4th SUPERVISOR DISTRICT	1843	1092	59.25	381	319	397	317	347	346	376	313			
5th SUPERVISOR DISTRICT	1483	882	59.47	327	204	335	208	285	237	299	218			
Bishop Unified School	6567	3860	58.78	1299	869	1283	944	1149	994	1250	895			
Lane Pine Unified School	1242	754	60.71	272	180	277	186	237	208	252	189			
Trona Joint Unified School	37	16	43.24	2	6	4	4	1	7	1	7			
Round Valley Joint Elem Sch Dist	345	209	60.58	73	53	78	52	67	59	74	51			
INYO	9259	5464	59.01	1868	1300	1877	1373	1661	1472	1792	1332			
BISHOP	1558	901	57.83	296	213	301	224	266	236	292	208			
UNINCORPORATED	7942	4691	59.07	1627	1111	1634	1171	1443	1265	1547	1153			

140025		4TH APPELLATE DISTRICT											
	Registration	Ballots Cast	Turnout (%)	COURT OF APPEALS 4, DIV 3 - THOMPSON		COURT OF APPEALS 4, DIV 3 - FYBEL							
				YES	NO	YES	NO						
101 0101	345	41	11.88	15	10	11	12						
101 - Vote by Mail	345	168	48.70	61	42	52	51						
102 0102	309	40	12.94	11	6	9	8						
102 - Vote by Mail	309	190	61.49	53	53	41	64						
103 0103	834	122	14.63	51	30	35	43						
103 - Vote by Mail	834	363	43.53	131	84	110	107						
104 0104	643	109	16.95	34	34	26	41						
104 - Vote by Mail	643	259	40.28	76	55	64	65						
105MB 0105	122	0	0.00	0	0	0	0						
105MB - All Mail Precincts	122	70	57.38	23	14	19	18						
106 0106	803	170	21.17	64	44	58	50						
106 - Vote by Mail	803	311	38.73	95	73	69	99						
107 0107	411	89	16.79	29	6	22	15						
107 - Vote by Mail	411	159	38.69	67	23	49	40						
108 0108	344	66	19.19	15	16	11	18						
108 - Vote by Mail	344	126	36.63	41	29	35	36						
109 0109	873	161	18.44	62	34	45	53						
109 - Vote by Mail	873	391	44.79	141	68	107	100						
110 0110	896	188	20.98	62	43	40	63						
110 - Vote by Mail	896	455	50.78	130	65	100	94						
111 0111	594	89	14.98	40	29	36	33						
111 - Vote by Mail	594	71	11.95	33	11	27	17						
112 0112	393	52	13.23	22	14	9	27						
112 - Vote by Mail	393	190	48.35	61	50	57	55						
113 0113	623	141	22.63	48	53	47	57						
113 - Vote by Mail	623	189	30.34	66	48	47	67						
114 0114	361	91	25.21	39	33	31	42						
114 - Vote by Mail	361	130	36.01	44	26	42	28						
115MB 0115	54	0	0.00	0	0	0	0						
115MB - All Mail Precincts	54	36	66.67	15	9	14	10						
116 0116	412	99	24.03	37	25	34	28						
116 - Vote by Mail	412	164	39.81	50	43	44	48						
117 0117	430	98	22.79	28	30	30	28						
117 - Vote by Mail	430	167	38.84	58	30	45	42						
118 0118	505	116	22.97	46	35	48	31						
118 - Vote by Mail	505	187	37.03	51	37	39	50						
119MB 0119	44	0	0.00	0	0	0	0						
119MB - All Mail Precincts	44	23	52.27	11	4	5	10						
120MB 0120	92	0	0.00	0	0	0	0						
120MB - All Mail Precincts	92	58	63.04	27	14	26	15						
121MB 0121	171	0	0.00	0	0	0	0						
121MB - All Mail Precincts	171	105	61.40	33	36	25	43						
122MB 0122	37	0	0.00	0	0	0	0						
122MB - All Mail Precincts	37	16	43.24	2	6	1	7						
123MB 0123	98	0	0.00	0	0	0	0						
123MB - All Mail Precincts	98	46	46.94	15	10	16	10						
124MB 0124	106	0	0.00	0	0	0	0						
124MB - All Mail Precincts	106	66	62.26	30	14	33	11						
Precinct Totals	9500	1652	17.39	603	442	492	549						
Vote by Mail Totals	8776	3520	40.11	1158	737	928	963						
All Mail Precincts Totals	724	420	58.01	156	107	139	124						
Grand Totals	9500	5592	58.86	1917	1286	1559	1636						
CALIFORNIA	9500	5592	58.86	1917	1286	1559	1636						
8th CONGRESSIONAL DISTRICT	9500	5592	58.86	1917	1286	1559	1636						
8th STATE SENATE DISTRICT	9500	5592	58.86	1917	1286	1559	1636						
26th ASSEMBLY DISTRICT	9500	5592	58.86	1917	1286	1559	1636						
1st EQUALIZATION	9500	5592	58.86	1917	1286	1559	1636						

INYO COUNTY Statement of Vote
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***Grand Totals 140025	4TH APPELLATE DISTRICT													
	Registration	Ballots Cast	Turnout (%)		COURT OF APPEALS 4, DIV 3 - THOMPSON				COURT OF APPEALS 4, DIV 3 - FYBEL					
					YES	NO			YES	NO				
1st SUPERVISOR DISTRICT	2131	1292	60.63		432	314			348	391				
2nd SUPERVISOR DISTRICT	1680	971	57.80		334	205			263	276				
3rd SUPERVISOR DISTRICT	2363	1355	57.34		468	250			355	360				
4th SUPERVISOR DISTRICT	1843	1092	59.25		382	301			325	362				
5th SUPERVISOR DISTRICT	1483	882	59.47		301	216			268	247				
Bishop Unified School	6567	3860	58.78		1317	833			1032	1109				
Lone Pine Unified School	1242	754	60.71		254	186			218	219				
Trona Joint Unified School	37	16	43.24		2	6			1	7				
Round Valley Joint Elem Sch Dist	345	209	60.58		76	52			63	63				
INYO	9259	5464	59.01		1870	1256			1509	1608				
BISHOP	1558	901	57.83		311	191			244	258				
UNINCORPORATED	7942	4691	59.07		1606	1095			1315	1378				

STATE SUP OF PUBLIC INSTRUCTION													
100027													
	Registration	Ballots Cast	Turnout (%)		TOM TORLAKSON	MARSHALL TUCK							
101 0101	345	41	11.88		14	18							
101 - Vote by Mail	345	168	48.70		70	58							
102 0102	309	40	12.94		19	9							
102 - Vote by Mail	309	190	61.49		85	62							
103 0103	834	122	14.63		46	53							
103 - Vote by Mail	834	363	43.53		138	154							
104 0104	643	109	16.95		32	58							
104 - Vote by Mail	643	259	40.28		97	103							
105MB 0105	122	0	0.00		0	0							
105MB - All Mail Precincts	122	70	57.38		31	22							
106 0106	803	170	21.17		64	79							
106 - Vote by Mail	803	311	38.73		129	103							
107 0107	411	69	16.79		22	29							
107 - Vote by Mail	411	159	38.69		70	50							
108 0108	344	66	19.19		30	18							
108 - Vote by Mail	344	126	36.63		57	44							
109 0109	873	161	18.44		57	84							
109 - Vote by Mail	873	391	44.79		138	166							
110 0110	896	188	20.98		66	88							
110 - Vote by Mail	896	455	50.78		192	144							
111 0111	594	89	14.98		42	39							
111 - Vote by Mail	594	71	11.95		30	29							
112 0112	393	52	13.23		18	23							
112 - Vote by Mail	393	190	48.35		65	82							
113 0113	623	141	22.63		63	62							
113 - Vote by Mail	623	189	30.34		81	68							
114 0114	361	91	25.21		30	55							
114 - Vote by Mail	361	130	36.01		56	46							
115MB 0115	54	0	0.00		0	0							
115MB - All Mail Precincts	54	36	66.67		16	11							
116 0116	412	99	24.03		34	44							
116 - Vote by Mail	412	164	39.81		56	73							
117 0117	430	98	22.79		45	40							
117 - Vote by Mail	430	167	38.84		66	61							
118 0118	505	116	22.97		54	47							
118 - Vote by Mail	505	187	37.03		81	62							
119MB 0119	44	0	0.00		0	0							
119MB - All Mail Precincts	44	23	52.27		9	9							
120MB 0120	92	0	0.00		0	0							
120MB - All Mail Precincts	92	58	63.04		28	19							
121MB 0121	171	0	0.00		0	0							
121MB - All Mail Precincts	171	105	61.40		24	60							
122MB 0122	37	0	0.00		0	0							
122MB - All Mail Precincts	37	16	43.24		10	4							
123MB 0123	98	0	0.00		0	0							
123MB - All Mail Precincts	98	46	46.94		20	9							
124MB 0124	106	0	0.00		0	0							
124MB - All Mail Precincts	106	66	62.26		38	18							
Precinct Totals	9500	1652	17.39		636	746							
Vote by Mail Totals	8776	3520	40.11		1411	1305							
All Mail Precincts Totals	724	420	58.01		176	152							
Grand Totals	9500	5592	58.86		2223	2203							
CALIFORNIA	9500	5592	58.86		2223	2203							
8th CONGRESSIONAL DISTRICT	9500	5592	58.86		2223	2203							
8th STATE SENATE DISTRICT	9500	5592	58.86		2223	2203							
26th ASSEMBLY DISTRICT	9500	5592	58.86		2223	2203							
1st EQUALIZATION	9500	5592	58.86		2223	2203							

***Grand Totals 100027	STATE SUP OF PUBLIC INSTRUCTION														
	Registration	Ballots Cast	Turnout (%)		TOM TORLAKSON	MARSHALL TUCK									
1st SUPERVISOR DISTRICT	2131	1292	60.63		501	515									
2nd SUPERVISOR DISTRICT	1680	971	57.80		403	345									
3rd SUPERVISOR DISTRICT	2363	1355	57.34		525	550									
4th SUPERVISOR DISTRICT	1843	1092	59.25		419	464									
5th SUPERVISOR DISTRICT	1483	882	59.47		375	329									
Bishop Unified School	6567	3860	58.78		1512	1515									
Lone Pine Unified School	1242	754	60.71		307	298									
Trona Joint Unified School	37	16	43.24		10	4									
Round Valley Joint Elem Sch Dist	345	209	60.58		84	76									
INYO	9259	5464	59.01		2155	2172									
BISHOP	1558	901	57.83		372	323									
UNINCORPORATED	7942	4691	59.07		1851	1880									

BISHOP UNIFIED SCH DIST GOV BRD MEM															
100028	Registration	Ballots Cast	Turnout (%)		TOM STEPHENSON	SUSANNE M. RIZO	TAYLOR P. LUDWICK	JOSHUA R. NICHOLSON	KATHY ZACK						
101 0101	345	41	11.88		16	11	23	8	27						
101 - Vote by Mail	345	168	48.70		80	45	85	48	97						
102 0102	309	40	12.94		21	10	27	9	28						
102 - Vote by Mail	309	190	61.49		86	48	114	75	121						
103 0103	834	122	14.63		44	49	52	54	65						
103 - Vote by Mail	834	363	43.53		146	128	169	140	228						
104 0104	643	109	16.95		33	45	66	44	64						
104 - Vote by Mail	643	259	40.28		73	119	163	87	141						
105MB 0105	122	0	0.00		0	0	0	0	0						
105MB - All Mail Precincts	122	70	57.38		29	17	45	24	47						
106 0106	803	170	21.17		64	68	87	71	100						
106 - Vote by Mail	803	311	38.73		104	123	147	119	180						
107 0107	411	69	16.79		26	29	29	23	34						
107 - Vote by Mail	411	159	38.69		66	45	78	67	87						
108 0108	344	66	19.19		26	27	36	12	34						
108 - Vote by Mail	344	126	36.63		38	48	69	45	74						
109 0109	873	161	18.44		66	41	94	57	91						
109 - Vote by Mail	873	391	44.79		127	160	237	167	258						
110 0110	896	188	20.98		67	79	96	75	112						
110 - Vote by Mail	896	455	50.78		134	166	266	208	298						
111 0111	594	89	14.98		24	40	35	44	54						
111 - Vote by Mail	594	71	11.95		25	33	32	36	53						
112 0112	393	52	13.23		17	11	20	18	34						
112 - Vote by Mail	393	190	48.35		68	59	117	73	116						
Precinct Totals	6567	1107	16.86		404	410	565	415	643						
Vote by Mail Totals	6445	2683	41.63		947	974	1477	1065	1653						
All Mail Precincts Totals	122	70	57.38		29	17	45	24	47						
Grand Totals	6567	3860	58.78		1380	1401	2087	1504	2343						
CALIFORNIA	6567	3860	58.78		1380	1401	2087	1504	2343						
8th CONGRESSIONAL DISTRICT	6567	3860	58.78		1380	1401	2087	1504	2343						
8th STATE SENATE DISTRICT	6567	3860	58.78		1380	1401	2087	1504	2343						
26th ASSEMBLY DISTRICT	6567	3860	58.78		1380	1401	2087	1504	2343						
1st EQUALIZATION	6567	3860	58.78		1380	1401	2087	1504	2343						
1st SUPERVISOR DISTRICT	2131	1292	60.63		499	455	699	465	771						
2nd SUPERVISOR DISTRICT	1680	971	57.80		353	357	491	361	556						
3rd SUPERVISOR DISTRICT	2363	1355	57.34		443	519	760	587	866						
4th SUPERVISOR DISTRICT	393	242	61.58		85	70	137	91	150						
Bishop Unified School	6567	3860	58.78		1380	1401	2087	1504	2343						
Round Valley Joint Elem Sch Dist	345	209	60.58		96	56	108	58	124						
INYO	6567	3860	58.78		1380	1401	2087	1504	2343						
BISHOP	1558	901	57.83		324	340	446	337	509						
UNINCORPORATED	5009	2959	59.07		1056	1061	1641	1167	1834						

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100029	LONE PINE UNIFIED SCH DIST GOV BRD MEM														
	Registration	Ballots Cast	Turnout (%)		CHERYL HOWERTON	ROBERT OSWALD	JASON OLIN	DONNA CARSON	RICKY R. MADDUX	LEROY KRITZ					
117 0117	430	98	22.79		39	24	53	47	22	49					
117 - Vote by Mail	430	167	38.84		89	36	103	103	25	78					
118 0118	505	116	22.97		51	22	68	78	22	49					
118 - Vote by Mail	505	187	37.03		90	31	98	103	29	90					
119MB 0119	44	0	0.00		0	0	0	0	0	0					
119MB - All Mail Precincts	44	23	52.27		11	8	8	10	4	11					
120MB 0120	92	0	0.00		0	0	0	0	0	0					
120MB - All Mail Precincts	92	58	63.04		38	6	23	31	4	19					
121MB 0121	171	0	0.00		0	0	0	0	0	0					
121MB - All Mail Precincts	171	105	61.40		57	19	60	50	21	50					
Precinct Totals	1242	214	17.23		90	46	121	125	44	98					
Vote by Mail Totals	935	354	37.86		179	67	201	206	54	168					
All Mail Precincts Totals	307	186	60.59		106	33	91	91	29	80					
Grand Totals	1242	754	60.71		375	146	413	422	127	346					
CALIFORNIA	1242	754	60.71		375	146	413	422	127	346					
8th CONGRESSIONAL DISTRICT	1242	754	60.71		375	146	413	422	127	346					
8th STATE SENATE DISTRICT	1242	754	60.71		375	146	413	422	127	346					
26th ASSEMBLY DISTRICT	1242	754	60.71		375	146	413	422	127	346					
1st EQUALIZATION	1242	754	60.71		375	146	413	422	127	346					
5th SUPERVISOR DISTRICT	1242	754	60.71		375	146	413	422	127	346					
Lone Pine Unified School	1242	754	60.71		375	146	413	422	127	346					
INYO	1242	754	60.71		375	146	413	422	127	346					
UNINCORPORATED	1242	754	60.71		375	146	413	422	127	346					

100030	TRONA JOINT UNIFIED SCH DIST GOV BRD MEM														
	Registration	Ballots Cast	Turnout (%)		RAYMOND RICHARDSON	DEANA GARRISON	CHRISTINA CELAYA	CHRISTOPHER DARLING	TRISHA FUNKE						
122MB 0122	37	0	0.00		0	0	0	0	0						
122MB - All Mail Precincts	37	16	43.24		7	8	5	3	10						
Precinct Totals	37	0	0.00		0	0	0	0	0						
All Mail Precincts Totals	37	16	43.24		7	8	5	3	10						
Grand Totals	37	16	43.24		7	8	5	3	10						
CALIFORNIA	37	16	43.24		7	8	5	3	10						
8th CONGRESSIONAL DISTRICT	37	16	43.24		7	8	5	3	10						
8th STATE SENATE DISTRICT	37	16	43.24		7	8	5	3	10						
26th ASSEMBLY DISTRICT	37	16	43.24		7	8	5	3	10						
1st EQUALIZATION	37	16	43.24		7	8	5	3	10						
5th SUPERVISOR DISTRICT	37	16	43.24		7	8	5	3	10						
Trona Joint Unified School	37	16	43.24		7	8	5	3	10						
UNINCORPORATED	37	16	43.24		7	8	5	3	10						

100031	ROUND VALLEY JOINT ELEM SCH DIST GOV BRD MEM													
	Registration	Ballots Cast	Turnout (%)		EDUARDO SANDOVAL	SHAWN K. RAY	JEFF PERRY							
101 0101	345	41	11.88		16	9	20							
101 - Vote by Mail	345	168	48.70		65	46	99							
Precinct Totals	345	41	11.88		16	9	20							
Vote by Mail Totals	345	168	48.70		65	46	99							
Grand Totals	345	209	60.58		81	55	119							
CALIFORNIA	345	209	60.58		81	55	119							
8th CONGRESSIONAL DISTRICT	345	209	60.58		81	55	119							
8th STATE SENATE DISTRICT	345	209	60.58		81	55	119							
26th ASSEMBLY DISTRICT	345	209	60.58		81	55	119							
1st EQUALIZATION	345	209	60.58		81	55	119							
1st SUPERVISOR DISTRICT	345	209	60.58		81	55	119							
Bishop Unified School	345	209	60.58		81	55	119							
Round Valley Joint Elem Sch Dist	345	209	60.58		81	55	119							
INYO	345	209	60.58		81	55	119							
UNINCORPORATED	345	209	60.58		81	55	119							

100032	BISHOP - MEMBER CITY COUNCIL														
	Registration	Ballots Cast	Turnout (%)		KAREN K. SCHWARTZ	JOE PECSI	KEITH GLIDEWELL	JIM ELLIS	HOWARD J. WU						
106 0106	803	170	21.17		71	68	61	69	26						
106 - Vote by Mail	803	311	38.73		130	122	101	132	39						
107 0107	411	69	16.79		30	33	20	23	10						
107 - Vote by Mail	411	159	38.69		64	64	47	55	32						
108 0108	344	66	19.19		32	20	23	16	18						
108 - Vote by Mail	344	126	36.63		53	52	34	34	33						
Precinct Totals	1558	305	19.58		133	121	104	108	54						
Vote by Mail Totals	1558	596	38.25		247	238	182	221	104						
Grand Totals	1558	901	57.83		380	359	286	329	158						
CALIFORNIA	1558	901	57.83		380	359	286	329	158						
8th CONGRESSIONAL DISTRICT	1558	901	57.83		380	359	286	329	158						
8th STATE SENATE DISTRICT	1558	901	57.83		380	359	286	329	158						
26th ASSEMBLY DISTRICT	1558	901	57.83		380	359	286	329	158						
1st EQUALIZATION	1558	901	57.83		380	359	286	329	158						
2nd SUPERVISOR DISTRICT	1558	901	57.83		380	359	286	329	158						
Bishop Unified School	1558	901	57.83		380	359	286	329	158						
INYO	1558	901	57.83		380	359	286	329	158						
BISHOP	1558	901	57.83		380	359	286	329	158						

140033	CALIFORNIA													
	Registration	Ballots Cast	Turnout (%)	MEASURE 1 YES	NO	MEASURE 2 YES	NO	MEASURE 45 YES	NO	MEASURE 46 YES	NO			
101 0101	345	41	11.88	20	18	20	17	9	30	6	33			
101 - Vote by Mail	345	168	48.70	83	80	88	71	53	102	39	123			
102 0102	309	40	12.94	17	18	16	20	19	18	10	27			
102 - Vote by Mail	309	190	61.49	88	93	103	77	54	129	40	142			
103 0103	834	122	14.63	54	65	59	55	43	74	40	78			
103 - Vote by Mail	834	363	43.53	179	165	196	142	104	248	114	236			
104 0104	643	109	16.95	38	64	46	52	29	69	27	75			
104 - Vote by Mail	643	259	40.28	118	131	139	108	75	177	70	181			
105MB 0105	122	0	0.00	0	0	0	0	0	0	0	0			
105MB - All Mail Precincts	122	70	57.38	25	40	38	28	26	39	19	47			
106 0106	803	170	21.17	87	74	91	66	62	97	50	110			
106 - Vote by Mail	803	311	38.73	148	137	161	117	93	194	85	206			
107 0107	411	69	16.79	31	37	34	29	25	41	24	45			
107 - Vote by Mail	411	159	38.69	87	61	90	47	49	101	48	101			
108 0108	344	66	19.19	30	31	31	28	25	34	18	42			
108 - Vote by Mail	344	126	36.63	58	59	70	49	43	74	32	86			
109 0109	873	161	18.44	66	89	67	86	52	107	32	127			
109 - Vote by Mail	873	391	44.79	160	213	191	174	86	285	79	292			
110 0110	896	188	20.98	69	109	91	88	47	134	28	154			
110 - Vote by Mail	896	455	50.78	184	240	226	188	97	330	66	370			
111 0111	594	89	14.98	46	41	46	39	28	56	45	39			
111 - Vote by Mail	594	71	11.95	36	35	44	26	26	44	27	40			
112 0112	393	52	13.23	21	30	23	28	14	36	18	33			
112 - Vote by Mail	393	190	48.35	57	126	66	114	44	138	32	152			
113 0113	623	141	22.63	52	86	66	73	62	76	54	86			
113 - Vote by Mail	623	189	30.34	84	91	99	80	57	121	70	112			
114 0114	361	91	25.21	48	43	47	44	26	64	27	63			
114 - Vote by Mail	361	130	36.01	64	61	69	60	42	88	33	97			
115MB 0115	54	0	0.00	0	0	0	0	0	0	0	0			
115MB - All Mail Precincts	54	36	66.67	16	20	18	17	15	21	7	29			
116 0116	412	99	24.03	47	49	39	53	29	61	28	65			
116 - Vote by Mail	412	164	39.81	65	85	75	80	53	103	54	104			
117 0117	430	98	22.79	43	48	42	50	27	64	38	55			
117 - Vote by Mail	430	167	38.84	70	90	72	84	47	111	53	109			
118 0118	505	116	22.97	61	44	57	48	40	64	47	58			
118 - Vote by Mail	505	187	37.03	82	85	96	70	65	104	50	116			
119MB 0119	44	0	0.00	0	0	0	0	0	0	0	0			
119MB - All Mail Precincts	44	23	52.27	10	10	8	12	7	14	9	12			
120MB 0120	92	0	0.00	0	0	0	0	0	0	0	0			
120MB - All Mail Precincts	92	58	63.04	21	36	22	34	33	24	20	38			
121MB 0121	171	0	0.00	0	0	0	0	0	0	0	0			
121MB - All Mail Precincts	171	105	61.40	27	71	47	51	27	74	31	66			
122MB 0122	37	0	0.00	0	0	0	0	0	0	0	0			
122MB - All Mail Precincts	37	16	43.24	7	8	9	4	5	10	4	11			
123MB 0123	98	0	0.00	0	0	0	0	0	0	0	0			
123MB - All Mail Precincts	98	46	46.94	31	12	29	11	17	24	7	37			
124MB 0124	106	0	0.00	0	0	0	0	0	0	0	0			
124MB - All Mail Precincts	106	66	62.26	41	24	42	21	33	31	35	30			
Precinct Totals	9500	1652	17.39	730	846	775	776	537	1025	492	1090			
Vote by Mail Totals	8776	3520	40.11	1563	1752	1785	1487	988	2349	892	2467			
All Mail Precincts Totals	724	420	58.01	178	221	213	178	163	237	132	270			
Grand Totals	9500	5592	58.86	2471	2819	2773	2441	1688	3611	1516	3827			
CALIFORNIA	9500	5592	58.86	2471	2819	2773	2441	1688	3611	1516	3827			
8th CONGRESSIONAL DISTRICT	9500	5592	58.86	2471	2819	2773	2441	1688	3611	1516	3827			
8th STATE SENATE DISTRICT	9500	5592	58.86	2471	2819	2773	2441	1688	3611	1516	3827			
26th ASSEMBLY DISTRICT	9500	5592	58.86	2471	2819	2773	2441	1688	3611	1516	3827			
1st EQUALIZATION	9500	5592	58.86	2471	2819	2773	2441	1688	3611	1516	3827			

***Grand Totals 140033	CALIFORNIA													
	Registration	Ballots Cast	Turnout (%)	MEASURE 1 YES	NO	MEASURE 2 YES	NO	MEASURE 45 YES	NO	MEASURE 46 YES	NO			
1st SUPERVISOR DISTRICT	2131	1292	60.63	597	634	667	542	386	847	346	895			
2nd SUPERVISOR DISTRICT	1680	971	57.80	466	439	515	364	323	580	276	637			
3rd SUPERVISOR DISTRICT	2363	1355	57.34	561	727	665	601	336	958	277	1022			
4th SUPERVISOR DISTRICT	1843	1092	59.25	454	591	502	549	342	708	323	741			
5th SUPERVISOR DISTRICT	1483	882	59.47	393	428	424	385	301	520	294	532			
Bishop Unified School	6567	3860	58.78	1702	1956	1936	1649	1103	2557	949	2739			
Lone Pine Unified School	1242	754	60.71	314	384	344	349	246	455	248	454			
Trona Joint Unified School	37	16	43.24	7	8	9	4	5	10	4	11			
Round Valley Joint Elem Sch Dist	345	209	60.58	103	96	108	88	62	132	45	156			
INYO	9259	5464	59.01	2392	2775	2693	2405	1633	3546	1470	3749			
BISHOP	1558	901	57.83	441	399	477	336	297	541	257	590			
UNINCORPORATED	7942	4691	59.07	2030	2420	2296	2105	1391	3070	1259	3237			

140037	CALIFORNIA													
	Registration	Ballots Cast	Turnout (%)		MEASURE 47 YES	NO		MEASURE 48 YES	NO					
101 0101	345	41	11.88		23	16		9	28					
101 - Vote by Mail	345	168	48.70		93	68		72	87					
102 0102	309	40	12.94		30	9		11	23					
102 - Vote by Mail	309	190	61.49		92	89		58	125					
103 0103	834	122	14.63		55	62		27	88					
103 - Vote by Mail	834	363	43.53		183	162		117	215					
104 0104	643	109	16.95		46	53		24	75					
104 - Vote by Mail	643	259	40.28		120	129		73	175					
105MB 0105	122	0	0.00		0	0		0	0					
105MB - All Mail Precincts	122	70	57.38		36	32		28	38					
106 0106	803	170	21.17		102	62		39	116					
106 - Vote by Mail	803	311	38.73		181	108		93	185					
107 0107	411	69	16.79		40	28		28	36					
107 - Vote by Mail	411	159	38.69		98	53		61	85					
108 0108	344	66	19.19		42	18		17	42					
108 - Vote by Mail	344	126	36.63		66	56		38	77					
109 0109	873	161	18.44		75	81		39	117					
109 - Vote by Mail	873	391	44.79		190	178		97	267					
110 0110	896	188	20.98		93	87		25	150					
110 - Vote by Mail	896	455	50.78		208	217		110	304					
111 0111	594	89	14.98		55	30		36	52					
111 - Vote by Mail	594	71	11.95		44	24		29	40					
112 0112	393	52	13.23		25	25		13	38					
112 - Vote by Mail	393	190	48.35		100	88		39	143					
113 0113	623	141	22.63		63	77		42	96					
113 - Vote by Mail	623	189	30.34		91	91		58	121					
114 0114	361	91	25.21		60	30		29	62					
114 - Vote by Mail	361	130	36.01		60	70		52	78					
115MB 0115	54	0	0.00		0	0		0	0					
115MB - All Mail Precincts	54	36	66.67		23	13		13	23					
116 0116	412	99	24.03		46	45		27	62					
116 - Vote by Mail	412	164	39.81		80	77		66	89					
117 0117	430	98	22.79		57	34		27	61					
117 - Vote by Mail	430	167	38.84		95	67		60	99					
118 0118	505	116	22.97		49	54		36	67					
118 - Vote by Mail	505	187	37.03		122	48		71	93					
119MB 0119	44	0	0.00		0	0		0	0					
119MB - All Mail Precincts	44	23	52.27		15	6		7	14					
120MB 0120	92	0	0.00		0	0		0	0					
120MB - All Mail Precincts	92	58	63.04		40	17		27	30					
121MB 0121	171	0	0.00		0	0		0	0					
121MB - All Mail Precincts	171	105	61.40		53	46		46	52					
122MB 0122	37	0	0.00		0	0		0	0					
122MB - All Mail Precincts	37	16	43.24		9	6		9	5					
123MB 0123	98	0	0.00		0	0		0	0					
123MB - All Mail Precincts	98	46	46.94		36	8		21	18					
124MB 0124	106	0	0.00		0	0		0	0					
124MB - All Mail Precincts	106	66	62.26		53	11		29	35					
Precinct Totals	9500	1652	17.39		861	711		429	1113					
Vote by Mail Totals	8776	3520	40.11		1823	1525		1094	2183					
All Mail Precincts Totals	724	420	58.01		265	139		180	215					
Grand Totals	9500	5592	58.86		2949	2375		1703	3511					
CALIFORNIA	9500	5592	58.86		2949	2375		1703	3511					
8th CONGRESSIONAL DISTRICT	9500	5592	58.86		2949	2375		1703	3511					
8th STATE SENATE DISTRICT	9500	5592	58.86		2949	2375		1703	3511					
26th ASSEMBLY DISTRICT	9500	5592	58.86		2949	2375		1703	3511					
1st EQUALIZATION	9500	5592	58.86		2949	2375		1703	3511					

***Grand Totals 140037	CALIFORNIA															
	Registration	Ballots Cast	Turnout (%)		MEASURE 47 YES	NO		MEASURE 48 YES	NO							
1st SUPERVISOR DISTRICT	2131	1292	60.63		642	588		391	616							
2nd SUPERVISOR DISTRICT	1680	971	57.80		565	357		304	579							
3rd SUPERVISOR DISTRICT	2363	1355	57.34		665	617		336	930							
4th SUPERVISOR DISTRICT	1843	1092	59.25		548	516		339	712							
5th SUPERVISOR DISTRICT	1483	882	59.47		529	297		333	474							
Bishop Unified School	6567	3860	58.78		1997	1675		1083	2506							
Lone Pine Unified School	1242	754	60.71		431	272		274	416							
Trona Joint Unified School	37	16	43.24		9	6		9	5							
Round Valley Joint Elem Sch Dist	345	209	60.58		116	84		81	115							
INYO	9259	5464	59.01		2851	2350		1644	3453							
BISHOP	1558	901	57.83		529	325		276	541							
UNINCORPORATED	7942	4691	59.07		2420	2050		1427	2970							



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

- Consent Departmental Correspondence Action Public Hearing
 Schedule time for Closed Session Informational

For Clerk's Use
Only:

AGENDA NUMBER

18

FROM: Public Works Department

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Resolution and Notice of Completion for the CSA #2 Sewer Rehabilitation Project.

DEPARTMENTAL RECOMMENDATIONS: Request Board approval of Resolution accepting the improvements and authorizing the recording of a Notice of Completion for the CSA #2 Sewer Rehabilitation Project.

CAO RECOMMENDATION:

SUMMARY DISCUSSION: White Rock Construction, Inc., of Gardnerville, Nevada recently completed construction of the CSA #2 Sewer Rehabilitation Project. This project replaced portions of the existing CSA #2 gravity sewer main pipe system and associated manholes that were previously identified as having ongoing maintenance problems (i.e. poor condition allowing infiltration of groundwater into the system, tree root intrusion contributing to blockages, etc.). The estimated final construction contract amount (not including construction engineering/inspection) for the CSA #2 Sewer Rehabilitation Project is \$313,620.70.

On September 23, 2014, the final inspection was performed and the improvements were determined to be complete to the satisfaction of the Public Works Director. Accordingly, the Director is requesting the Board adopt the attached Resolution, which accepts the completed improvements and authorizes the Public Works Director to record a Notice of Completion for the project.

In addition to formally accepting the work, the Notice of Completion begins the period during which stop notices may be placed against the work. In the event that no stop notices are filed, the retention must be returned to the Contractor.

ALTERNATIVES: The Board could choose not to approve the Resolution. Consequently, the project would not be formally accepted and the Notice of Completion could not be filed. Choosing not to approve the Resolution is not recommended because it will extend the period during which Stop Notices can be filed and will delay return of retention to the Contractor.

OTHER AGENCY INVOLVEMENT: County Counsel has reviewed the Resolution. The County Auditor's office will pay the retention currently being withheld.

FINANCING: The project's construction funding is provided for in the FY 2014/2015 County Budget in Public Works CSA #2 - Budget Unit 810001, Object Code 5700, Construction in Progress. These construction expenses will be reimbursed 75% by a Grant received from the CA Department of Water Resources (DWR) and 25% from the CSA #2 - Operating Budget Unit 810001.

December 2, 2014

Agenda Request Form: Notice of Completion - CSA #2 Sewer Rehabilitation Project

Page 2 of 2

APPROVALS

COUNTY COUNSEL:

AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by County Counsel prior to submission to the board clerk.)

Margaret Kemp-Williams Approved: Date *11/20/14*

AUDITOR/CONTROLLER

ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor/controller prior to submission to the board clerk.)

Approved: _____ Date _____

PERSONNEL DIRECTOR

PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)

Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

[Signature] Date: *11/27/14*

RESOLUTION #2014 -

**A RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE
COUNTY OF INYO, STATE OF CALIFORNIA
AUTHORIZING THE RECORDING OF A NOTICE OF COMPLETION
FOR THE
CSA #2 SEWER REHABILITATION PROJECT**

WHEREAS, Clint Quilter, Director of the Public Works Department of the County of Inyo, has determined that the CSA #2 Sewer Rehabilitation Project has been completed by White Rock Construction, Inc., of Gardnerville, Nevada, in accordance with the Project Plans and Specifications.

NOW, THEREFORE, BE IT RESOLVED, that the Director of Public Works is hereby authorized and directed to sign and file with the County Recorder a separate Notice of Completion pertaining to the CSA #2 Sewer Rehabilitation Project.

Passed, approved and adopted this 2nd day of December, 2014 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chairperson, Board of Supervisors

ATTEST:

Kevin Carunchio, Clerk

by _____
Assistant Clerk of the Board

**RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:**

County of Inyo
c/o Director of Public Works
Public Works Department
168 N. Edwards Street
P.O. Drawer Q
Independence, CA 93526

NOTICE OF COMPLETION

NOTICE IS HEREBY GIVEN THAT:

1. A work of improvement known as the CSA #2 Sewer Rehabilitation Project on the property hereinafter described was completed on September 23, 2014 and was accepted by the Inyo County Board of Supervisors on December 2, 2014.
2. The property on which the CSA #2 Sewer Rehabilitation Project has been completed and located is County Service Area No. 2, in the community of Aspendell, approximately 17 miles west of Bishop, CA.
3. The County of Inyo, a political subdivision of the State of California, the address of which is 224 North Edwards Street, P.O. Drawer N, Independence, CA 93526, operates and maintains County Service Area No. 2.
4. The undersigned, Clint Quilter, is the Director of Public Works of the County of Inyo and has been duly authorized pursuant to Resolution adopted December 2, 2014, by the Board of Supervisors of the County of Inyo to execute and file this Notice of Completion.
5. The name of the original contractor that constructed the CSA #2 Sewer Rehabilitation Project pursuant to contract with the owner is White Rock Construction, Inc. of Gardnerville, NV.

Pursuant to the contract, the contractor was required to furnish all labor, materials, methods or processes, implements, tools, machinery, equipment, transportation services, and all other items and related functions which are necessary or appurtenant to construct the project designated in the contract.

COUNTY OF INYO

Dated: _____

By: _____
Clint Quilter, Director of Public Works

VERIFICATION

STATE OF CALIFORNIA)
) SS.
COUNTY OF INYO)

I, Clint Quilter, hereby declare: That I am the Director of Public Works for the County of Inyo, a political subdivision of the State of California, the public entity on behalf of which I executed the foregoing NOTICE OF COMPLETION for the CSA #2 Sewer Rehabilitation Project, and which entity is the owner of the aforesaid interest or estate in the property therein described; that I am authorized by the public entity to execute this NOTICE on the entity's behalf; that I am authorized to and hereby make this verification on behalf of the public entity; and that I have read said NOTICE and know the contents thereof. I declare under penalty of perjury under the laws of the State of California that the NOTICE and the information set forth therein are true and correct.

Dated: _____

Clint G. Quilter



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only: AGENDA NUMBER 19
--

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Public Works Department

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Amendment No. 3 to the Agreement between Inyo County and ISL Engineering for Public Works Department Standard Drawings and Specifications

DEPARTMENTAL RECOMMENDATION:

Request that your Board approve Amendment No. 3 to the Agreement between the County of Inyo and ISL Engineering, Inc., extending the current Agreement deadline from December 31, 2014 to April 30, 2015.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

On August 6, 2013, your Board approved an Agreement with ISL Engineering, Inc., in a not-to-exceed amount of \$41,480 for updating both the Inyo County Standard Specifications (for public works projects) and the Standard Drawings/Plans (for work occurring within the County right-of-way). The term of this Agreement was from August 6, 2013 to December 31, 2013. Two (2) subsequent Agreement Amendments have been approved by the Board in order to extend the contract deadline. These Amendments had no increase to the original Agreement dollar amount and have now extended the Agreement end date until December 31, 2014. These Amendments were needed to in order to allow sufficient time for County review of the new Inyo County Standard Drawings and Specifications.

Public Works is now requesting to extend the end date of this Agreement until April 30, 2015. This is a "time only" Agreement Amendment with no increase in the contract amount. Additional time is needed to allow Public Works and the Consultant to complete the Public Works internal review and confer with County Counsel and Risk Management departments regarding proposed County Specifications' content. This update will also bring these documents into compliance with current standards, including the Americans with Disabilities Act.

ALTERNATIVES:

To not approve this Contract Agreement extension request. This is not recommended as the Amendment No. 3 time extension request, if approved, will result in a superior and more comprehensive County Standard Specification document and Inyo County Standard Drawings/Plans.

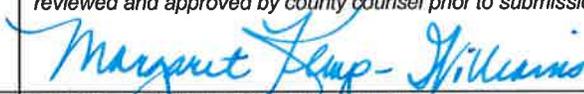
OTHER AGENCY INVOLVEMENT:

County Council and the Auditor's Office has reviewed and approved proposed Contract Amendment No. 3.

FINANCING:

No fiscal impacts.

APPROVALS

COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the board clerk.)  Approved: <input checked="" type="checkbox"/> Date 11/20/14
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)  Approved: <u>yes</u> Date 11/25/2014
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:
(Not to be signed until all approvals are received)



Date: 11/25/14

AMENDMENT No. 3
to the
AGREEMENT BETWEEN THE COUNTY OF INYO AND
ISL Engineering, Inc.
FOR THE PROVISION OF PROFESSIONAL DESIGN SERVICES

WHEREAS, the County of Inyo (hereinafter referred to as "County") and ISL Engineering, Inc. of Valley Springs, California (hereinafter referred to as "Consultant"), have entered into an Agreement for the provision of Professional Design Services dated August 6, 2013, on County of Inyo Standard Contract No. 156, for the term from August 6, 2013 to December 31, 2013.

WHEREAS, County and Consultant, did previously approve Amendment No. 1 to such agreement on December 17, 2013, which extended the end date of such agreement to May 5, 2014.

WHEREAS, County and Consultant, did previously approve Amendment No. 2 to such agreement on April 15, 2014, which extended the end date of such agreement to December 31, 2014.

WHEREAS, County and Consultant do desire and consent to amend such Agreement as set forth below:

WHEREAS, such Agreement provides that it may be modified, amended, changed, added to, or subtracted from, by the mutual consent of the parties thereto, if such amendment or change is in written form, and executed with the same formalities as such Agreement, and attached to the original Agreement to maintain continuity.

County and Consultant hereby amend such Agreement as follows:

1. Revise TERMS AND CONDITIONS - Item No. 2 "TERM" as follows:

"The term of this Agreement shall be from August 6, 2013 to April 30, 2015 unless sooner terminated as provided below."

The effective date of this Amendment No. 3 to the Agreement is _____.

All other terms and conditions of the Agreement are unchanged and shall remain the same.

AMENDMENT No. 3
to the
AGREEMENT BETWEEN THE COUNTY OF INYO AND
ISL Engineering, Inc.
FOR THE PROVISION OF PROFESSIONAL DESIGN SERVICES

IN WITNESS THEREOF, THE PARTIES HERETO HAVE SET THEIR HANDS AND SEALS THIS
____ DAY OF _____, 2014.

COUNTY OF INYO

CONSULTANT

By: _____

By: _____

Dated: _____

Dated: _____

Taxpayer's Identification Number:

APPROVED AS TO FORM AND
LEGALITY:

46-0996148

County Counsel

APPROVED AS TO ACCOUNTING
FORM:

County Auditor

APPROVED AS TO PERSONNEL
REQUIREMENTS:

Director of Personnel Services

APPROVED AS TO RISK ASSESSMENT:

County Risk Manager



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use
 Only:
AGENDA NUMBER
 20

- Consent Departmental Correspondence Action
 Public Hearing Schedule time for Closed Session Informational

FROM: Road Department

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Removal of Tree at 114 N. Brewery St., Lone Pine, CA .

DEPARTMENTAL RECOMMENDATIONS:

Approve the removal of one (1) tree in the road right of way at 114 N. Brewery St., Lone Pine, CA. Tree removal and all costs are to be borne by the property owner, Michael Bechtold.

CAO RECOMMENDATIONS:

SUMMARY DISCUSSION:

The Road Department has received a request to remove a tree in the road right of way at 114 N. Brewery St., Lone Pine, CA (Attachment A). The property owner, Michael Bechtold, is requesting permission to remove this tree as it obstructs vehicle access to his garage. The tree is located in front of the garage door. If approval is granted, Mr. Bechtold will apply for an encroachment permit for the purposes of removing the tree. Mr. Bechtold plans to hire a local tree service to remove the tree.

ALTERNATIVES:

Not approve the request.

OTHER AGENCY INVOLVEMENT:

N/A

FINANCING:

N/A

APPROVALS	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by County Counsel prior to submission to the board clerk.) <i>Margaret Kemp-Williams</i> Approved: <input checked="" type="checkbox"/> Date <u>11/21/14</u>
AUDITOR/CONTROLLER	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor/controller prior to submission to the board clerk.) Approved: _____ Date _____
PERSONNEL DIRECTOR	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

[Signature] Date: 11/24/14



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerks Use Only

AGENDA NUMBER

21

Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Sheriff's Department

FOR THE BOARD MEETING OF: **December 2, 2014**

SUBJECT: MorphoTrust USA Inc. as Sole Source Provider and ratify payments

DEPARTMENTAL RECOMMENDATION:

Request the Board:

- A) approve MorphoTrust USA Inc. as the Sole Source Provider for the annual maintenance of the 2 Livescan Fingerprint machines located at the Jail facility and 1 at the Bishop PD; and
- B) ratify payments to MorphoTrust USA Inc. in the amount of \$8,937, which was paid earlier in the fiscal year, for the fingerprint machines at the Jail; and
- C) authorize payment to MorphoTrust USA Inc. for the annual maintenance agreement for the Livescan Fingerprint machine at the Bishop PD, not to exceed \$5,281.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

The RAN budget exists in order to purchase, lease, operate and provide maintenance of automated fingerprint equipment and digital image photographic equipment used for the identification of individuals and for the reimbursement of local agencies within the county which have previously purchased, leased, operated or maintained automated fingerprint equipment and digital image photographic equipment. The expenditures for the RAN budget are approved yearly, for the next fiscal year, by the RAN/DNA Board comprised of Sheriff Lutze, DA Tom Hardy, Probation Chief Thompson and Bishop Police Chief Carter.

MorphoTrust USA Inc. (formally Identix Corp.) installed the MorphoTrust LiveScan Fingerprint machines at the Jail Facility in May 2006 and August 2011. The Bishop PD machine was installed on January 31, 2012. The software used in these fingerprint machines was developed by MorphoTrust and MorphoTrust USA Inc. is the sole provider of maintenance for these fingerprint machines.

ALTERNATIVES:

There are no practical alternatives available.

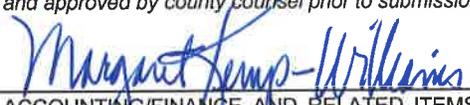
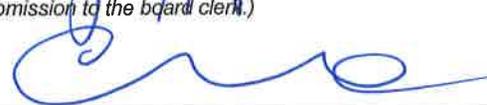
OTHER AGENCY INVOLVEMENT:

Bishop Police Department
Auditor's office

FINANCING:

These funds are available in the FY 14/15 RAN budget 55610, Object Code 5171. The Automated Fingerprint Trust (502705)

will reimburse the RAN budget for these expenses.

APPROVALS	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the board clerk.)</i>  Approved: <input checked="" type="checkbox"/> Date <u>11/03/14</u>
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)</i>  Approved: <u>yes</u> Date <u>11/13/2014</u>
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:  _____ Date: _____
 (Not to be signed until all approvals are received)



MorphoTrust USA
5705 W. Old Shakopee Road
Suite 100
Bloomington, MN 55437-3107
USA
Phone (800) 932-0890
FAX (952) 932-7181

Invoice

INVOICE #: 81791
INVOICE DATE: 07/01/2014
DUE DATE: 07/31/2014
CONTRACT ID: 0000007225
PRICE LIST: CMAS IT-70 #3-11-70-
PURCHASE ORDER: LAURI HARNER

BILL TO: INYO COUNTY PURCHASING
P.O. BOX "N"

SHIP INYO COUNTY SHERIFFS DEPARTMENT
550 S CLAY ST

COVERAGE
START DATE: 07/01/2014
END DATE: 06/30/2015

INDEPENDENCE, CA 93526
United States

INDEPENDENCE, CA 93526
United States

Customer number: BD-1264

COVERAGE TYPE	DESCRIPTION	PRICE
3800XCH- M95	ANNUAL 9/5 MAINTENANCE	\$4,982.00
	From Jul 1 2014 to Jun 30 2015	
PRT- DUP- M95	ANNUAL 9/5 MAINTENANCE	\$299.00
	From Jul 1 2014 to Jun 30 2015	

PLEASE REMIT TO::
MORPHOTRUST USA
14558 COLLECTIONS CENTER DRIVE
CHICAGO, IL 60693

MORPHOTRUST USA
FED ID # 04-3320515

SUBTOTAL: \$5,281.00
TAX: \$0.00
TOTAL: \$5,281.00

Jail Machine



MorphoTrust USA
5705 W. Old Shakopee Road
Suite 100
Bloomington, MN 55437-3107
USA
Phone (800) 932-0890
FAX (952) 932-7181

Invoice

INVOICE # : 82879
INVOICE DATE: 09/02/2014
DUE DATE: 10/02/2014
CONTRACT ID: 0000007434
PRICE LIST: MORPHOTRUST USA
PURCHASE ORDER: LAURI HARNER

BILL TO: INYO COUNTY SHERIFFS DEPARTMENT
550 S CLAY ST

SHIP INYO COUNTY SHERIFFS DEPARTMENT
550 S CLAY ST

COVERAGE

START DATE: 09/01/2014
END DATE: 08/31/2015

INDEPENDENCE, CA 93526
United States

INDEPENDENCE, CA 93526
United States

Customer number: BD-1264

COVERAGE TYPE	DESCRIPTION	PRICE
5500-TPE-ED-M95	ANNUAL 9X5 MAINTENANCE From Sep 1 2014 to Aug 31 2015	\$2,170.00
HWOX- DIGCAP- M95	ANNUAL 9/5 MAINTENANCE From Sep 1 2014 to Aug 31 2015	\$391.00
TP- NOREMOTE	TP-NOREMOTE ACCESS TO CUSTOMER From Sep 1 2014 to Aug 31 2015	\$1,095.00

PLEASE REMIT TO::
MORPHOTRUST USA
14558 COLLECTIONS CENTER DRIVE
CHICAGO, IL 60693

MORPHOTRUST USA
FED ID # 04-3320515

SUBTOTAL: \$3,656.00
TAX: \$0.00
TOTAL: \$3,656.00

Bishop P.D.



MorphoTrust USA
5705 W. Old Shakopee Road
Suite 100
Bloomington, MN 55437-3107
USA
Phone (800) 932-0890
FAX (952) 932-7181

**MAINTENANCE AGREEMENT ADDENDUM
QUOTATION**

QUOTE ID: 8118
QUOTE DATE: 09/23/14
CUSTOMER ID: BD-13843
* PRICE LIST: CMAS-IT-70

BILL TO: BISHOP POLICE DEPARTMENT
207 WEST LINE STREET

COVERAGE
START DATE: 01/01/15
END DATE: 12/31/15

BISHOP, CA 93514
United States

COVERAGE TYPE	DESCRIPTION	SERIAL NUMBER	QTY	PRICE
EQUIPMENT LOCATION: BISHOP POLICE DEPARTMENT - 207 WEST LINE STREET BISHOP, CA 93514				
3800XCH-M95 TPE-3800XCH-ED	ANNUAL 9/5 MAINTENANCE	AAV441000617	1	\$4,982.00
PRT-DUP-M95 TP-PRT-DUP	ANNUAL 9/5 MAINTENANCE	9915PF3	1	\$299.00
TOTAL:				\$5,281.00

PLEASE CHECK PREFERRED BILLING: ANNUAL INVOICE OR QUARTERLY INVOICE OR MONTHLY INVOICE

NAME: PENNY VAN LITH
TITLE: Maintenance Contract Admin
PHONE: (952) 945-3373
FAX: (952) 852-8747
EMAIL: PVanlith@morphotrust.com

PO NUMBER: _____
SIGNATURE BY: [Signature]
NAME(Print) / DATE: Jamela Galvin 9/23/14
TITLE: Records Supervisor
PHONE / FAX: 760 873-5823 / 760-872-1537
EMAIL: jgalvin@bishop.pd.org

* The terms and conditions of CMAS IT-70 #3-11-70-1090B maintenance services agreement are hereby incorporated into this Addendum by reference. Please sign and date this Maintenance Agreement Addendum. If a purchase order is required, please attach or include the purchase order number on this addendum. Some of the terms set out herein may differ from those in the buyer's purchase order and some may be new. Acceptance is conditional on the buyer's assent to the terms set out herein in lieu of those in the buyer's purchase order. Seller's failure to object to provisions contained in any communication from the buyer shall not be deemed a waiver of the provisions of this acceptance. Any changes in the terms contained herein must be specifically agreed to in writing by an officer of the seller before becoming binding on either seller or buyer.

AN INVOICE WILL BE ISSUED UPON RECEIPT OF A SIGNED MAINTENANCE AGREEMENT ADDENDUM

Sep. 23. 2014 11:13AM

No. 0526 P. 2

MORPHOTRUST USA, INC.
SYSTEM MAINTENANCE TERMS AND CONDITIONS
for use with
U.S. End User Customers
covering
MorphoTrust™ Live Scan Product Line

I. GENERAL SCOPE OF COVERAGE

Subject to payment in full of the applicable maintenance fees for the system ("System") described in MorphoTrust USA, Inc.'s ("MorphoTrust") current Maintenance Agreement Addendum ("Addendum") with customer ("Customer"), MorphoTrust, or its authorized agents or subcontractors, shall provide the System maintenance services ("Services") set forth and in accordance with the terms herein (this "Agreement") and the Addendum. The terms of the Addendum are hereby incorporated into this Agreement by this reference.

II. MAINTENANCE SERVICES

The Services provided by MorphoTrust are those services selected by Customer from one or more of the following maintenance services programs:

A. Included With All Remedial Maintenance Services. *Included With All Remedial Maintenance Services* are as follows:

- Unlimited 24/7 telephone technical support for System hardware and software from the MorphoTrust TouchCare Support Center via MorphoTrust toll free telephone number.
- TouchCare Support Center managed problem escalation, as required, to MorphoTrust's technical support staff to resolve unique problems.
- MorphoTrust shall furnish all parts and components necessary for the service and maintenance of the System. Replacement parts shall be sent to the Customer. All replaced defective parts shall become MorphoTrust's property. MorphoTrust shall determine if a replacement part is necessary. Replacement parts and components may be new or refurbished. Unless otherwise agreed by MorphoTrust, replacement parts and components needed at international destinations shall be shipped by MorphoTrust to the Customer-specified United States destination, and the Customer shall arrange for shipment of the parts and components to the final international destination. In the event MorphoTrust ships replacement parts and components to an international destination, the

Customer shall be responsible for all shipping expenses, duties, tariffs, taxes, and all other delivery related charges.

- MorphoTrust shall make available to Customer one copy (in electronic or other standard form) of each Update (defined herein) for those System components that are developed by MorphoTrust and for which MorphoTrust, in its sole discretion, elects to develop and generally make available to customers whose Systems are under warranty or under a current MorphoTrust Maintenance Agreement Addendum. Customer shall provide MorphoTrust with continuous network or dial-up access to the System (whether stand alone or connected to a central site), and MorphoTrust shall deliver the Update via this remote means of delivery. In the event continuous network or dial-up access is not available for *24/7 Maintenance Services* and *9/5 Maintenance Services* Customers, then MorphoTrust shall install the Update during any subsequently scheduled on-site visit by MorphoTrust for service of the System. An "Update" means a new release of such System software components that are developed by MorphoTrust which contain (i) bug fixes, corrections, or a work-around of previously identified errors with such software, or (ii) minor enhancements, improvements, or revisions with substantially similar (but not new) functionality to the original licensed System software.

B. 24/7 Maintenance Services. *MorphoTrust's 24/7 Maintenance Services* are as follows:

- Customer will receive a telephone response to service calls within one (1) hour from the time the Customer places a service call with MorphoTrust's Help Desk.
- MorphoTrust's Help Desk will attempt problem resolution via telephonic verbal and dial-in troubleshooting prior to dispatching an MorphoTrust field service engineer to Customer's facility for on-site service.
- If on-site service is necessary, such service shall be provided 24/7, including holidays. MorphoTrust shall use its best efforts to have an MorphoTrust's field service engineer at the

Customer's facility within four (4) hours from the time the engineer is dispatched by MorphoTrust's Help Desk for customers located within a 100 mile radius of an authorized MorphoTrust's service location and within 24 hours for customers located outside such 100 mile radius.

- At no additional charge (provided Customer has granted MorphoTrust with continuous network or dial-up access to the System, whether stand alone or connected to a central site), MorphoTrust will provide Customer with up to four (4) Customer-requested type of transaction changes to existing type of transaction applications; provided further, however, that any such type of transaction change does not, in the sole opinion of MorphoTrust's Development Management Team, require a significant development or deployment effort. Generally, a *significant development effort* is one that takes MorphoTrust more than one full business day to develop, and a *significant deployment effort* is one that requires MorphoTrust's deployment of one or more of its field service engineers to more than [5] Customer locations or MorphoTrust's field service engineer(s) collectively traveling a distance greater than [250] miles in order to complete the installations. In any such events, MorphoTrust will provide such services on a time and materials basis and MorphoTrust will provide Customer with a quote for developing and providing Customer with any such applications and changes. Table updates are treated as Updates and will be made available to Customer in accordance with Section II.A. of this Agreement.

C. 9/5 Maintenance Services. MorphoTrust's 9/5 *Maintenance Services* are as follows:

- Customer will receive a telephone response to service calls within one (1) hour from the time Customer places a service call with MorphoTrust's Help Desk.
- MorphoTrust's Help Desk will attempt problem resolution via telephonic verbal and dial-in troubleshooting prior to dispatching an MorphoTrust field service engineer to Customer's facility for on-site service.
- If on-site service is necessary, such service shall be provided nine (9) business hours (that is, 8:00 a.m. to 5:00 p.m.) per day, five business days per week. MorphoTrust shall use its best efforts to have an MorphoTrust's

field service engineer at Customer's facility within eight (8) working hours from the time the engineer is dispatched by MorphoTrust's Help Desk if Customer's facility is located within a 100 mile radius of an authorized MorphoTrust's service location and within 24 hours if Customer's facility is located outside such 100 mile radius.

- Upon MorphoTrust's acceptance of Customer's request for after hours service, Customer shall pay for such after hours service on a time and materials basis at MorphoTrust's then current rates.
- At no additional charge (provided Customer has granted MorphoTrust with continuous network or dial-up access to the System, whether stand alone or connected to a central site), MorphoTrust will provide Customer with up to four (4) Customer-requested type of transaction changes to existing type of transaction applications; provided further, however, that any such type of transaction change does not, in the sole opinion of MorphoTrust's Development Management Team, require a significant development or deployment effort. Generally, a *significant development effort* is one that takes MorphoTrust more than one full business day to develop, and a *significant deployment effort* is one that requires MorphoTrust's deployment of one or more of its field service engineers to more than [5] Customer locations or MorphoTrust's field service engineer(s) collectively traveling a distance greater than [250] miles in order to complete the installations. In any such events, MorphoTrust will provide such services on a time and materials basis and MorphoTrust will provide Customer with a quote for developing and providing Customer with any such applications and changes. Table updates are treated as Updates and will be made available to Customer in accordance with Section II.A. of this Agreement.

D. Help Desk Maintenance Services. MorphoTrust's *Help Desk Maintenance Services* are as follows:

- The Services do not include any MorphoTrust on-site maintenance services. The Customer agrees to provide the on-site personnel to assist the MorphoTrust Help Desk with troubleshooting, module replacement, and installation of Updates, as required.
- Customer shall maintain at least one (1) MorphoTrust trained System manager on the

Customer's System support staff during the term of such Services period contained in the applicable Addendum, and such Customer System manager shall be responsible for periodically backing-up System software in accordance with MorphoTrust's periodic requirements. Unless otherwise agreed in writing by MorphoTrust, the Customer shall be responsible for the installation of each Update.

- Customer will receive a telephone response to service calls within one (1) hour from the time the Customer places a service call with MorphoTrust's Help Desk.
- MorphoTrust shall furnish all parts and components necessary for the maintenance of the System. MorphoTrust's shipment of a replacement part to Customer will be initiated promptly after the MorphoTrust's Help Desk determines the need for such item. Replacement part orders initiated prior to 3:00 p.m. Central shall be shipped the same business day, where orders initiated after 3:00 p.m. Central shall be shipped the next business day. All shipments are made via next day priority air.
- If a defective part is required by MorphoTrust to be returned to MorphoTrust, the packaging material used in shipment of the replacement part must be reused to return the defective part. [Note: defective parts are not repaired and returned to Customer. Customer will be invoiced for any defective parts that are not returned to MorphoTrust within two (2) weeks after receipt of the replacement part. MorphoTrust is not responsible for any markings (i.e., asset tags) that Customer may place on System components. It is Customer's responsibility to remove such markings.]
- Upon Customer's request for MorphoTrust on-site service, MorphoTrust shall use its best efforts to have an MorphoTrust field service engineer at the Customer's facility within 48 hours from the time the engineer is dispatched by MorphoTrust's Help Desk. Customer shall pay for such on-site service on a time and travel basis at MorphoTrust's then current rates and travel policies, respectively. Prior to dispatch of an MorphoTrust engineer, Customer shall either provide MorphoTrust with a purchase order ("P.O."), complete MorphoTrust's P.O. Waiver form, or provide MorphoTrust with a valid credit card number.

B. Preventive Maintenance Services. MorphoTrust's *Preventive Maintenance Services* are as follows:

- Preventive maintenance service calls consist of System cleaning, verification of calibration, and verification of proper System configuration and operation in accordance with MorphoTrust's specifications for such System. MorphoTrust and Customer will seek to agree upon the scheduling of the preventive maintenance service call promptly after commencement of the term of this Agreement and the commencement of any renewal term.
- Preventive maintenance service calls are only available in connection with MorphoTrust's 24/7 Maintenance Services and MorphoTrust's 9/5 Maintenance Services offerings. Preventive maintenance service calls are priced on a per call basis in accordance with MorphoTrust's then current published prices for such Services. Preventive Maintenance Services may not be available for certain System components.

III. EXCLUSIONS FROM SERVICES

A. Exclusions. The Services do not include any of the following:

- System relocation.
- Additional training beyond that amount or level of training originally ordered by Customer.
- Maintenance support or troubleshooting for Customer provided communication networks.
- Maintenance required to the System or its parts arising out of misuse, abuse, negligence, attachment of unauthorized components (including software), or accessories or parts, use of sub-standard supplies, or other causes beyond MorphoTrust's control.
- Maintenance required due to the System being modified, damaged, altered, moved or serviced by personnel other than MorphoTrust's authorized service representatives, or if parts, accessories, or components not authorized by MorphoTrust are fitted to the System.
- Maintenance required due to failures caused by Customer or Customer's software or other software, hardware or products not licensed by MorphoTrust to Customer.
- Providing or installing updates or upgrades to any third party (i.e., Microsoft, Oracle, etc.) software.
- Providing consumable parts and components (i.e., platens, toner cartridges, etc.); such items are replaced at the Customer's expense.

- Maintenance required due to failures resulting from software viruses, worms, Trojans, and any other forms of destructive or interruptive means introduced into the System.
- Maintenance required due to failures caused by Customer facility issues such as inadequate power sources and protection or use of the System in environmental conditions outside of those conditions specified in MorphoTrust's System documentation.

B. Availability of Additional Services. At Customer's request, MorphoTrust may agree to perform the excluded services described immediately above in accordance with MorphoTrust's then current rates. Other excluded services that may be agreed to be performed by MorphoTrust shall require MorphoTrust's receipt of a Customer P.O., Customer's completion of MorphoTrust's P.O. Waiver form, or Customer providing MorphoTrust with a valid credit card number before work by MorphoTrust is commenced.

C. Non-Registered System Components. Any System components not registered in the Addendum for which Services are requested by Customer may be required to have a pre-maintenance inspection by MorphoTrust before being added to the Addendum and this Agreement. This inspection will also be required if this Agreement has expired by more than thirty (30) days. MorphoTrust's inspection will be billed at MorphoTrust's current inspection rate plus travel expenses and parts (if any required).

D. Third Party Hardware and Software. Customer shall be solely responsible for obtaining from MorphoTrust or an MorphoTrust authorized or identified vendor, at Customer's sole expense: (i) all MorphoTrust and third party software that may be required for use in connection with any Updates, major enhancements or new versions; and (ii) all hardware that may be required for the use of any Updates, major enhancements or new versions. MorphoTrust will specify the hardware and third party software requirements for any Updates.

IV. SERVICE CALLS

Customer may contact MorphoTrust's TouchCare Support Center by calling 1-888-HELP-IDX (888-435-7439). Service calls under this Agreement will be made at the installation address identified in the Addendum or as otherwise agreed to in writing.

V. TERM AND TERMINATION

This term of this Agreement shall commence upon MorphoTrust's receipt of the annual maintenance fee reflected in the Addendum and shall continue for a period of one (1) year. ~~This Agreement may be renewed for additional one (1) year terms upon the parties' mutual agreement and Customer's execution of an updated Addendum and MorphoTrust's receipt of the applicable annual maintenance fee reflected in the updated Addendum.~~ Either party may terminate this Agreement in the event of a material breach by the other party that remains uncured for a period of thirty (30) days from the date the non-breaching party provided the other with written notice of such breach.

VI. FEES FOR SERVICES

A. Fees. The initial fee for Services under this Agreement shall be the amount set forth in the Addendum. The annual maintenance fee during any renewal term will be MorphoTrust's current rates in effect at the time of renewal. Customer agrees to pay the total of all charges for Services annually in advance within thirty (30) days of the date of MorphoTrust's invoice for such charges. Customer understands that alterations, attachments, specification changes, or use of sub-standard supplies that cause excessive service calls, may require an increase in Service fees during the term of this Agreement at the election of MorphoTrust, and Customer agrees to promptly pay such charges when due.

B. Failure to Pay Fees. If Customer does not pay MorphoTrust's fees for Services or parts as provided hereunder when due: (i) MorphoTrust may suspend performance of its obligation to provide Services until the account is brought current; and (ii) MorphoTrust may, at its discretion, provide the Services at current "non contract/per call" rates on a COD basis. Customer agrees to pay MorphoTrust's costs and expenses of collection including the maximum attorneys' fee permitted by law (said fee not to exceed 25% of the amount due hereunder).

VII. LIMITED WARRANTY / DISCLAIMER / LIMITATION OF LIABILITY

MorphoTrust shall provide the Services hereunder in a professional and workmanlike manner by duly qualified personnel. EXCEPT FOR THIS LIMITED WARRANTY, MORPHOTRUST HEREBY DISCLAIMS ALL WARRANTIES, EXPRESS AND IMPLIED, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF

MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE IN REGARD TO THE SERVICES, SOFTWARE, AND ANY OTHER GOODS PROVIDED HEREUNDER. IN NO EVENT SHALL MORPHOTRUST AGGREGATE LIABILITY TO CUSTOMER ARISING OUT OF, OR RELATED TO, THIS AGREEMENT, UNDER ANY CAUSE OF ACTION OR THEORY OF RECOVERY, EXCEED THE NET FEES FOR MORPHOTRUST SERVICES ACTUALLY PAID BY CUSTOMER TO MORPHOTRUST UNDER THE APPLICABLE ADDENDUM TO THIS AGREEMENT DURING THE TWELVE (12) MONTHS PRIOR TO THE DATE THE CUSTOMER'S CAUSE OF ACTION AROSE. IN NO EVENT SHALL MORPHOTRUST BE LIABLE TO CUSTOMER FOR ANY INDIRECT, SPECIAL, INCIDENTAL, CONSEQUENTIAL OR PUNITIVE DAMAGES (INCLUDING, BUT NOT LIMITED TO, LOST PROFITS OR REVENUE; LOSS, INACCURACY, OR CORRUPTION OF DATA OR LOSS OR INTERRUPTION OF USE; OR FOR ANY MATTER BEYOND MORPHOTRUST REASONABLE CONTROL, EVEN IF ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. NO ACTION, REGARDLESS OF FORM, MAY BE BROUGHT BY CUSTOMER MORE THAN TWO (2) YEARS AFTER THE DATE THE CAUSE OF ACTION AROSE.

VIII. LIMITED LICENSE TO UPDATES

MorphoTrust may deliver MorphoTrust-developed Updates to Customer. The terms of MorphoTrust's end user license for the MorphoTrust's software delivered as part of the System shall govern Customer's use of the Updates.

IX. MISCELLANEOUS

If under Agreement, MorphoTrust provides Customer with MorphoTrust developed software in furtherance of Customer's contract with any U.S. federal, state or local government entity, then unless agreed in advance and in writing by MorphoTrust's Chief Security Officer or Chief Compliance Officer, Customer shall not provide, share, allow access to, or otherwise disclose any such MorphoTrust developed software to anyone not employed by MorphoTrust or the U.S. federal, state or local government entity customer of Customer.

This Agreement shall be governed by and construed according to the laws of the State of Minnesota, excluding its conflict of laws provisions. This Agreement constitutes the entire agreement between the parties regarding the subject matter described herein and may not be modified except in writing signed by duly authorized representatives of MorphoTrust and the Customer. This Agreement may not be assigned by Customer without the prior express written consent of MorphoTrust.



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerks Use Only

AGENDA NUMBER

22

Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Sheriff's Department

FOR THE BOARD MEETING OF: December 9, 2014

SUBJECT: Approval of American Security Group Maintenance Agreement

DEPARTMENTAL RECOMMENDATION: Request Board approve the contract between the County of Inyo and American Security Group for the provisions of services, maintenance of security surveillance system equipment, for the period of July 1, 2015 through June 30, 2018 in the amount of \$69,390.00, and authorize the Chairperson to sign, contingent upon Board's adoption of future budgets, and contingent on obtaining appropriate signatures.

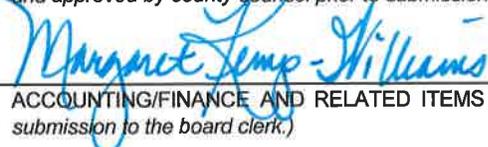
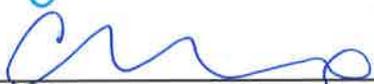
CAO RECOMMENDATION:

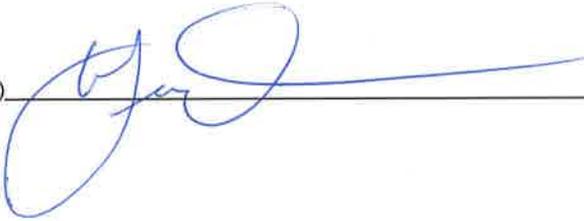
SUMMARY DISCUSSION: American Security Group provides state of the art surveillance system in the Jail and Sheriff's Administration facilities. The system is robust, comprised of 92 high definition cameras; high definition monitors located the jail and dispatch, and operated by a proprietary software and server system. As the system is proprietary, only American Security Group can provide maintenance and technical support.

ALTERNATIVES: There are no practical alternatives available.

OTHER AGENCY INVOLVEMENT:

FINANCING: Funding will be included in the 2015-2016 (& subsequent years) requested budget in Budget Unit 022900 Jail General, object code 5265 Other Professional Services.

APPROVALS	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the board clerk.)  Approved: <u>✓</u> Date <u>11/20/14</u>
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)  Approved: <u>yes</u> Date <u>11/24/2014</u>
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:
(Not to be signed until all approvals are received)  Date: 11-24-14

Sole Source Justification Form

Sole Source: Is awarded for a commodity or services, which can only be purchased from one supplier, usually because of its specific technological requirements, availability or unique patented manufacture. The lack of planning is not an overriding circumstance.

This is a sole source because:

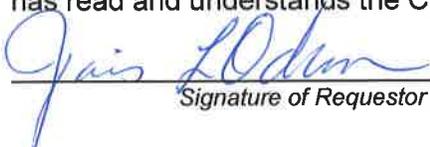
- There is only one known source because:
 - This is a sole provider of a licensed, copyrighted, or patented good or service.
 - This is a sole provider of items compatible with existing equipment or systems.
 - This is a sole provider of factory-authorized warranty service.
 - This is a sole provider of goods or services that perform the intended function or meet the specialized needs of the County (Please detail in an attachment).
- One source is the only practical way to respond to overriding circumstances that make compliance with competitive procedures under the Authority's policies not in the best interest of the Authority (Please detail in an attachment).

Please attach a memorandum to explain why the goods or services are not available elsewhere, include names and phone numbers of firms contacted.

- Other brands/manufacturers considered
- Other suppliers considered
- Other (i.e., emergency)

Describe the item or service, its function and the total cost estimate (if practical, separate labor and materials) in the space below or in a separate attached label: Description of Item or Service.	
American Security Group installed the surveillance system in the Jail & sheriff's Administration facility, this system is proprietary. Current contract expires on June 30th. The cost has remained the same at \$23,130, paid quarterly.	
DEPARTMENT CONTACT PERSON & TITLE Lt. Eric Pritchard/Janis Odum	
DEPARTMENT NAME Sheriff	PHONE Ext. 0325
REQUESTED SUPPLIER/CONSULTANT NAME American Security Group	SUPPLIER CONTACT PERSON Preston Gregory
SUPPLIER ADDRESS P.O. Box 48 Vista, CA 92085	SUPPLIER CONTACT'S PHONE NUMBER 760.727-4020

The County's Purchasing Policy Manual Section III.(E), Exceptions to the Competitive Process/Sole Source and Section IV.(I), Sole Source Requests for Independent Contractors, describe when sole sourcing is permitted. By signing below, Requestor acknowledges that he/she has read and understands the County's policy on sole source procurements.



Signature of Requestor

11-24-14

Date

President/CEO Approval

Date

ATTACHMENT A

**AND AGREEMENT BETWEEN COUNTY OF INYO
AMERICAN SECURITY GROUP
FOR THE PROVISION OF Maintenance of Security Surveillance System Equipment SERVICES**

TERM:

FROM: JULY 1, 2015 **TO:** JUNE 30, 2018

SCOPE OF WORK:

Video camera service and support for Jail/Administrative Camera System per American Security Group proposal # 1008661, dated 10/13/14 (attached)



Proposal

Date	Proposal #
10/13/2014	1008661

Customer
Inyo County Sheriff's Facility PO BOX S 550 S Clay St Independence, CA 93526

Ship To
Inyo County Sheriff's 550 S Clay St Independence, CA 93526

Qty	Description
	Inyo County Sheriff's Dept Support and Service Agreement (for fiscal year 7/1/2015- 6/30/2018)
	IP Video System Service & Support
94	IP Video Camera Service & Support
12	IP Video Network Equipment Service & Support
3	IP Video Server Service & Support
180	IP Video Storage Device Service & Support
1	IP Video System Service Plan (Base)
	Access Control System Service and Support Agreement
1	Access Control System Service Plan (Base)
6	Access Control Systems Technical Support
4	Access Control Quarterly Inspections & Training (per quarter)
1	Access Control Server Service and Support
	SERVICE / EXTENDED WARRANTY PLANS: American Security Group offers additional protection of your security system investment through enrollment in our Service & Support Agreement and Extended Warranty Plans. Please contact your sales executive for a complete list of services covered with each service plan.
	This Service & Support Agreement does not include the cost of replacement parts and is limited to support services offered via the following means: network connection, telephone, and/or quarterly service visits for preventative maintenance of the installed equipment. An Extended Warranty Agreement includes costs associated with replacement parts or incidentals.
	WARRANTY: American Security Group will warranty its installation to be free of defects in material and workmanship for a period of one year. All equipment carries its full manufacturer's warranty.
	American Security Group will observe due diligence installing equipment, cable and wire and other items inherent with this project. However, American Security Group cannot be held responsible for damage to ceiling panels, trim, carpet, floor coverings, or other items involved with this installation.
	The term of the contract from July 1st, 2015 to June 30th, 2018. billing will commence on a quarterly basis at a rate of \$5,782.50 per quarter. This agreement will automatically renew unless American Security Group receives a written request for cancellation 30 days prior to the final billing cycle.
	Limit upon amount payable to reflect the increase

I hereby authorize performance of this proposal and agree to the following payment terms: Net 30 ACCEPTED BY: _____ DATE: _____ PO Box 48 Vista CA, 92085 www.amsecgroup.com Voice 760-727-4020 Fax 760-727-4027 CA LIC 665638 ACO LIC 4234	Subtotal
	Tax (8.75%)
	Total

ATTACHMENT B

AND **AGREEMENT BETWEEN COUNTY OF INYO**
AMERICAN SECURITY GROUP
FOR THE PROVISION OF Maintenance of Security Surveillance System Equipment **SERVICES**

TERM:

FROM: JULY 1, 2015 **TO:** JUNE 30, 2018

SCHEDULE OF FEES:

County will pay Contractor \$5,782.50 per quarter, for all work performed in accordance with the scope of work.



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER
23

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: County Administrator – Grants-In-Support
FOR THE BOARD MEETING OF: December 2, 2014
SUBJECT: Friends of the Eastern Sierra Avalanche Center Presentation

DEPARTMENTAL RECOMMENDATION

Request your Board (1) receive a presentation and update from the Friends of the Eastern Sierra Avalanche Center; and (2) consider authorizing the County Administrator to execute a Grants-In-Support contract with Friends of the Eastern Sierra Avalanche Center in the amount of \$2,500 for Fiscal year 2014-2015.

SUMMARY DISCUSSION

During your Board's consideration of the Grants-In-Support budget during this year's County Budget Hearings, your Board requested a presentation and update from the Friends of the Eastern Sierra Avalanche Center. Representatives from Friends of the Eastern Sierra Avalanche Center are in attendance today to provide the requested presentation.

ALTERNATIVES

Your Board could choose to modify the GIS grant award or not proceed with the contract.

OTHER AGENCY INVOLVEMENT

N/A

FINANCING

The Friends of the Eastern Sierra Avalanche Center receives GIS funds through the Grant-In-Support Budget #011402. This year's approved budget includes \$2,500 for the Friends of the Eastern Sierra Avalanche Center GIS Contract.

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the board clerk.)</i> Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)</i> Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE: *[Signature]*
(Not to be signed until all approvals are received)

Date: *11-25-2014*

Inyo National Forest Eastern Sierra Avalanche Center

Annual Report 2013-2014

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INYO COUNTY
ADMINISTRATOR
CLERK OF THE BOARD



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INTRODUCTION

The winter of 2013-2014 was the eight season of operation of the Eastern Sierra Avalanche Center. The winter was the third consecutive dry winter featuring an unprecedented 62 days without snowfall from early December until the end of January. Two months without snow coming during the short, cold days of December and January, transformed the shallow snowpack to weak faceted snow, similar to conditions found in continental snowpacks in the Rocky Mountains. In the Rock Creek advisory area, unusually large depth hoar created unstable conditions that persisted until the first week in April.

Five storms accounted for the season snowfall of 170 inches, including a late season storm that dropped 22 inches at the end of April. The long term average winter snowfall at the Mammoth Mountain ski patrol study plot (1983-2013) is 350 inches; winter snowfall in 2014 at Mammoth Mountain was under 50 percent of the long term average. Total snow water content in 2014 was 18 inches or 39 percent of average (1983-2013).

Storms dropped an average of one to two feet each storm. The only exception was the February 27 to March storm that dropped 36 inches of snow in the Mammoth area, bringing the snowpack to peak accumulation on March 1 of 88 inches. In other mountain ranges, a four to five foot snowpack is a good winter snowpack but in the eastern Sierra, four to five feet is just enough snow to provide limited skiing opportunities on north facing high elevation slopes as shown in figure 1. Snow cover in TJ Bowl at the end of February, 2010 is shown in figure 2 for comparison.

Figure 1. TJ Bowl, March 5, 2014



Figure 2. TJ Bowl, February 28, 2010.



Discouraged by the lack of snow in the backcountry, many skiers and riders found Mammoth Mountain provided good skiing and riding conditions most of the winter. Despite the dismal snowpack, the ski area worked hard to ensure good skiing conditions for most of the winter.

Due to the shallow snowpack and the abundance of rocks, downed trees and other obstacles that littered slopes in December and January, snowpack information statements were issued until the end of January. A storm at the end of January created a slab over weak snow, a structure that creates avalanche conditions. Beginning at the end of January, avalanche advisories were issued on average, 3 times a week until the end of the season.

Issuing snowpack information statements is a practice used by all avalanche centers when there is not enough snow to warrant avalanche danger ratings. In December 2006, ESAC issued general weather and snowpack statements three times a week until December 28th when a storm brought the snowpack depth to 33". In December 2007, there was an average of 24 inches of snow on the ground. No advisories were issued until January 4 when 35-45 inches of snow was on the ground.

In 2014, there was an average of 15 inches of snow on the ground in December and January. The first advisory of the season was issued on January 30- from January 30 to January 31, 15 inches of snow fell on the Sesame Street study plot and the snowpack

depth increased to 25 inches- not much snow but enough to create avalanche conditions and warrant danger ratings.

Figure 3. Snowpack accumulation for winter 2007, 2008 and 2014.

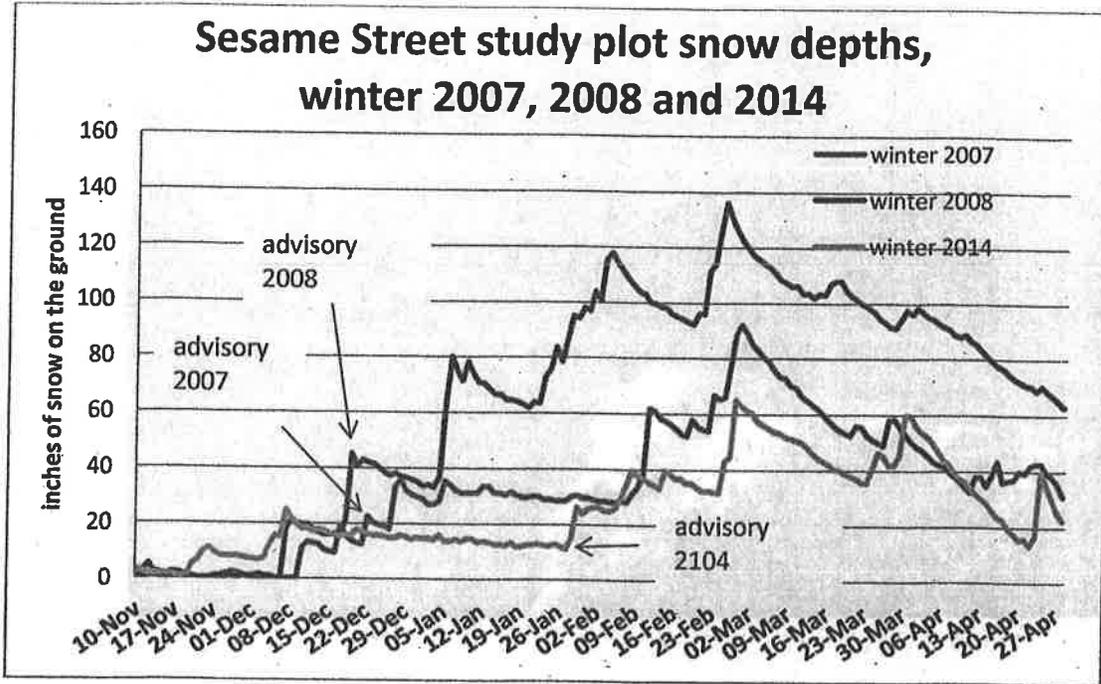


Figure 4. Mini snowpit, Coldwater Canyon, January 5, 2014. Photo credit Preston Few.



In 2014, avalanche advisories focused on persistent weak layers; MODERATE danger ratings based on persistent weak layer avalanche problems comprised more than half of the 50 avalanche danger ratings issued from January 30 to May 1. A continental snow pack in Rock Creek with 12 inches of mature depth hoar at the bottom of the snowpack produced failure in propagation tests throughout the winter until April 10.

Despite low snowcover, several large destructive avalanches occurred after a 12 inch storm in early February. The small storm provided the right amount of loading to overwhelm the weak early season snowpack. After stripping rocky high elevation slopes of what little snow was there, the avalanche traveled $\frac{1}{2}$ mile across flat terrain and up a slope at the end of Hammil Lake in the Mammoth Lakes Basin. The avalanche could have destroyed a large truck and traveled over a mile from the starting zone to the uphill side of Hammil Lake.

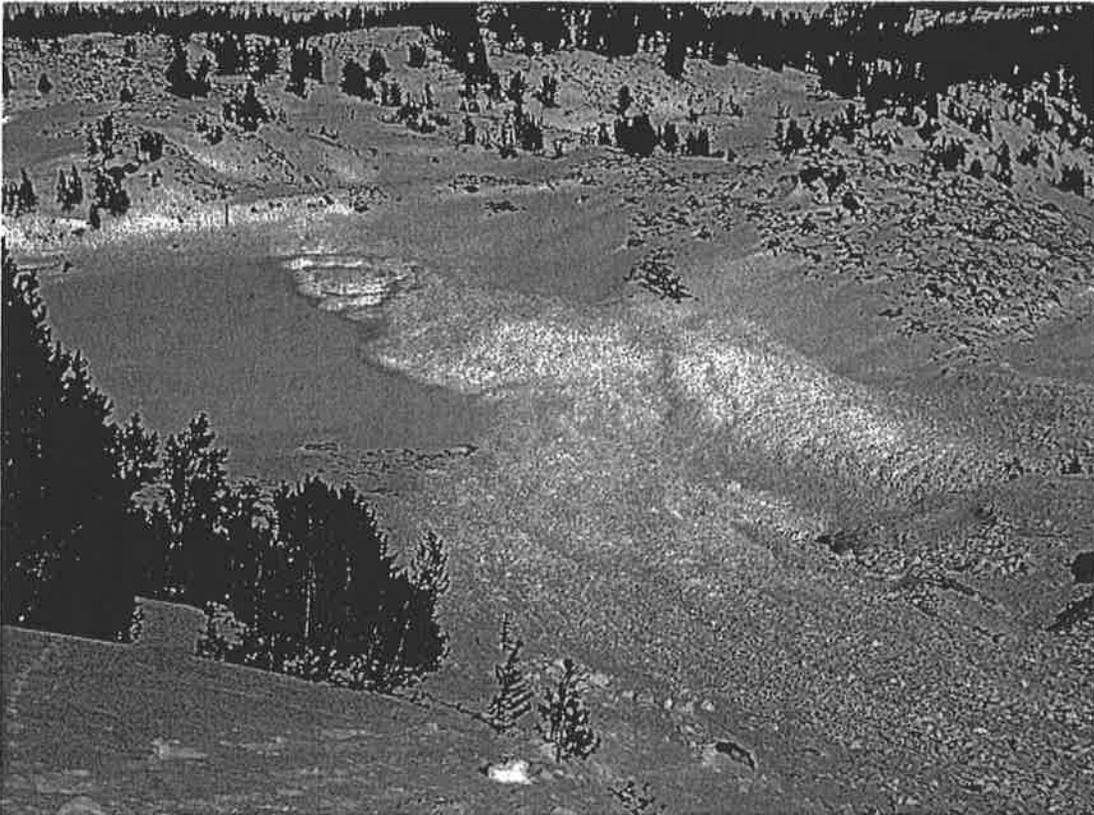


Figure 5. View of runout across Hammil Lake, February 11, 2014.

Several other large destructive avalanches occurred around the same time in Bishop Creek located south of the ESAC advisory area.

SEASON HIGHLIGHTS

- The combination of slightly warm sea surface temperatures in the equatorial Pacific and a resilient, blocking high pressure ridge along the West Coast was responsible for a record breaking two month dry spell in December and January.
- The avalanche specialist wrote 50 advisories and 14 snowpack discussions from December through the end of April.
- The winter snowpack was characterized by persistent weak layers that were responsible for several very large destructive avalanches.
- The ONSET weather station location at Rock Creek Lake recorded wind data which helped distinguish the unique wind environment in Rock Creek from the Mammoth area. The weather station was installed on October 27, 2013 and data transmission suspended on April 31, 2014.
- Despite low snow conditions, the ESAC advisory drew 48,630 page views from December 1 to May 2, exceeding the number of page views recorded in 2013 and slightly less than the 2012 winter.
- The avalanche advisory was accessed an average of about 125 times per day in 2014. The number of page views increased to 200 per day during and after storms; more people read the avalanche advisory on a daily basis than in 2013.

ACCOMPLISHMENTS

- The FoESAC held a very successful January event. Kit Deslauriers spoke about her adventures in "Skiing the 7 Summits".
- The Ventura County Search and Rescue Team donated \$500 to FoESAC when the avalanche specialist provided avalanche training at the Ventura County Search and Rescue team's annual training event.
- The ESAC website was completely redesigned; the new format is attractive and the design is comparable to other Forest Service avalanche center websites. Over fifteen photographs, snowpit profiles and three You Tube videos were posted.
- Thanks to the efforts of Ned Bair and Andy Anderson, ESAC participated in the National Map project. ESAC advisories are now pushed to the National Avalanche Center map.

OPERATIONS

The Sierra Avalanche Center and ESAC's avalanche specialist coordinated with the Reno NWS office during HIGH and CONSIDERABLE danger ratings. During storms, Zach Tolby, meteorologist at the Reno National Weather Service office, provided probabilities of snowfall on the Snow/Avalanche link on the Reno, NV NWS homepage. The NWS/avalanche center warning policies comply with National Avalanche Center guidelines.

The NWS issued one avalanche warning at the end of February when the backcountry avalanche danger was rated HIGH. Due to the infrequent number of storms and low storm snowfall totals, there were no Avalanche Watches or Avalanche Bulletins issued this winter.

BEACON BASIN

Scott Quirsfeld, FoESAC director, once again offered his expertise to the public. The Beacon Basin was located between St. Moritz and Lower Jill's ski runs on Mammoth Mountain. The Beacon Basin did not open fully until mid-January when there was enough drifted man-made snow to make limited operation available. The transceiver classes on Saturdays and Wednesdays were available during the Christmas holiday time but the site was not usable due to lack of snow. Scott was there to meet with people at the start times and take them to a location that had enough snow. The portable Ortovox STS system proved its worth this winter because it is very portable and easy to set so trainings could take place in areas with enough snow to operate.

Unfortunately, no one showed up during the holidays. In fact, only 2 people showed up for the classes the entire season. The sign in log had 12 names for the season as of April 1st and Scott hopes more people used the site than the 12 signatures suggest. Ski Patrol used the site for its seasonal transceiver training in the beginning of March. Overall, the beacon basin saw a decline in use, most likely due to the poor snow season.

The site had some minimal tree thinning done during the fall of 2013. More thinning will be done this summer because the site is overgrown with 8 to 10 ft. pines. Scott's goal is to make it easier to open in the future with less snow. This year, early season faceted snow created tree well hazards and the abundance of trees made it very dangerous for the average user.

In addition to the tree work, Scott hopes to upgrade some of the smaller targets with larger duffle bags. As of now there are two larger duffle bag targets which are used for deep searches. All the targets are filled with tower pad foam. Ski Patrol trains for deep

searches using duffle targets because it is a better representation of a probe strike on a human.

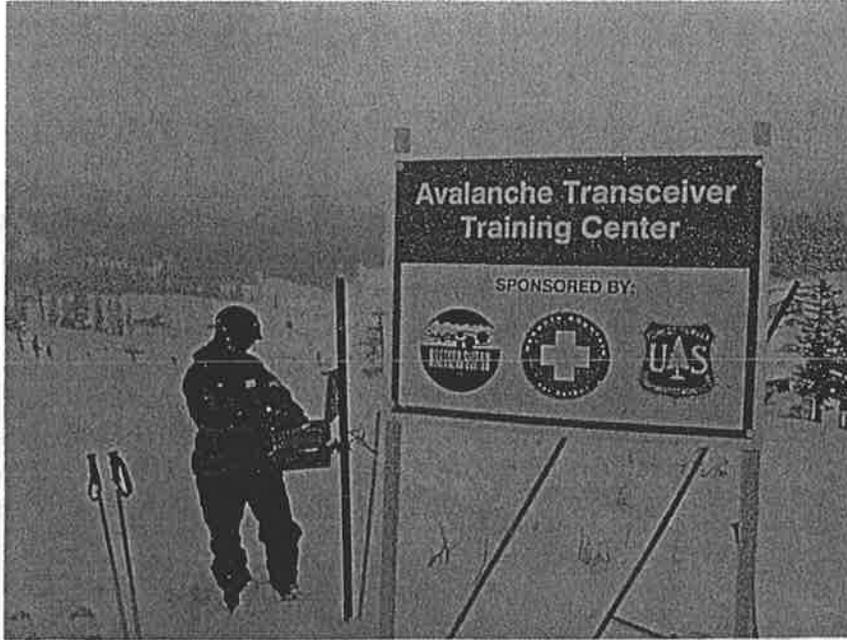


Figure 6. Avalanche Beacon training facility on Mammoth Mountain. Photograph courtesy of Scott Quirsfeld.

WEATHER STATION

Weather and snowpack data is essential for avalanche forecasting. The Rock Creek weather station is routinely used to assess conditions in the Rock Creek area.

There are two high elevation weather stations in the northern forecast area on Mammoth and June Mountains. Up until February 2012, there was no weather data south of Mammoth. FoESAC purchased a portable weather station in 2012. The datalogger communicates with General Electric's Iridium satellite. This year, the weather station was installed at the end of October and transmitted weather data until April 30, when satellite communications were suspended until the fall. Wiring adjustments to the datalogger were required three times during the winter.

The weather station records wind speed, wind direction, air temperature and relative humidity. The weather station was installed at the 9,600 ft. elevation in February at Rock Creek in the southern advisory area. Real-time data was accessible through a link on the ESAC website.

A peak wind speed of 58 mph was recorded on February 15, 2014. The coldest temperature, -12F was recorded on December 3, 2013.

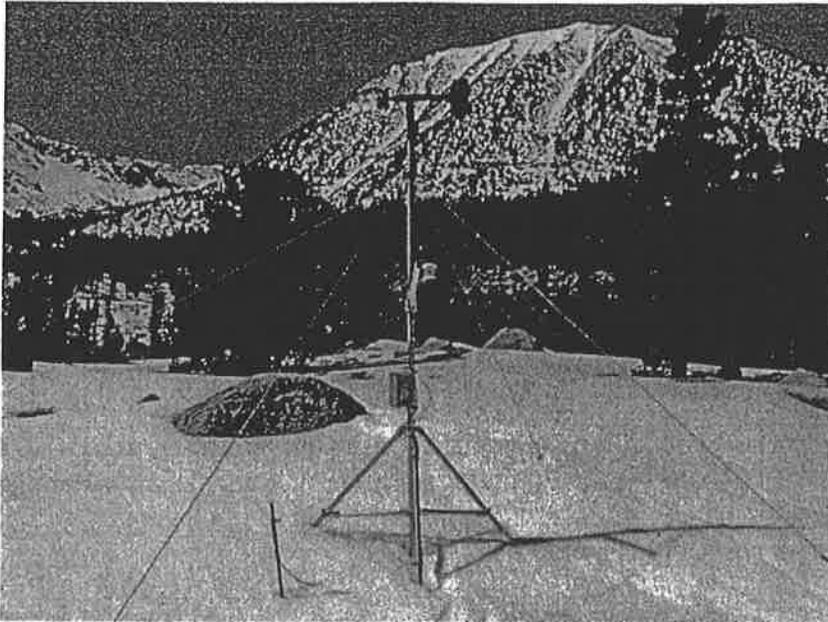


Figure 7. Rock Creek weather station, February 15, 2014.

The most useful information recorded by the weather station for avalanche forecasting is wind speed and direction. Wind roses provide a graphical display of the data.

Windrose Feb. 26 to March 1, 2014

Date Range: 02/26/14 - 03/01/14

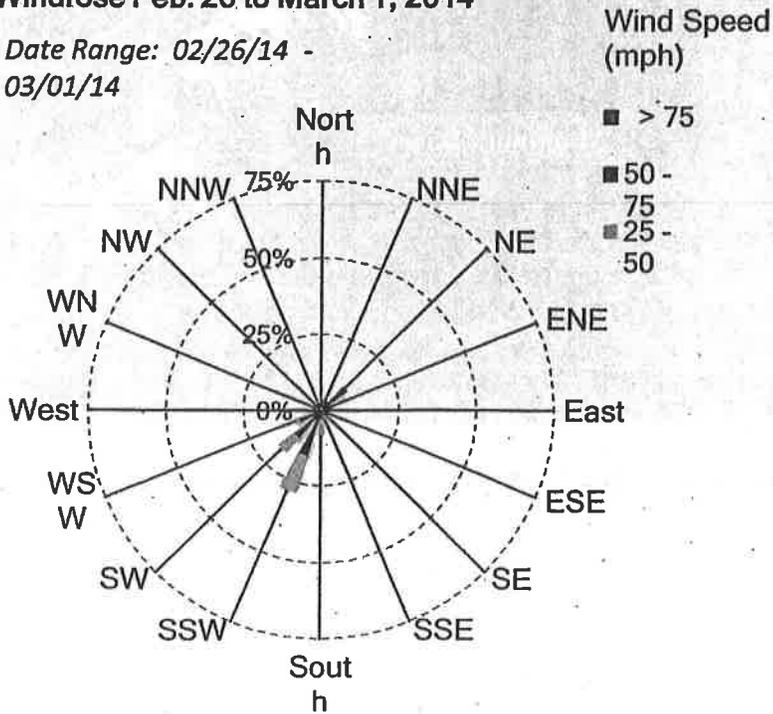


Figure 8. Wind rose graphic for the end of February storm.

ADVISORY AREA AND ADVISORIES

In 2014, avalanche advisories covered the Mammoth Lakes Basin, Rock Creek and the June Mountain area after snow fell at the end of January. In December, snowpack information statements were issued instead of avalanche advisories due to the lack of snow cover:

Avalanche danger ratings are general guidelines; the Forest Service disclaimer at the end of each avalanche advisory states that the advisory describes only general conditions and local variations always exist. Distinctions between geographic areas, elevations, slope aspects and slope angles are made by the individual users.

Avalanche advisories covered the Mammoth Lakes Basin, limited areas in Rock Creek and the Negatives and adjacent terrain this winter. The Mammoth Lakes Basin area is shown in figures

Avalanche terrain is generally accessible from the end of the road in the Mammoth Lakes Basin and Rock Creek.

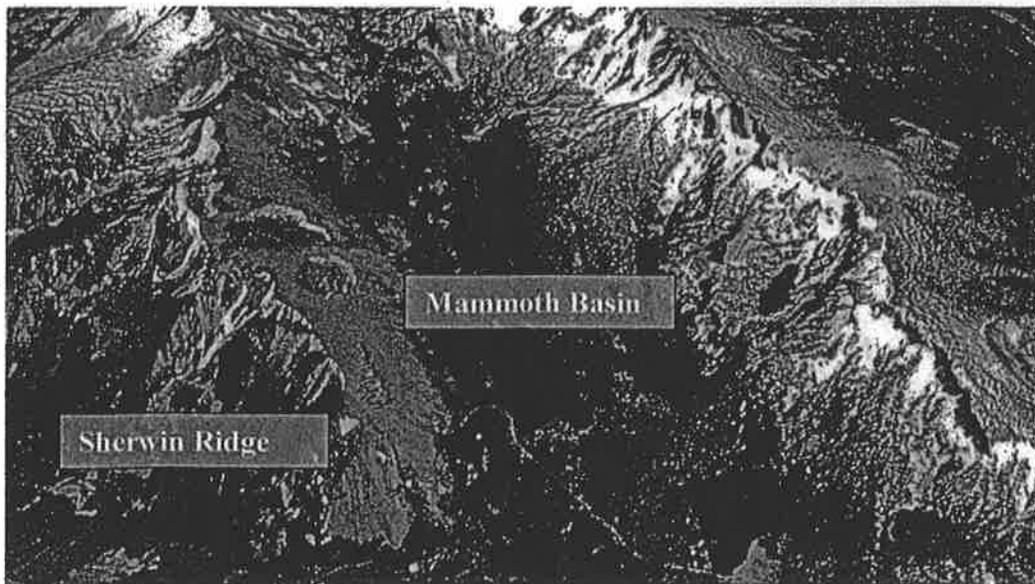


Figure 9. Google Earth image of the 2014-ESAC advisory area, Mammoth Basin and Sherwin Ridge

Figure 10. Rock Creek advisory area

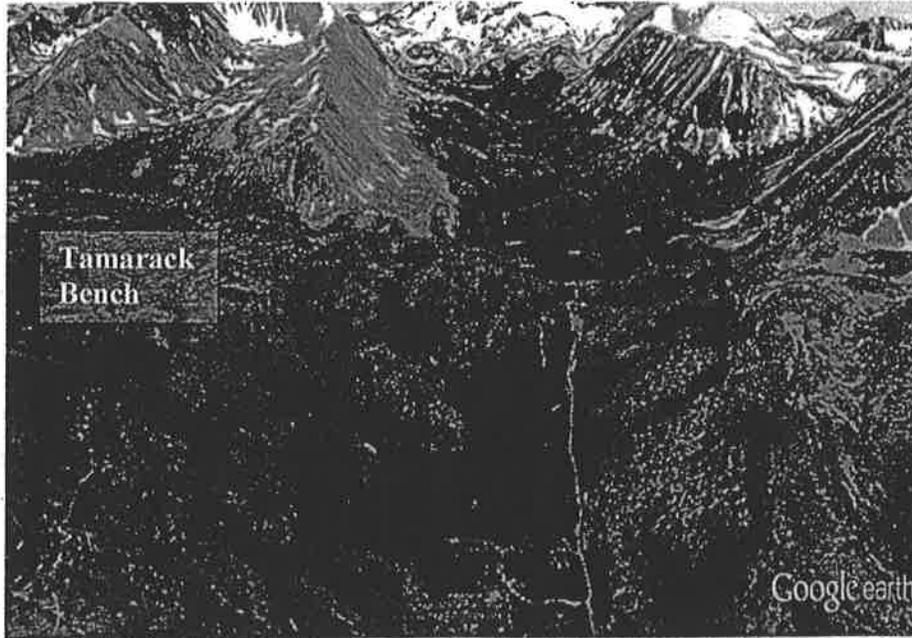


Figure 11. The Negatives in 2014.



WEBSITE

Website use was up this winter- Advisory page views totaled 48,791 from December 1 through May 3 compared to 48,293 views in 2013. People read the home page and the advisory an average of 125 times a day until the end of January when average daily website use increased to 150 -200 times a day. During and after storms, up to 250 people a day read the avalanche advisory.

70% of website sessions, the period of time a user is engaged on the website, are made from a desktop computer and 22% are made from a mobile device. While 17% of sessions originated from the Mammoth Lakes and Bishop areas, 14% of website sessions came from the Los Angeles and San Francisco area. Overall, more people access the website from out of the area than locals use the website.

Advisories were posted on average three times a week to the website, the Forest Service Visitor Center and via mobile phone apps. The recorded message machine was discontinued this winter due to lack of calls.

FINANCES

Funding for ESAC comes from the Inyo National Forest, Southern California Edison, Mono and Inyo Counties and the Friends of the Eastern Sierra Avalanche Center. The Forest Service avalanche center is grateful for the continued support of Southern California Edison and Mono and Inyo Counties. In addition, the Forest Service is grateful for the continued financial and service support of FoESAC.

Fundraising activities take time and money. FoESAC relies on subscribers and donations from the public.

Table 1 shows itemized income and expenses of the Friends of the Eastern Sierra Avalanche Center. It costs money to make money and to provide needed equipment for the weather station. The Forest Service appreciates the volunteer efforts of the FoESAC.

Table 1. Financial statements for the Inyo National Forest and FoESAC

INCOME		
Inyo National Forest	Source	Amount
	USDA, Inyo National Forest	\$17,000.00
	Collection Agreement, FoESAC	\$11,422.00
EXPENSES		
Inyo National Forest	Item	Amount
	Salary	\$28,000.00
	vehicle	\$350.00
	equipment	\$0
	Inyo National Forest Total	\$28,350.00

Table 2.

INCOME		
Friends of ESAC		
	Donations	\$5,600.00
	Event income	\$8612.00
	Grants	\$10,508.32
	Subscription income	595.41
	FoESAC total revenue	\$21,198.38
EXPENSES		
Friends of ESAC		
	BOD meeting expense	\$638.98
	Event expenses	\$3,845.00
	Website	\$6,500.00
	BOD Insurance	\$2593.00
	Merchandise cost	\$2,459.00
	USFS salary contribution (minus refund)	\$11,442.00
	Advertising	\$200.78
	Office, PayPal	\$356.27
	Total FoESAC expense	\$29637.50

FoESAC lost money this season, similar to the Sierra Avalanche Center's loss of revenue from ski ticket sales.

SEASON SUMMARY

The 2013-2014 winter season started out with some early promise then faltered, vapor locked, then sputtered to then sputtered stopped and came to life at the end of January; after a brief week of storminess in early February, dry conditions returned thereafter, small storms occurred at the end of February, March and the third week in April. In terms of seasonal snowfall, more snow fell during a multiday storm in December 2013 than fell over the entire 2014 season. When a late February storm dropped 36 inches of snow and brought the snowpack to peak accumulation for the winter, some of the popular areas became skiable. There was a brief flurry of activity right after the storm, then widespread apathy returned and the number of backcountry users fell to a handful of dedicated skiers and riders. After three years of marginal snowpacks, many folks wondered if deep winter snowpacks will ever return to the area.

Like a brick wall, a mass of high pressure air blocked Pacific winter storms from coming ashore in California, deflecting them up into Alaska and British Columbia, even delivering rain and cold weather to the East Coast. Similar high-pressure zones pop up all the time during most winters, but they usually break down and allow rain in the Coast Ranges and snow to fall in the Sierra Nevada. This particular high pressure ridge was the same ridge that blocked storms last winter, 2012-2013, making it unprecedented in modern weather records.

For those of us who work in the snow, unusual weather patterns bring the opportunity to learn from atypical snow conditions. Meager early season snowfall in October and November created 30 cm of depth hoar- after an early December storm, two out of bounds skiers on Mammoth Mountain triggered two avalanches that failed on depth hoar. After the December 7 storm, no snow fell until the January 31- 62 days! There wasn't a single rounded grain in the advisory area and a lot of bare ground. Mild temperatures in January and weak January sun created a crust/facet sandwich at mid-elevations. Access to alpine terrain was difficult due to a little snow between rocks in talus fields and alpine zones had patchy snow cover. Field work was discouraging- navigating over, around and through rocks looking for enough snow to dig a miniature snowpit (figure 12).

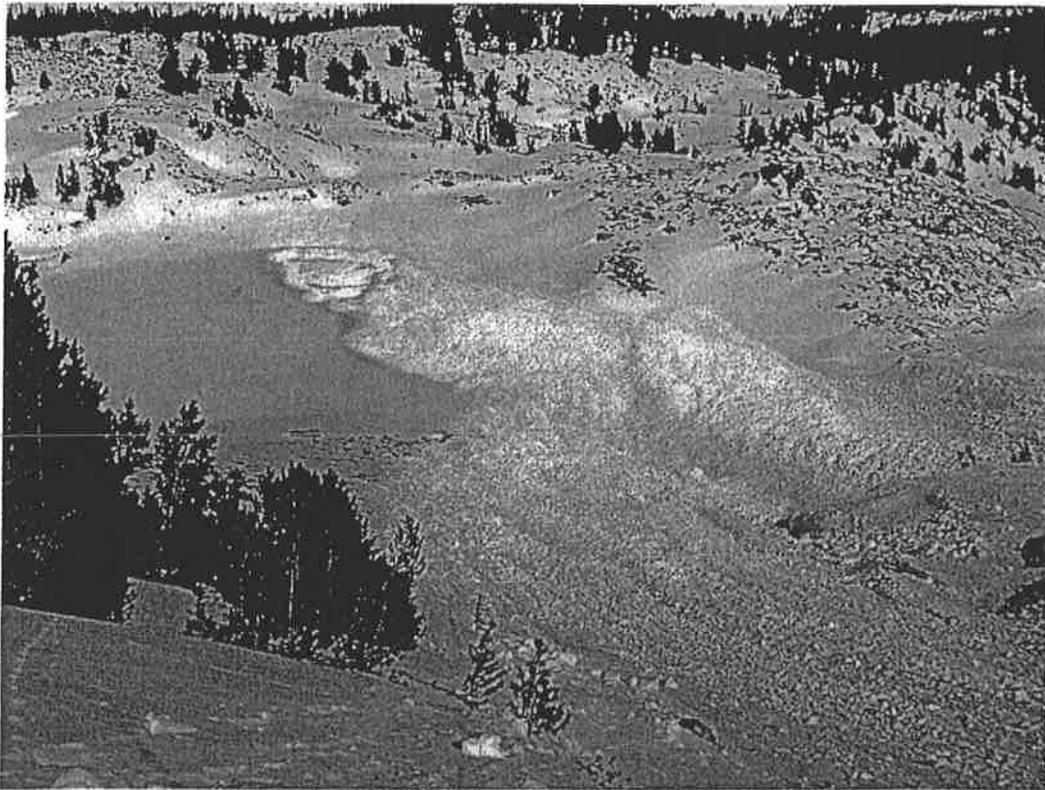
General snowpack information statements were issued from mid-December through January 30 due to average snowpack depths of 35 cm. Other avalanche centers faced similar dry conditions but snow came around Christmas, just as the eastern Sierra was almost halfway through the two month dry spell.



Typical January mini snowpit, 9,300 ft. January 5, 2014, Mammoth Lakes Basin
Photo Credit, Preston Few

When 50 cm of snow fell at the end of January, the slab over depth hoar structure produced consistent fracture propagation in tests at mid to high elevations but surprisingly, no natural avalanches occurred. A few days later, a much advertised but disappointing atmospheric river event brought high snowlines and 30 cm of high density snow and several days of strong winds; not much snow by eastern Sierra standards but just enough loading to trigger a D4 avalanche that ran to the ground on depth hoar. Multiple crowns scattered across a steep rocky northeast facing slope pulled out all of the season's thin snowpack. One avalanche hit a small alpine lake, breaking up the lake ice, and traveling another hundred meters up the slope on the far side of the lake.

Later that week, five days after the snowfall ended, a large D4 and smaller D3 avalanches occurred on a steep high elevation slope south of the advisory area. Avalanches occurring days after snowfall are a very rare event; D4 avalanches are fairly uncommon events during the winter and are particularly surprising given the shallow snow cover.



February 11 2014, D4 avalanche runout in Hammil Bowl.

February was the wettest month of the abbreviated season. A whopping 6 inches of water arrived in three storms. The largest storm of the winter dropped 36" of snow and 5 inches of water at the end of February and early March, bringing the snowpack to maximum snow depth of 180 cm in the Mammoth Basin and 120 cm in the Rock Creek watershed south of Mammoth. The persistent depth hoar layer in alpine zones in the Mammoth Basin was now buried under a thick dense slab and within a week, depth hoar increased in density, lost sharp edges and became rounded faceted grains.

The shallow snowpack in the Rock Creek basin was another story because the depth hoar became more reactive in mid- March. Rock Creek is a narrow, north south trending valley surrounded by 13,000 to 14,000 ft. peaks that block Pacific storms from dropping the amount of snowfall seen in the Mammoth area. Cold air pooling, high elevation and shallower snowpacks create intermountain and occasional continental snow climates. Avalanche danger problems and ratings are often different from the coastal transition zone snow climate of the Mammoth Lakes Basin.

The weak, continental snowpack in Rock Creek was the perfect setting for Ned Bair to collect field data for his work examining how test lengths affect propagation. Chains of depth hoar chains up to 6 mm were observed many times. The depth hoar layer was 20 to 30 cm thick and instead of gaining strength as the days grew longer and solar radiation increased in mid- March, the depth hoar layer continued to fail in standard length ECT's

and 2 meter beams. Even as snow was melting on more solar aspects at the end of March; depth hoar continued to fail in ECT's until April 10.

The snowpack in Rock Creek became isothermal after April 10. Given the snowpack structure and with liquid water reaching the weak layer, it seemed like a perfect setup for wet slab avalanches. But wet slabs did not appear- a lesson the snowpack delivers that reminds us we may know something about snow, but it's not enough.

The last three dry winters taught me more about snow than three wet winters ever could have. Many of the climate change predictions for the Sierra Nevada are occurring- a trend of higher night time temperatures, higher snowlines and diminishing snowpacks. What was once considered extreme weather may become the norm in the not so distant future. The days of opening Mammoth Mountain on natural snow by Thanksgiving are over. Spring "corn" snow can no longer be counted on as nights become warmer and mid elevation snowpacks melt out earlier. Periods of long winter droughts may become more frequent and persistent weak layers could compete with wind slabs as the main avalanche problem. Snow will probably not be as plentiful as it has been in the eastern Sierra but snowpack processes and avalanches will always demand respect and provide endless opportunities for learning.

ACKNOWLEDGEMENTS

The Forest Service Eastern Sierra Avalanche Center offers a huge THANK YOU to our cooperators and supporters, and to all of you who contributed observations, event support, volunteers, and member support this season! We also thank all the industry retailers who donated over in raffle prizes.

We extend a hearty thanks to all and specifically want to note the contributions of Southern California Edison, Mono and Inyo County, the Donald M. Slager Sunset Foundation, as well as all of our individual donors and members.

The Eastern Sierra Avalanche Center would not exist without the dedicated board members of the FoESAC. Their continued support and commitment to our small avalanche center ensures we will continue to provide avalanche information to the public.

ESAC GOVERNMENT PARTNERS

Inyo County
Mono County

ADVISORY SPONSOR

Caltech Alpine Club

ESAC BUSINESS PARTNERS

- Mammoth Mountaineering Supply
- K2
- Mountain Hardware
- Sam Roberts
- Mammoth Lakes Foundation

Board of Directors

The Friends of Eastern Sierra Avalanche Center is a 501(c)3 non-profit organization that is dedicated to raising funds necessary for the operation of the avalanche center each year. The organization is overseen by a volunteer Board of Directors, comprised of local professional, guides and business people who believe strongly in the mission of the Center.

Walter Rosenthal**Honorary President****Nate Greenberg****Vice President****SP Parker****Treasurer****Howie Schwartz****Secretary****Forrest Cross****Membership Director****Allan Pietrasanta****Director****Scott Quirsfeld****Director**



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

24

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: County Administrator – Grants-In-Support

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: California Indian Legal Services Presentation

DEPARTMENTAL RECOMMENDATION

Request your Board (1) receive a presentation and update of the California Indian Legal Services program; and (2) consider authorizing the County Administrator to execute a Grants-In-Support contract with California Indian Legal Services in the amount of \$4,000 for Fiscal year 2014-2015.

SUMMARY DISCUSSION

During your Board's consideration of the Grants-In-Support budget during this year's County Budget Hearings, your Board requested a presentation and update of the California Indian Legal Services program. Representatives from California Indian Legal Services are in attendance today to provide the requested presentation.

ALTERNATIVES

Your Board could choose to modify the GIS grant award or not proceed with the contract.

OTHER AGENCY INVOLVEMENT

N/A

FINANCING

The California Indian Legal Services program receives Grant-In-Support funds through the Grant-In-Support Budget #011402. This year's approved budget includes \$4,000 for the California Indian Legal Services GIS Contract.

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the board clerk.)</i> Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)</i> Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:  (Not to be signed until all approvals are received) Date: 11-25-2014



Inyo County Meal Costs

December 2, 2014

Jail

Juvenile Hall

Senior Centers

25

Purpose of the Workshop

Provide information to the Board of Supervisors on all of the County run kitchens and their related costs

Template provided to the Jail & Juvenile Hall Staff

Inyo County Meal Costs

Facility:

Using your FY 13/14 data, please fill in the appropriate numbers in the highlighted boxes. The formulas will calculate automatically.

Cook Salaries and Benefits	<input style="background-color: yellow;" type="text"/>	
Food Costs	<input style="background-color: yellow;" type="text"/>	
Nutritionist Costs	<input style="background-color: yellow;" type="text"/>	
Public Liability	<input style="background-color: yellow;" type="text"/>	
Workers Compensation	<input style="background-color: yellow;" type="text"/>	
General Operating	<input style="background-color: yellow;" type="text"/>	
Internal Copier Charges	<input style="background-color: yellow;" type="text"/>	
Travel Expense	<input style="background-color: yellow;" type="text"/>	
Utilities	<input style="background-color: yellow;" type="text"/>	
Other Costs	<input style="background-color: yellow;" type="text"/>	
Total Costs	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>	
		Annual Total
AVG Daily Population (Inmates)	<input style="background-color: yellow;" type="text"/>	<input style="background-color: #e0e0e0;" type="text" value="0"/>
Total REQUIRED Staff meals	<input style="background-color: yellow;" type="text"/>	<input style="background-color: #e0e0e0;" type="text" value="0"/>
Total Meals Served		<input style="background-color: #e0e0e0;" type="text" value="0"/>
	Inmates Only	Inmates and Staff
Cost Per Meal (all costs included)	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>
Cost Per Meal (Food & Personnel Only)	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>
Cost Per Meal (Food Only)	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>	\$ <input style="background-color: #e0e0e0;" type="text" value="-"/>

Tips: To figure out the percentage to use for Workers Comp, Public Liability, Utilities, General Operating and Copier Charges take the total cook salary and benefits costs and divide that by the total amount of salaries in the budget to come up with the percentage to charge of each item. If you use another method, please make sure to explain your process.

Please call Denelle Carrington at 760-878-0262 if you have any questions.

Jail Meal Cost Analysis

Six scenarios to consider

Inmate ONLY

1. Cost per meal with the cost of food/supplies only
2. Cost per meal with the cost of the food/supplies plus the cooks salaries
3. Cost per meal with all costs applied. (All costs explained below)

Inmate + Staff

4. Cost per meal with the cost of food/supplies only
5. Cost per meal with the cost of the food/supplies plus the cooks salaries
6. Cost per meal with all costs applied. (All costs explained below)

ALL COSTS INCLUDE:

- Food/Supplies (all food, plates, utensils, etc.)
- Cook Salaries
- % of Workers Compensation, Public Liability, General Operating , Utilities and Internal Copier Charges (% is determined by taking the total cook salaries and dividing it by the total salary and benefit costs in the jail budget)
- Travel – directly related to cook or kitchen trainings
- Nutritionist

Jail Meal Costs

- Average Daily Inmate Population – FY 13/14 = 71 inmates per day (info provided by Jail Staff) or 213 meals per day = 77,745 annual meals served
- Jail Operations Manual
 - Per Section J107.20 – Employee Jail Meals – the following on-duty personnel will be allowed meals at no cost: Jail Staff, Dispatchers, Administrative personnel and Jail Cooks
 - this translates to approximately 14 staff per shift or 42 meals per day = 15,330 annual meals served
- Total Meals served (based on numbers above) = 255 meals per day = 93,075 annual meals served

Jail Operations Manual – Section J107.20

J107.20 – EMPLOYEE JAIL MEALS

Employees assigned to the Independence facility will be allowed meals at no cost under the following regulations:

(1) Only scheduled on-duty personnel assigned to the Independence facility will be allowed meals. This will include:

- A. Jail staff
- B. Dispatchers
- C. Administrative personnel
- D. Jail cooks

(2) Employees requesting meals must notify the cook that they are requesting a meal by the following times:

Breakfast - When the cook arrives for work

Lunch - By 1000 hours

Dinner - By 1630 hours

(3) Inmates will be fed line meals before employees eat.

(4) Employees will eat regular line food. No special meals will be prepared.

(5) Employees may not consume meals in an area open to public view.

EXCEPTIONS: Only the Sheriff, Undersheriff, Lieutenant or Sergeant may request a line meal for any person not listed above.

California Code of Regulations – Adult

Title 15 – Food (Jail)

- CALIFORNIA CODE OF REGULATIONS
TITLE 15. CRIME PREVENTION AND CORRECTIONS
DIVISION 3. DEPARTMENT OF CORRECTIONS
CHAPTER 1. RULES AND REGULATIONS OF THE DIRECTOR OF CORRECTIONS
ARTICLE 4. FOOD SERVICES
s 3050. Regular Meals.
- (a) Each inmate shall be provided a wholesome, nutritionally balanced diet. Nutrition levels shall meet the recommended daily allowances established by the Food and Nutrition Board of the National Research Council.
- (1) Inmates confined in segregated housing shall be served food representative of that being served to general population inmates. Food shall not be withheld nor standard menu varied as a disciplinary sanction for any inmate.
- (2) Inmates shall be provided three meals each day, two of which shall be served hot. Variations to the two hot meals per day requirement may be allowed to accommodate religious observances, religious meal programs, and institution emergencies. The breakfast meal shall be served not more than 14 hours following the previous day's evening meal.

Jail Meal Costs



- Inmate Only Food Costs – Average of 71 Inmates per Day
 1. \$6.01 per meal – Food Only ($\$467,345.40/77,745^a$)
 2. \$9.78 per meal – Food + Cook Salaries ($\$760,427.28/77,745^a$)
 3. \$10.10 per meal – All Costs^b ($\$784,868.63/77,745^a$)

- Inmate + Staff Food Costs – Average of 71 inmates per day + 14 staff per shift per day
 4. \$5.02 per meal – Food Only ($\$467,345.40/93,075^c$)
 5. \$8.17 per meal – Food + Cook Salaries ($\$760,427.28/93,075^c$)
 6. \$8.43 per meal – All Costs^b ($\$784,868.63/93,075^c$)
 - a. Inmate meals = 71 inmates x 3 meals per day x 365 days in a year
 - b. All Costs – as explained in prior slide
 - c. Inmate + Staff meals = 71 inmates x 3 meals per day x 365 days in a year + 14 staff x 3 meals per day x 365 days in a year

* It is important to note, that the costs for each scenario are the same – However, the reality is that if less meals were prepared/served to staff for instance, the cost of the food would decrease. For example, using the cost of food only for all inmates + staff (\$5.02) and multiplying that only by the inmates per day (71), for the whole year, the cost of the food would be \$390,280, a potential savings of \$77,065 from what was expended in FY 13/14.

Analysis provided by the Jail Staff

Jail Analysis:

- Inmate Only

1. Food Only = \$4.09 (compared to \$6.01)
2. Food + Cook Salaries = \$7.48 (compared to \$9.78)
3. All Costs = \$8.59 (compared to \$10.10)

- Inmate + Staff

4. Food Only = \$3.39 (compared to \$5.02)
5. Food + Cook Salaries = \$6.19 (compared to \$8.17)
6. All Costs = \$7.11 (compared to \$8.43)

- Differences:

- Average daily population is 71. However, unknown to Budget Analyst, the cook prepares 10 extra meals for bookings and late transports, and 1 extra meal for the pods.
- Average staffing – Budget Analyst worked with Personnel on the staffing needs and calculated 14 authorized staff per meal. According to the Jail staff there are 26 authorized staff on duty during day shift, and 8 on night shift, averaging 17 staff per meal.
- Total Costs for Budget Analyst = \$784,869 and Total Costs for Jail Staff = \$770,981. The difference is mostly in Food and Other Costs (Budget Analyst had 12,867.33 more than Jail Staff) with a few other small differences in the other categories.

Juvenile Hall Meal Cost Analysis

Six scenarios to consider

Inmate ONLY

1. Cost per meal with the cost of food/supplies only
2. Cost per meal with the cost of the food/supplies plus the cooks salaries
3. Cost per meal with all costs applied. (All costs explained below)

Inmate + Staff

4. Cost per meal with the cost of food/supplies only
5. Cost per meal with the cost of the food/supplies plus the cooks salaries
6. Cost per meal with all costs applied. (All costs explained below)

ALL COSTS INCLUDE

- Food/Supplies (all food, plates, utensils, etc.)
- Cook Salaries
- % of Workers Compensation, Public Liability, General Operating , Utilities and Internal Copier Charges (% is determined by taking the total cook salaries and dividing it by the total salary and benefit costs in the jail budget)
- Travel – directly related to cook or kitchen trainings

Juvenile Hall Meal Costs

- Average Daily Inmate Population – FY 13/14 = 6 inmates per day (info provided by Probation Staff) or 18 meals per day = 6,570 annual meals served
- Juvenile Hall Operations Manual
 - Section 230 – Meals – Staff – The Board of Supervisors approved “on-duty” employees to eat lunch or dinner meals at no cost while on duty at the Juvenile Center
 - 3 staff per shift or 9 meals per day = 3,285 annual meals served
- Total Meals served (based on numbers above) = 27 meals per day = 9,855 annual meals served

Juvenile Hall Operations Manual – Section 230

230 - MEALS – STAFF

The Board of Supervisors approved “on-duty” employees to eat lunch or dinner meals at no cost while on duty at the Juvenile Center. “On-duty” employees are those who do not have a meal hour and cannot leave the institution to eat.

- A. Day shift usually has a light breakfast after morning programming is complete.
- B. Lunch for staff will be served in the Juvenile Center from approximately 1230 to 1300 hours. Dinner will be served from approximately 1730 to 1800 hours. Staff working 8-hour or 10-hour shifts without designated lunch hours is entitled to eat one meal per shift at no charge.
- C. Meals will be left for graveyard shift or they may help themselves from containers specifically marked for staff.

California Code of Regulations – Juvenile Title 15 - Food

Article 9. FOOD

Section 1460. Frequency of Serving.

Food shall be served three times in any 24-hour period. At least one of these meals shall include hot food. Supplemental food shall be offered to minors at the time of initial intake; shall be served to minors if more than 14 hours pass between meals; and shall be served to minors on medical diets as prescribed by the attending physician.

A minimum of twenty minutes shall be allowed for the actual consumption of each meal except for those minors on medical diets where the responsible physician has prescribed additional time.

Provisions shall be made for minors who may miss a regularly scheduled facility meal. They shall be provided with a substitute meal and beverage, and minors on medical diets shall be provided with their prescribed meal.

Juvenile Hall Meal Costs



- Inmate Only Food Costs – Average of 6 inmates per day
 1. \$6.20 per meal – Food Only ($\$40,744.75/6,570^a$)
 2. \$20.21 per meal – Food + Cook Salaries ($\$132,783.86/6,570^a$)
 3. \$20.84 per meal – All Costs^b ($\$136,943.21/6,570^a$)
 - Inmate + Staff Food Costs – Average of 6 inmates per day + 3 staff per shift per day
 4. \$4.13 per meal – Food Only ($\$40,744.75/9,855^c$)
 5. \$13.47 per meal – Food + Cook Salaries ($\$132,783.86/9,855^c$)
 6. \$13.90 per meal – All Costs^b ($\$136,943.21/9,855^c$)
- a. Inmate meals = 6 inmates x 3 meals per day x 365 days in a year
- b. All Costs – as explained in prior slide
- c. Inmate + Staff meals = 6 inmates x 3 meals per day x 365 days in a year + 3 staff x 3 meals per day x 365 days in a year

* It is important to note, that the costs for each scenario are the same – However, the reality is that if less meals were prepared/served to staff for instance, the cost of the food would decrease. For example, using the cost of food only for all inmates + staff (\$4.13) and multiplying that only by the inmates per day (6), for the whole year, the cost of the food would be \$27,135, a potential savings of \$13,600 from what was expended in FY 13/14.

Analysis provided by the Probation Staff

Juvenile Hall Analysis:

- Inmate Only
 1. Food Only = \$6.52 (compared to \$6.20)
 2. Food + Cook Salaries = \$20.52 (compared to \$20.21)
 3. All Costs = \$20.97 (compared to \$20.84)
- Inmate + Staff
 4. Food Only = \$4.34 (compared to \$4.13)
 5. Food + Cook Salaries = \$13.68 (compared to \$13.47)
 6. All Costs = \$13.98 (compared to \$13.90)

Differences:

- The Probation staff had additional expenses of \$818.31. Not a substantial difference.

Senior Program Meal Cost Analysis

Three Scenarios to consider for the Congregate and Home Delivered Meals

1. Food only costs
2. Food + Cook Salaries
3. All Costs (explained below)

ALL COSTS INCLUDE

- Internal Charges (Building & Maintenance)
- Internal Copier Charges
- Office/Other Equipment (kitchen equipment)
- Advertising (PSA Positions)
- Professional Services (Mission Linen)
- General Operating (supplies for sites, etc.)
- Utilities
- Salaries & Benefits (% of Site Coordinators, % of Program Services Assistants, Registered Dietician)
- Workers Compensation
- Food and Packaging
- Motor Pool for Home Delivered Meals

Senior Center All Costs

- Treated differently from Jail and Juvenile Hall for the following purposes
 - Different “Cost Centers”, such as Supportive Services (IIIB), and Family Caregivers (IIIE) which also draw down costs.
 - Salaries and Benefits for different classifications were allocated based on the Closeout report that was submitted to CDA for FY 13/14, which then draws other costs, such as Workers compensation in differently, than it would by just applying flat percentages.
 - Differences in Congregate Meals (Senior Site Meals) and Home Delivered Meals, which require Motor Pool costs.

Senior Center Meals

- Congregate Meals Served at the Senior Centers located throughout Inyo County – FY 13/14 = 18,309
- Home Delivered Meals throughout Inyo County – FY 13/14 = 47,447
- Percentages used varies, since the costs applied to the meals includes Cooks, Site Supervisors, and Drivers (PSA's). Each unit was charged based on the same premises used in the Jail and Juvenile Hall percentages.

Nutrition Guide – Title 22 CA Code of Regulations

- s7638.5. Nutrition Requirements of Meals.
 - a. Compliance with dietary guidelines:
 1. In accordance with Section 339 of the Older Americans Act (42 U.S.C. 3030g-21), each meal shall provide the following to participating individuals:
 - A. If the Program provides one (1) meal per day, a minimum of one-third (1/3) of the Dietary Reference Intakes (DRIs) by the Food and Nutrition Board, Institute of Medicine, National Academy of Sciences (2006), which are incorporated by reference.
 2. Meals shall comply with the Dietary Guidelines for Americans (2005 6th Edition) by the U.S. Department of Health and Human Services and the USDA, which is incorporated by reference.

Senior Center Meals

- Congregate Meal (Meals served at Senior Centers)

1. \$9.63 per meal (with all costs applied)
2. \$6.52 per meal (Food + Cook Salary)
3. \$3.48 per meal (Food Only)



- Home Delivered Meal Costs

1. \$9.83 per meal (with all costs applied)
2. \$6.47 per meal (Food + Cook Salary)
3. \$3.45 per meal (Food Only)

Analysis provided by HHS Staff

HHS Analysis

- Congregate Meal

1. All Costs Applied = \$9.48 (compared to \$9.63)
2. Food and Cook Salaries = \$6.50 (compared to \$6.52)
3. Food Only = \$3.48 (compared to \$3.48)

- Home Delivered Meal

1. All Costs Applied = \$9.96 (compared to \$9.83)
2. Food and Cook Salaries = \$6.45 (compared to \$6.47)
3. Food Only = \$3.45 (compared to \$3.45)

- Differences

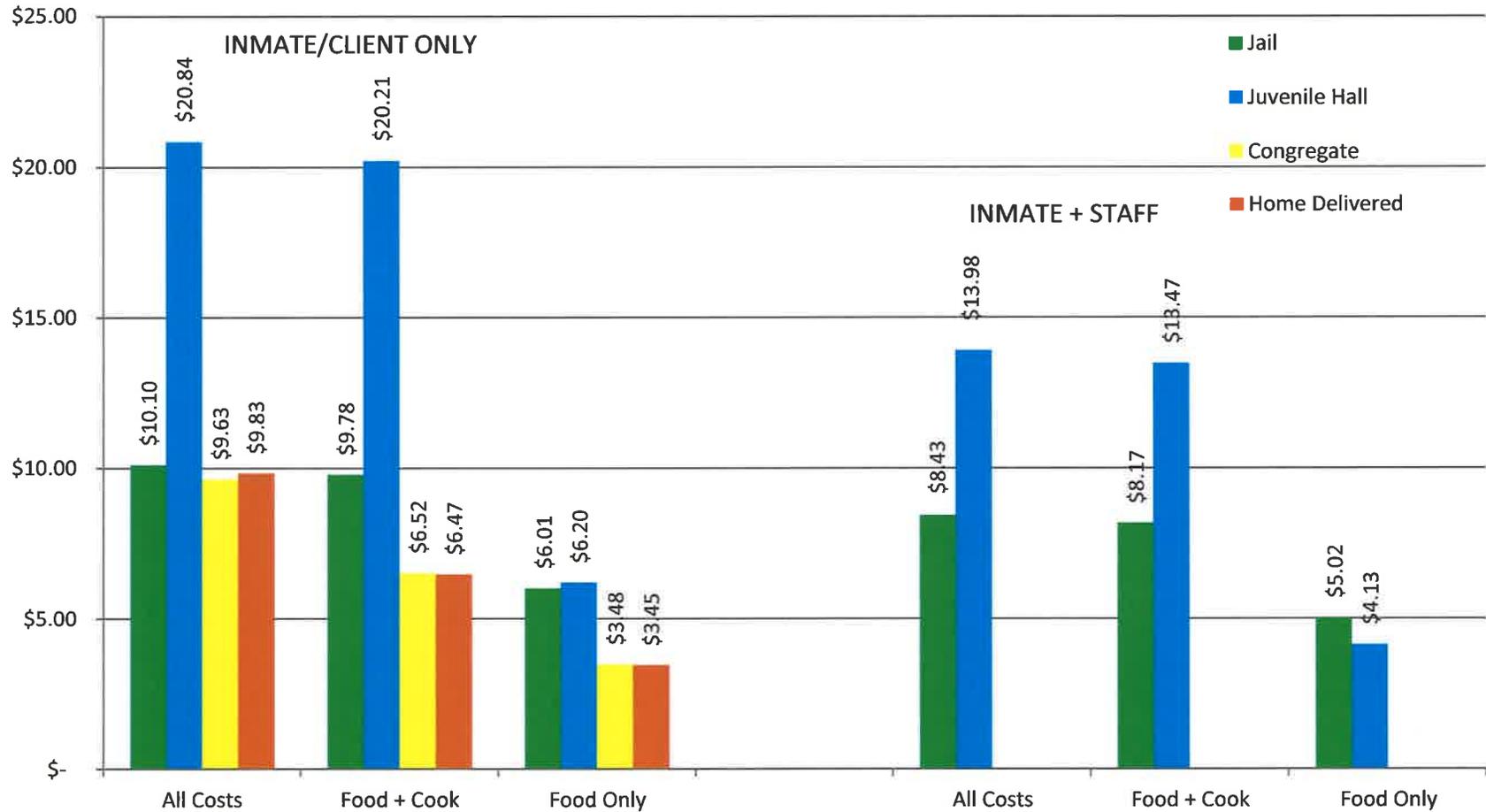
- A few costs were distributed a little differently between Congregate and Home Delivered, but the differences are not substantial.

Comparison of Analysis

	Inmate/Client Food Only	Inmate + Staff – Food Only	Inmate/Client – Food + Cook Salaries	Inmate + Staff – Food + Cook Salaries	Inmate/Client – All Costs	Inmate + Staff – All Costs
Jail	\$6.01	\$5.02	\$9.78	\$8.17	\$10.10	\$8.43
Juvenile Hall	\$6.20	\$4.13	\$20.21	\$13.47	\$20.84	\$13.90
Senior Center - Congregate	\$3.48		\$6.52		\$9.63	
Senior Center –Home Delivered	\$3.45		\$6.47		\$9.83	

Departmental	Inmate/Client Food Only	Inmate + Staff – Food Only	Inmate/Client – Food + Cook Salaries	Inmate + Staff – Food + Cook Salaries	Inmate/Client – All Costs	Inmate + Staff – All Costs
Jail	\$4.09	\$3.39	\$7.48	\$6.19	\$8.59	\$7.11
Juvenile Hall	\$6.52	\$4.34	\$20.52	\$13.68	\$20.97	\$13.98
Senior Center - Congregate	\$3.48		\$6.50		\$9.48	
Senior Center –Home Delivered	\$3.45		\$6.45		\$9.96	

FY 13/14 Budget Analyst Comparison



Conclusions

- Rates for Food Only for all kitchens range from \$3.45 - \$6.52
- Depending on how many meals are served, the costs differ, the more meals served, the lower the costs. Counts varied in the Jail.
- Staff meals also differ across facilities, and could be interpreted in different ways by different people

WHAT'S NEXT???

- How to standardize costs? Vendors, etc.
- Additional savings across the kitchens (i.e. brown bag meals like those that are served to Search & Rescue)
- Integrate Operations?
- Evaluate menus?
- Shop Food Prices?
- Other Recommendations?



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

26

- Consent Hearing
 Scheduled Time for
- Departmental
 Closed Session
- Correspondence Action
 Public
- Informational

FROM: HEALTH & HUMAN SERVICES – Fiscal Division

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Authorization to hire a full time Administrative Analyst I/II in the HHS Fiscal Division.

DEPARTMENTAL RECOMMENDATION:

Request your Board:

1. Find that consistent with the adopted Authorized Position Review Policy:
 - a. the availability of funding for this requested Administrative Analyst I/II position exists, as certified by the Health and Human Services Director and concurred with by the County Administrator, and the Auditor-Controller; and
 - b. where internal candidates meet the qualifications for the position, the vacancy may be filled through an internal recruitment, through the State Merit System's Cooperative Personnel Services; however, if an internal recruitment fails, authorize an external recruitment; and
 - c. approve the hiring of one full time Administrative Analyst I, Range 68 (\$4,106- \$4,988) or Administrative Analyst II, Range 70 (\$4,305 - \$5,236), contingent upon qualifications.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

We are requesting to fill this vacancy which is due to an employee's lateral transfer to the Child Support Office in early November. Historically this position has been responsible for the consolidated Social Services budgets, both County and State budgets, as well as claims and all reconciliations with Social Services funding. Some of the specific duties include:

- County and State Budget creation, monitoring, claiming, analyzing.
- Monitoring and completing Social Service program claims: CalWORKS, Foster Care, Adoption Assistance, Temporary Assistance for Needy Families (TANF), Child Protective Services, Adult Protective Services, Employment and Eligibility and Social Services Realignment.
- Preparing regular management reports for the Department's internal monitoring and forecasting.

In addition to the above duties provide supervision to Office Technicians to ensure that all of the Account Payables/Receivables for the fiscal division occur accurately and timely.

This position work closely with the Senior Management Analyst to insure that all funding sources are kept up to date and that all key issues are immediately brought to attention. Additionally, all Administrative Analysts and the Senior Management Analyst in the Fiscal division continue to work closely together to insure that we continue to pursue all funding sources and find ways to maximize all of the funds that are realized.

ALTERNATIVES:

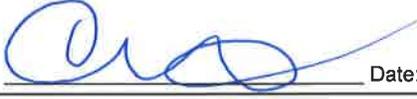
The Board could choose not to allow the Fiscal division to hire an Administrative Analyst, which could negatively impact State revenues and State reporting requirements.

OTHER AGENCY INVOLVEMENT:

None.

FINANCING:

State and Federal funding and Social Services Realignment. This position is budgeted from State, Federal, 1991 Social Services Realignment, and 2011 Social Services Realignment. Funding for this position would be in Social Services (055800) in the salaries and benefits object codes. No County General Funds.

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by County Counsel prior to submission to the Board Clerk.)</i> Approved: _____ Date: _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the Auditor/Controller prior to submission to the Board Clerk.)</i> Approved:  Date: 10/25/14
PERSONNEL DIRECTOR: 	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the Director of Personnel Services prior to submission to the Board Clerk.)</i> Approved:  Date: 11/25/14

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)



Date: 11-25-14



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

27

- Consent Hearing
 Scheduled Time for
- Departmental
 Closed Session
- Correspondence Action
 Informational
- Public

FROM: HEALTH & HUMAN SERVICES – Fiscal Division

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Authorization to hire one full time Office Technician I/II in the HHS Fiscal Division.

DEPARTMENTAL RECOMMENDATION:

Request your Board:

1. Find that consistent with the adopted Authorized Position Review Policy:
 - a. the availability of funding for this requested Office Technician I/II position exists, as certified by the Health and Human Services Director and concurred with by the County Administrator, and the Auditor-Controller; and
 - b. where internal candidates meet the qualifications for the position, the vacancy may be filled through an internal recruitment, through the State Merit System's Cooperative Personnel Services; however, if an internal recruitment fails, authorize an external recruitment; and
 - c. approve the hiring of one full time Office Technician I, Range 55 (\$3,027- \$3,680) or Office Technician II, Range 59 (\$3,323 - \$4,037), contingent upon qualifications.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

We are requesting this position to fill a vacancy due to an employee lateral transfer to the Auditor's Office in early November. This position is responsible for receiving and processing payables for Social Services divisions; depositing and tracking payments and State and Federal revenue; assists the Administrative Analyst in maintaining complex tracking for revenues/expenditures for different programs; compiles monthly program Account Director Reports; Process General Assistance payments monthly; apply re-payments and tax intercepts to consumer cases in C-IV system; and provide HHS Director and Social Services program staff with monthly statistical reports. This position also cross-trains with other HHS Fiscal divisions to insure that there is coverage in case of vacancies.

ALTERNATIVES:

Your Board could choose not to approve the filling of this position which could negatively impact the timeliness of claims being submitted and could cause delays in payments to vendors due to the shortage of staff in the fiscal division.

OTHER AGENCY INVOLVEMENT:

None.

FINANCING:

Funding for this position is from State, Federal, 1991 Social Services Realignment, and 2011 Social Services Realignment. Funding for this position would be in Social Services (055800) in the salaries and benefits object codes. No County General Funds.

APPROVALS

COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by County Counsel prior to submission to the Board Clerk.)</i> Approved: _____ Date: _____
AUDITOR/CONTROLLER: 	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the Auditor/Controller prior to submission to the Board Clerk.)</i> Approved:  Date: <u>11/25/2014</u>
PERSONNEL DIRECTOR: 	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the Director of Personnel Services prior to submission to the Board Clerk.)</i> Approved: <u>11/25/14</u> Date: _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)



Date: 11-25-14



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

28

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: HEALTH & HUMAN SERVICES – Social Services

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Request to hire a Social Worker in Child Welfare Services.

DEPARTMENTAL RECOMMENDATION:

Request your Board find that, consistent with the adopted Authorized Position Review Policy:

- A) the availability of funding for the position of Social Worker III or IV exists, as certified by the Health and Human Services Director and concurred with by the County Administrator, and Auditor-Controller; and
- B) where internal candidates meet the qualifications for the position, the vacancy could possibly be filled through an internal recruitment, but an open recruitment through the State Merit System's Cooperative Personnel Services would be appropriate to ensure qualified applicants apply and authorize an external recruitment; and
- C) approve the hiring of one Social Worker, either a III at Range 70 (\$4,305-\$5,236), or a IV at Range 73 (\$4,617-\$5,616), contingent upon qualifications.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

The Child Welfare Program recently experienced a vacancy that HHS is requesting authorization to fill with either a Social Worker III or Social Worker IV. The intense Child Welfare program is responsible for investigating and managing issues related to child abuse and neglect. As previously indicated, over the past few years, the Child Welfare program has experienced increased requirements from a federal, state and local level, including recent legislation extending foster care eligibility up to the age of twenty-one. The program continues to see an increase in reports related to high-risk families with very young children, as well as increases in the number of referrals from the courts related to family law child custody conflicts. The program, which has experienced significant staff shortages over the last two to three years, is beginning to see stabilization in our staffing pattern, which helps HHS to better ensure the safety and well-being of some of our most vulnerable residents. Filling the recent vacancy will help to ensure the continued high quality work performed by this division.

HHS is requesting permission to hire a Social Worker III or IV, depending upon qualifications, to fill the vacant position.

ALTERNATIVES:

Denying this request would result in the existing staff, being at risk of inadvertent, compromised safety decisions on behalf of children due to unacceptable workloads.

OTHER AGENCY INVOLVEMENT:

Juvenile Court, Juvenile Probation, Toiyabe Family Services, local Indian tribes, Mental Health, Wild Iris, Sheriff's Office, Bishop Police Department

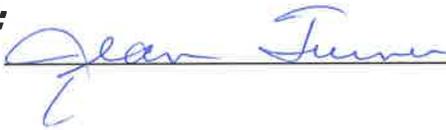
FINANCING:

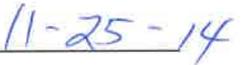
State and Federal funds, Social Services 1991 and 2011 Realignment. This position is budgeted in the Social Services budget (055800) in the salaries and benefits object codes. No County General Funds.

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by County Counsel prior to submission to the Board Clerk.)</i> Approved: _____ Date: _____
AUDITOR/CONTROLLER: 	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the Auditor/Controller prior to submission to the Board Clerk.)</i> Approved:  Date: 
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the Director of Personnel Services prior to submission to the Board Clerk.)</i>  Approved:  Date: _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)



Date: 



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

29

- Consent
 Departmental
 Correspondence Action
 Public Hearing
 Scheduled Time for _____
 Closed Session
 Informational

FROM: Water Department

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Inyo County/Los Angeles Standing Committee Meeting – December 8, 2014

DEPARTMENTAL RECOMMENDATION:

A meeting of the Inyo County/Los Angeles Standing Committee is scheduled for December 8, 2014 in Independence, California. Pursuant to Resolution 99-43 and the Long-Term Water Agreement, your Board sets policy for the County's representatives to the Standing Committee. The Water Department requests your Board consider the forthcoming agenda and provide direction to the County's Standing Committee representatives.

SUMMARY DISCUSSION:

The Technical Group has not scheduled a meeting at this time to set an agenda for the Standing Committee meeting. The agenda will be forthcoming.

OTHER AGENCY INVOLVEMENT:

LADWP.

FINANCING:

N/A

<u>APPROVALS</u>	
COUNTY COUNSEL: N/A	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the board clerk.) Approved: _____ Date: _____
AUDITOR/CONTROLLER: N/A	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.) Approved: _____ Date: _____
PERSONNEL DIRECTOR: N/A	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date: _____

DEPARTMENT HEAD SIGNATURE:
(Not to be signed until all approvals are received)

Date: 11/18/14



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

30

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Kevin D. Carunchio, County Administrator

FOR THE BOARD MEETING OF December 2, 2014

SUBJECT: Continuation of declaration of local emergency

DEPARTMENTAL RECOMMENDATION: - Request Board discuss and consider staff's recommendation regarding continuation of the local emergency, The Death Valley Roadeater Emergency, that resulted in flooding in the eastern portion of Inyo County during the month of August 2012, per Resolution #2012-32.

SUMMARY DISCUSSION: - During your August 28, 2012 Board of Supervisors meeting your Board took action to declare a local emergency, which has been named The Death Valley Roadeater Emergency, which was a result of flooding in the southeastern portion of Inyo County during the month of August. Since the circumstances and conditions relating to this emergency persist, your Board directed that the continuation of the declaration be considered on a by-weekly basis. The recommendation is that the emergency be continued until the further evaluation of the damage is completed and staff makes the recommendation to end the emergency.

ALTERNATIVES: N/A

OTHER AGENCY INVOLVEMENT: N/A

FINANCING: N/A

APPROVALS

COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by county counsel prior to submission to the board clerk.) Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.) Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.) Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

(The Original plus 20 copies of this document are required)

Date: _____



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

31

- Consent Departmental Correspondence Action Public Hearing
- Scheduled Time for Closed Session Informational

FROM: Kevin D. Carunchio, County Administrator

FOR THE BOARD MEETING OF December 2, 2014

SUBJECT: Continuation of declaration of local emergency

DEPARTMENTAL RECOMMENDATION: - Request Board discuss and consider staff's recommendation regarding continuation of the local emergency, The Gully Washer Emergency, that resulted in flooding in the central, south and southeastern portion of Inyo County during the month of July, 2013.

SUMMARY DISCUSSION: - During your August 6, 2013 Board of Supervisors meeting your Board took action to declare a local emergency, which has been named The Gully Washer Emergency, which was a result of flooding in the central, southern and southeastern portion of Inyo County during the month of July. Since the circumstances and conditions relating to this emergency persist, your Board directed that the continuation of the declaration be considered on a by-weekly basis. The recommendation is that the emergency be continued until the further evaluation of the damage is completed and staff makes the recommendation to end the emergency.

ALTERNATIVES: N/A

OTHER AGENCY INVOLVEMENT: N/A

FINANCING: N/A

APPROVALS

COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the board clerk.)</i> Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)</i> Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

(The Original plus 20 copies of this document are required)

Date: _____



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

32

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Kevin D. Carunchio, County Administrator

FOR THE BOARD MEETING OF December 2, 2014

SUBJECT: Continuation of declaration of local emergency

DEPARTMENTAL RECOMMENDATION: - Request Board discuss and consider staff's recommendation regarding continuation of the local emergency, The Canyon Crusher Emergency, that resulted in flooding in the portions of Inyo County during the month of August, 2013.

SUMMARY DISCUSSION: - During your September 17, 2013 Board of Supervisors meeting your Board took action to declare a local emergency, which has been named The Canyon Crusher Emergency, which was a result of flooding in the portions of Inyo County during the month of August. Since the circumstances and conditions relating to this emergency persist, your Board directed that the continuation of the declaration be considered on a by-weekly basis. The recommendation is that the emergency be continued until the further evaluation of the damage is completed and staff makes the recommendation to end the emergency.

ALTERNATIVES: N/A

OTHER AGENCY INVOLVEMENT: N/A

FINANCING: N/A

<u>APPROVALS</u>	
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the board clerk.)</i> Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)</i> Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

(The Original plus 20 copies of this document are required)

Date: _____



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

33

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: Kevin D. Carunchio, County Administrator

FOR THE BOARD MEETING OF December 2, 2014

SUBJECT: Continuation of proclamation of local emergency

DEPARTMENTAL RECOMMENDATION: - Request Board discuss and consider staff's recommendation regarding continuation of the local emergency, known as the "Land of EVEN Less Water Emergency" that was proclaimed as a result of extreme drought conditions that exist in the County.

SUMMARY DISCUSSION: - During your January 28, 2014 Board of Supervisors meeting your Board took action to proclaim a local emergency, which has been named the Land of EVEN Less Water Emergency, that is a result of severe and extreme drought conditions that exist in the County. Since the circumstances and conditions relating to this emergency persist, your Board directed that the continuation of the resolution be considered on a by-weekly basis.

ALTERNATIVES: N/A

OTHER AGENCY INVOLVEMENT: N/A

FINANCING: N/A

APPROVALS

COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the board clerk.)</i> Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the board clerk.)</i> Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

(The Original plus 20 copies of this document are required)

Date: _____



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

For Clerk's Use Only:
AGENDA NUMBER

34

- Consent Departmental Correspondence Action Public Hearing
 Scheduled Time for Closed Session Informational

FROM: CLERK OF THE BOARD
By: Patricia Gunsolley, Assistant Clerk of the Board

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Approval of Minutes

DEPARTMENTAL RECOMMENDATION: - Request approval of the minutes of the Board of Supervisors Regular Meetings of A) November 4, 2014; and B) November 12, 2014; and C) the Special Meeting of November 17, 2014..

SUMMARY DISCUSSION: - The Board is required to keep minutes of its proceedings. Once the Board has approved the minutes as requested, the minutes will be made available to the public via the County's web page at www.inyocounty.us.

ALTERNATIVES: - Staff awaits your Board's changes and/or corrections.

OTHER AGENCY INVOLVEMENT: - n/a

FINANCING: n/a

APPROVALS

BUDGET OFFICER:	BUDGET AMENDMENTS <i>(Must be reviewed and approved by Budget Officer prior to being approved by others, as needed, and submission to the Assistant Clerk of the Board.)</i>
COUNTY COUNSEL:	AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS <i>(Must be reviewed and approved by county counsel prior to submission to the Assistant Clerk of the Board.)</i> Approved: _____ Date _____
AUDITOR/CONTROLLER:	ACCOUNTING/FINANCE AND RELATED ITEMS <i>(Must be reviewed and approved by the auditor-controller prior to submission to the Assistant Clerk of the Board.)</i> Approved: _____ Date _____
PERSONNEL DIRECTOR:	PERSONNEL AND RELATED ITEMS <i>(Must be reviewed and approved by the director of personnel services prior to submission to the Assistant Clerk of the Board.)</i> Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

(The Original plus 20 copies of this document are required)

Date: _____



AGENDA REQUEST FORM
BOARD OF SUPERVISORS
COUNTY OF INYO

- Consent Departmental Correspondence Action Public Hearing
- Schedule time for _____ Closed Session Informational

For Clerk's Use Only: AGENDA NUMBER
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FROM: Public Works Department

FOR THE BOARD MEETING OF: December 2, 2014

SUBJECT: Eastern Sierra ATV Adventure Trails System Project - Environmental Review and Compliance, Approval of Combined-Use Routes, and Revised Implementing Procedures, and

DEPARTMENTAL RECOMMENDATIONS:

Request Board:

- A.** Conduct a Public Hearing to provide an opportunity for public comment on the proposed Project;
- B.** Adopt the attached Resolution to certify the Final Environmental Impact Report, to certify that the provisions of the California Environmental Quality Act (CEQA) have been satisfied, to adopt the mitigation measures identified in the FEIR;
- C.** Adopt the attached Mitigation Monitoring and Reporting Program;
- D.** Approve the Combined-Use Routes recommended by staff; and
- E.** Approve Revised Inyo County Assembly Bill 628 Implementing Procedures.

CAO RECOMMENDATION:

SUMMARY DISCUSSION:

Prior to 2011, California law allowed local governmental entities, including cities and counties, to designate roads up to 3 miles in length for combined use of off-highway motor vehicles (OHVs) that have been issued a plate or device and other vehicles. No such designations have been made by the County of Inyo. With the 3.0 mile maximum length for combined-use routes that existed under the pre-AB 628 Vehicle Code, it was impossible to designate combined-use routes between valley towns and areas on BLM or USFS land. Hence the project proponents sought legislation that would allow Inyo County to extend the combined-use distance in the County to ten miles.

In 2011, the California State Legislature adopted Assembly Bill 628 (Conway) (AB 628), which added Section 38026.1 to the California Vehicle Code. Section 38026.1 allows the County of Inyo to establish a pilot project, to be in effect until January 1, 2017, to designate combined use routes up to 10 miles long on unincorporated County roads to link with existing OHV trails on lands managed by the federal Bureau of Land Management (BLM) and the United States Forest Service (USFS); to link OHV recreational-use areas with necessary service and lodging facilities; to provide a unified system of trails for OHVs; and to preserve traffic safety, improve natural resource protection, reduce OHV trespass on private land, and minimize impacts on county residents. In 2012, the County of Inyo adopted Implementing Procedures for AB 628 (Implementing Procedures) that are consistent with the requirements of Vehicle Code sections 38026.1(b)(1) & (2). AB 628 provides that Vehicle Code section 38026.1 is repealed effective January 1, 2017 unless the Legislature extends the legislation.

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project (Project) to Inyo County on October 12, 2012. The application packet was filed in accordance with both AB 628, which allows for such a pilot project and the County's Implementing Procedures. The application was revised in response to County and public agency comments on June 21, 2013. The application requested the County of Inyo to undertake a project to designate, until January 1, 2017, several combined-use routes up to 10 miles long on certain unincorporated County roads; and it requested the City of Bishop to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

California Highway Patrol (CHP) Safety Analysis

Under AB 628, routes may not be designated for combined use if they have not been approved by the California Highway Patrol (CHP). At the time the DEIR was released for public comment, their review of the proposed routes by the CHP was still pending. The CHP Safety Determinations have been submitted to the County. 36 of the 38 routes have been approved. Big Pine Route No. 2 and Independence No. 4 were denied and the alternative routes for Bishop Routes 2, 3, & 4 were denied which proposed the use Hanby Avenue to access East Line Street and Poleta Road.

Environmental Review

Pursuant to the California Environmental Quality Act (CEQA) and the County's CEQA Procedures, Inyo County (as the CEQA Lead Agency) prepared a Draft EIR (DEIR) which addressed the implementation of the 38 combined-use routes on County-maintained and City-maintained roads. The designated routes are located on portions of Death Valley Road (outside and west of Death Valley National Park); in and around the unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and in and around the City of Bishop.

The DEIR was prepared for the Project based on potential impacts, as identified both in the Initial Study prepared for the project, and by commenters responding to the Notice of Preparation (NOP). The DEIR was released for a 45-day review period on July 17th that expired on September 2, 2014. The County received about 137 comment letters from federal agencies, state agencies, local agencies, environmental organizations, and the general public. (See the Final EIR, Table 2.0-1, Commenters and Comment Letters, which lists all commenters and shows the comment set identification number for each letter.) In addition, the County also received approximately 2,900 form letters. Because these letters are essentially the same and do not provide any unique information, they have been treated as a single letter. A sample of the form letter has been included in the Final EIR and bracketed to identify comments relating to environmental concerns; the remaining form letters are provided electronically.

Following the receipt of comments on the DEIR, a Final EIR (FEIR) was prepared. The FEIR consists of public comment letters, staff responses to the comment letters, any revisions, or amendments/corrections made to the DEIR, and the mitigation measures for the project – including a Mitigation Monitoring and Reporting Plan (MMRP). The MMRP is Appendix 1.0 to the FEIR. The MMRP outlines all mitigation proposed for the Project. The MMRP is also being provided to the public as a stand-alone document to this report. The FEIR, and the MMRP reflect changes made to project mitigation since the DEIR was prepared. Additionally, the MMRP has been included by reference as Section 20 in the Implementing Procedures. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department's website (<http://www.inyocounty.us/ab628/>).

The purpose of the FEIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project and of the mitigation measures and alternatives that may be adopted to reduce these impacts. The FEIR identifies the potentially significant effects from the project on biological resources,

cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Of these, the FEIR concludes that only impacts to air quality cannot be mitigated to less than significant levels.

Summary of Proposed Routes and the Impacts and Issues Associated with the Routes

The table below identifies each of the routes proposed for designation and describes environmental issues and other issues associated with the route. It should be noted that County staff recommends that the Board consider adoption of an alternative that is slightly different than the Project described in the EIR. See recommended action below.

Aberdeen Area Routes		
#	Start & End Point	Issues
1	Aberdeen to Division Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
2	Aberdeen to Taboose Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
3	Aberdeen to Birch Ck Rd	End point on BLM land, property owners on Birch Creek Road opposed to combined-use designation due to dust and noise; speed limit of mph through community; the OHV trail segment links to Big Pine No. 3 to the west. Property owners affected by dust more than other areas because of dirt road.
Notes: The Aberdeen store provides RV spaces. Store is not open regularly		

Northern Inyo Range Area Routes		
#	Start & End Point	Issues
1	Death Valley (DV) Rd – Harkless to Papoose	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns (four turns are signed with speed limits of 15 mph, dirt roads being linked to provide access to extensive USFS system).
2	DV Rd – Harkless west to USFS road	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns, road links into extensive USFS system.
3	DV Rd – Papoose to Little Cowhorn	Start and end point on USFS land, see USFS jurisdictional issues; DVNP concerned about proximity to National Park. No OHVs allowed in Park, route would invite use of Waucoba-Saline Road by OHVs. If route approved, place a no ATVs sign at the Waucoba-Saline intersection and also just east of Little Cowhorn Valley on Death Valley Road.
Notes: The name for combined-use routes along Death Valley Road have been changed to “Northern Inyo Range Area” routes in response to a comment submitted by Death Valley National Park.		

Big Pine Area Routes		
#	Start & End Point	Issues
1	Bristlecone Motel to Keough’s	County Road crosses a corner of USFS property; County required to find that Keough’s Hot Springs Resort is an “Off Highway Motor Vehicle Recreational Facility”, route mainly directs users toward LADWP maintained roads, and there is no direct link to a BLM or USFS road. Route goes through main part of town. Approval of route requires subsequent approval by LADWP as

		Keough's Hot Springs Resort is an LADWP lease.
2	Big Pine Shell to McMurray Meadows Rd	Route denied by CHP and is no longer being considered.
3	Big Pine Chevron to McMurray Meadows Rd	End point on USFS land, route includes crossing of US 395 and County will assume additional liability per AB 628 at the intersection; route uses portion of Glacier Lodge Road with higher speed traffic; the OHV trail segment links to Aberdeen #3 to the east.
Notes:		

Bishop Area Routes		
#	Start & End Point	Issues
1	Golden State Cycles to Poleta OHV area	Route travels through residential area; property owner indicates that ATV rental business will remain at current business. Potential for conflicts here due to Brew Pub in building next to GSC Adventures. Requires City approval.
2	Tri County Fairgrounds to Poleta OHV area	CHP denied alternatives that use Hanby. Only alternative approved uses Wye Road and then the Haul Road around the airport to access Airport and then Poleta Roads. Route requires approval by both the City of Bishop and the County. Fencing required as mitigation between Haul Road and Airport lease and easement will be funded by project Applicants. Approval of route requires subsequent approval by LADWP as Tri County Fairground is an LADWP lease.
3	Chamber to Poleta OHV area	Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as the Bishop Chamber of Commerce is an LADWP lease.
4	Pizza Factory to Poleta OHV area	Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as Pizza Factory is an LADWP lease.
5	Brown's Town to Poleta OHV area	County assumes liability for ATVs crossing US 395 at Warm Springs Rd intersection. Approval of route requires subsequent approval by LADWP as Brown's Town is an LADWP lease.
6	Pleasant Valley Campground to Horton Creek	County assumes liability for ATVs crossing US 395 at Pleasant Valley Dam/Sawmill Road intersection. Approval of route requires subsequent approval by LADWP as Pleasant Valley campground is an LADWP lease.
7	Pleasant Valley Campground to Tungsten City Rd	Potential conflicts with bicyclists in bike lanes. Approval of route requires subsequent approval by LADWP as Pleasant Valley Campground is an LADWP lease.
8	Pleasant Valley Campground to Casa Diablo Rd turn	Approval of route requires subsequent approval by LADWP as Pleasant Valley Campground is an LADWP lease. Trail segment linked to is very short. BLM recommends against approval of this route. Staff recommends denial.
9	Brown's Town to Bir Rd	Implementation of route requires subsequent approval by LADWP. Route turnoff on first road on BLM land.
10	Coyote Valley Rd to end	End point of route on USFS land, see USFS jurisdictional issues.

11	Silver Cyn Rd midway to top	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings. Routes being linked to are very short. Route currently popular with dirt bikes/ATVs/UTVs.
12	Silver Cyn Rd top to Wyman Canyon Rd midway	See comments on Bishop area Route No. 11. It is recommended to place “no ATV” signs on White Mountain Rd at intersections with Silver Cyn Rd (both the high route and the low route)
14	Britt’s Diesel to Casa Diablo Rd	Trail segment linked to is very short. BLM recommends against approval of this route. Road is currently popular for camping by climbers. Staff recommends denial.
15	Britt’s Diesel to Poleta OHV area	Laws-Poleta Rd has very light traffic.
16	Britt’s Diesel to Silver Cyn midway	End point on USFS land. See Inyo National Forest discussion below.
17	Wyman Canyon Rd stretch	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings.
18	Poleta OHV area to Black Cyn Rd end	Despite Air Quality issues raised in environmental document, appears to be functional link. A portion of the route is located on non-County maintained road on private property. The property owner is opposed to designating the portion of the route on his private as a combined use route. (This route is further discussed below.)
Notes: Routes with beginning point in City of Bishop and end point off of County road require approval by both agencies.		

Independence Area Routes		
#	Start & End Point	Issues
1	Independence Inn to Betty Jumbo Mine Road turn	Mazourka Canyon Road is a high speed rural route; however the traffic is very light, so this should not an issue.
2	Betty Jumbo Mine Rd to Santa Rita Flat turn	End point is on USFS land. See Inyo National Forest discussion below.
3	Independence Inn to Foothill Rd via Onion Valley Rd	Onion Valley Road is high speed road on grade without great passing visibility, County will assume liability for crossing of US 395 at Kearsarge Street.
4	Rays Den Motel to Foothill Rd via Onion Valley Rd	Route denied by CHP and is no longer being considered.
6	Still Life Café to Foothill Rd end via Onion Valley Rd	There is no onsite parking at the start point - Still Life Café. OHVs would park in front of other businesses and residences on Kearsarge Street. Staff recommends denial of this route based on a lack of onsite parking. This makes start point nebulous and applies impacts to other properties. If Independence Area No. 3 is approved, visitors will be able to access Still Life Café.
Notes:		

Lone Pine Area Routes		
#	Start & End Point	Issues
1	Boulder Creek RV Park to N. Fork Lubken Ck	AB 628 requires County to assume liability for crossing of US 395 by non-street legal vehicles at US 395. CHP safety determination required additional signage for north-south traffic on US 395. Individual riders should have no trouble crossing US 395 here as there is a median that serves as a refuge between lanes. Jamborees or organized groups with more than a couple vehicles will need to exercise extreme caution in making the crossing due to the group ride mentality. Narrow spot on Lubken Lane should not create safety hazard during daylight hours due to low traffic volumes.
2	McDonalds to Mo Road via Tuttle Creek Canyon	Route starts in townsite boundaries. Tuttle Creek canyon narrow winding road with limited site distance. CHP approved safety determination. Tuttle Creek Rd crosses USFS land. See Inyo National Forest discussion below.
3	Lone Pine Propane east to quarry road	This route has logistical trouble with both the start point and the end point. The regular access to Lone Pine Propane is from US 395. The only way to access the business is via a normally gated close service entrance. The business owners have stated that they will allow ATVs to use the service entrance. Does this mean it will be open all the time? The BLM indicates that the route linked to is short and dead ends and a gated borrow pit. Route appears to be aimed to link to roads on LADWP maintained roads. Potential for unsafe traffic movements at Lone Pine Propane and US 395 if the service gate is closed. Approval of route requires subsequent approval by LADWP. Staff recommends denial of this route.
4	Carls Jr. to Movie Road via Tuttle Creek Rd	Issues similar to Lone Pine No. 2 above
5	Dave's Auto Parks to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 2 above. In addition route involves County assuming liability for the crossing of US 395 at Whitney Portal Road by ATVs
6	Dow Villa to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 5 above.
7	Movie Road to near end of Hogback Rd	See Inyo National Forest discussion below. Inyo National Forest staff concerned about shortness of road being linked to. This is mitigated by numerous turnoffs on BLM land along the combined-use route
Notes: Access east of town limited because County roads (Owenyo and Lone Pine Narrow Gauge Road) do not access BLM or USFS land except in one small location.		

General Plan Consistency

The Draft EIR includes a discussion of the proposed Project's consistency with the Inyo County General Plan. The project implements recreational objectives in the General Plan including:

- Enhance opportunities for OHVs.¹

¹ Inyo County General Plan Government Element (2001)

- Encourage the appropriate expansion of new recreational opportunities on federal lands.²
- Promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program.³
- Encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.⁴
- Promote economic stability for businesses within the County dependent upon recreation activities.⁵
- Encourage and promote private programs and public-private partnerships that express the cultural heritage of the area.⁶

Agency Notification and Jurisdictional Issues

Under the County’s Implementing Procedures, the County was required to notify each of the major land management agencies in and around the Owens Valley of the Project. There have been mixed reactions to the Project expressed by the land management agencies.

Inyo National Forest

The Inyo National Forest has repeatedly expressed general support for the project though the Forest Service has specific concerns with the project. In particular, the Forest Service is concerned that no right of way agreements or easements have been identified which grant the County authority to maintain the roads on Forest Service lands proposed to be designated as combined use routes. The Forest Service believes that in order for the County to proceed with the portion of the Project located on USFS land, an agreement between the Forest Service and the County must be in place that clearly describes an easement or right of way for the road that is being used as a part of the Project. Before the Forest Service can consider entering into such an agreement or granting an easement for the roads, there would have to be compliance with the National Environmental Policy Act (NEPA). The Forest Service has maintained this position since at least February 2012. County staff’s position has been that the roads are part of the County Maintained Mileage System and that the County has been controlling speeds and maintaining the roads since at least 1948, when the Inyo County Road Register was approved by the Board of Supervisors.

No clear jurisdictional agreements have been located for the subject roads. If appropriate road right of way agreements can’t be located, then the County must either 1) reach an agreement with the Forest Service or 2) demonstrate that the County has rights to use the roadway based on Revised Statute (RS 2477). To establish rights under RS 2477, the County would need to prove to a federal court that the road has been maintained since before the initial forest reserve (which later became the Inyo National Forest) was created in 1905. It should be noted that records for many individual roads go back earlier than the early 1900s; although, such records are difficult and time consuming to locate.

Staff recommends two distinct alternative paths which may be followed by the County to move forward with respect to proposed combined-use routes that cross USFS land. The first path is to disregard the USFS claim that and to designate certain County maintained roads that cross USFS land as combined-use routes. The second path is to approve the routes, but to condition the future use of the routes upon the future approval by the USFS of a jurisdictional agreement between the County and the USFS.

If the County conditions the use of the combined-use routes on the reaching of a jurisdictional agreement with the USFS, it should be noted that the process to negotiate right of agreements on specific routes may take an extended period of time. Further, NEPA may require cultural surveys along the entire length of certain combined-use routes.

² Inyo County General Plan Conservation and Open Space Element (2001)

³ Inyo County General Plan Circulation Element (2001)

⁴ Inyo County General Plan Economic Development Element (2001)

⁵ Inyo County General Plan Economic Development Element (2001)

⁶ Inyo County General Plan Conservation and Open Space Element (2001)

Once that information has been completed, it is estimated that it would take 12-24 months to complete NEPA. At the County's expense, the County would likely need to hire a consultant to complete the NEPA process. Finally the NEPA evaluation will not be initiated until funding is identified to complete this process.

Bureau of Land Management (BLM)

The BLM has raised project level concerns and raised concerns about specific combined-use routes. In particular they are concerned about Lone Pine No. 3 and Bishop Nos. 8 and 14.

City of Los Angeles Department of Water and Power (LADWP)

LADWP has expressed reservations about the project from the start. LADWP has liability concerns and environmental concerns over the potential proliferation of illegal OHV use on Los Angeles-owned lands because of the designation of combined-use routes. In addition, LADWP is concerned over its ability and County's ability to enforce trespass laws on its lands. The County has been consulting with LADWP concerning an ordinance to facilitate law enforcement of off-road vehicle use on LADWP land. LADWP is also concerned that increased OHV use resulting from the project will interfere with the implementation of court-mandated environmental projects on Los Angeles-owned lands. LADWP has not been willing to designate any roads on Los Angeles-owned lands.

For the purposes of AB 628, LADWP is considered a private property landholder. The Project applicants are required to ensure that the proposed combined-use routes link to Federally-designated roads that are legal for OHV recreation. LADWP approval is required for some proposed routes that have a start or an endpoint on LADWP land.

Several routes have start and/or end points on lands leased to lessees by the City of Los Angeles. LADWP is only willing to consider approving the start and end points after the County has acted on the proposed combined use applications. The Inyo County Implementing Procedures for AB 628 specify that any combined-use applications that start and/or end on private property must have the approval of the owner of that Assessor's Parcel Number. The table below shows a list combined-use routes that have a start or endpoint on an LADWP lease. The lessees of the properties identified on the table have submitted letters to the County as a part of the combined use applications granting permission to use the above facilities. LADWP must approve the start and/or end points described in the table above before any of these routes can be opened to combined use. The start and/or endpoints are described in the table below and are shown in **Bold**.

Route Name	Start Point	End Point
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs Resort
Lone Pine #2	Lone Pine Propane	BLM maintained road off of Dolomite Loc Rad
Bishop #2	Tri County Fairgrounds	Poleta Canyon OHV Recreation Area
Bishop # 3	Bishop Chamber of Commerce	Poleta Canyon OHV Recreation Area
Bishop #4	Pizza Factory	Poleta Canyon OHV Recreation Area
Bishop #5	Brown's Town	Poleta Canyon OHV Recreation Area
Bishop #6	Pleasant Valley Campground	BLM maintained road off of Horton Creek
Bishop #7	Pleasant Valley Campground	BLM maintained road off of Tungsten City Rd
Bishop #8	Pleasant Valley Campground	BLM maintained road off of Casa Diablo F
Bishop # 9	Brown's Town	BLM maintained road off of Bir Rod

Death Valley National Park

Though none of the proposed combined-use routes enter into Death Valley National Park (DVNP), park management is concerned about cumulative increases to OHV traffic inside of DVNP. Non street legal vehicles are

not allowed on any roads inside of DVNP. DVNP staff recommends that the County not approve any of the routes on Death Valley Road. DVNP staff also requests that if the routes are approved, that the County change the name of these routes so it doesn't include the words Death Valley. In accordance with the request from DVNP, County staff has changed the names of combined-use roads in this area from "Death Valley Road Area" to "Northern Inyo Range" routes.

Specific Issues

Bishop Area Route No. 18

When Bishop Area Route No. 18 was submitted, the endpoint on this route was believed to be on Inyo National Forest land.

County staff received a telephone call from Mr. Seth Kinmont who owns a property at or near the end point of Bishop Route No. 18 on Black Canyon Road at the junction of Black Canyon and Marble Canyon. Mr. Kinmont expressed concern about potential impacts to his property from this route and stated his general opposition to the route. An initial review showed the end point to be on Mr. Kinmont's parcel. Based on that assumption, further notification was sent to Mr. Kinmont (see Attachment No. 8).

After a careful review of the County Maintained Mileage System and the Maintained Mileage Register, it appears that the end point is approximately 3 to 30 feet from his property and that the end point is on Inyo National Forest land. If the end point is on USFS land, this is a legal combined-use route. If the end point is on Mr. Kinmont's land and he does not grant permission for the route, the County lacks jurisdiction to designate the combined-use route pursuant to Section 38026.1(a) of the Vehicle Code.

County Public Works Department staff will visit the site to field verify the location of the end point of this route in relation to this property.

Lone Pine Proposed Combined-Use Routes Vicinity Map

The Lone Pine Area Vicinity Map in the DEIR, FEIR, and Planning Commission packet did not correctly indicate where Lone Pine Area Routes Nos. 5 and 6 crossed Main Street (US 395). Both routes cross US 395 at the signalized Whitney Portal Road intersection. However, Figures 3.0-52 and 3.0-53 in the Draft EIR did show the route location correctly and the routes were described properly in the DEIR. The Combined-Use Route Characterization that was submitted to CHP also described and displayed the correct location for these combined-use route applications.

Liability Issues

Vehicle Code sections 38026.1 (c) and (d) provide as follows:

(c): The pilot project may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d)(1): By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.

It is proposed that the County designate OHV crossings of US 395 at six locations and US 6 at one location. There are no proposed combined-use routes that travel along the State Highway. The proposed crossings of the

state highways are described in the following table.

Community and Route #	State or Federal Highway Proposed to be Crossed	County or City Road Crossing Location
Lone Pine #1	US Highway 395	Lubkin Canyon Road / Boulder Creek RV Park
Lone Pine #5 and #6	US Highway 395	Whitney Portal Road
Independence #3	US Highway 395	Kearsarge Street
Big Pine No. 2	US Highway 395	Poplar Street / Baker Creek Road
Bishop #5	US Highway 395	Warm Springs Road
Bishop #6 and #7	US Highway 395	Pleasant Valley Dam Road
Bishop #14	US Highway 6	Jean Blanc Road

It should be noted that proposed Bishop Area Route No. 2 crosses US 395 at Yaney Street. A portion of the route is in an unincorporated part of the County. However, the portion of the route that crosses US 395 that crosses Yaney Street is inside of the City of Bishop. Therefore, designation of crossing is not the responsibility of the County.

The County has received Safety Determinations for all of the proposed combined-use routes being considered for designation. The Safety Determinations were received in two letters dated January 10, 2014, and May 13, 2014. Two routes (Independence No. 4 and Big Pine Area No. 2) and alternatives to three other routes (Bishop Area Routes Nos. 2, 3, & 4) were eliminated from further consideration. Only 36 combined-use routes are now being considered for combined-use designation.

Although Safety Determinations have been obtained for all of the proposed combined-use routes, pursuant to Vehicle Code section 38026.1(d), the County must defend and indemnify the state for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors. Further, designation of the proposed combined-use route may increase the County's exposure to risk of claims for safety-related losses or injuries arising or resulting from a dangerous condition of a County-maintained highway designated as a combined-use highway by the Inyo County Board of Supervisors. Such claims may be subject to governmental tort immunity.

Proposed Revision to Implementing Procedures

Several changes to the Implementing Procedures were proposed in the attached Planning Commission staff report. At the Planning Commission meeting, an additional section was proposed to be added to the Implementing Procedures to address confusion as to which vehicles would be allowed to use the proposed combined-use routes and concerns about driver behavior and the ability of ATVs/UTVs to blaze new trails. In addition, since the Planning Commission meeting, staff has added additional recommended revisions to the Implementing Procedures. A version of the Implementing Procedures that shows the recommended revisions is attached as Exhibit B to the proposed Resolution attached hereto as Attachment 1. Staff recommends that your Board approve the proposed revisions to the Implementing Procedures.

Compliance with the Inyo County AB 628 Implementing Procedures

All requirements of the County's Implementing Procedures have been met.

Compliance with Section 38026.1 of the California Vehicle Code

All requirements of California Vehicle Code section 38026.1 have been met. As required by the Section 9(c) of the Implementing Procedures, the resolution proposed for your approval includes "[A] statement that each

combined-use trail segment is in compliance with the California Vehicle Code Section 38026.1.

Public Notice

In addition to the usual public notice for a Board hearing, notice was sent to all property owners adjoining any of the proposed combined-use routes. Notice was not sent to property owners adjacent to routes that are no longer being considered because of a negative CHP Safety Determination.

Project Alternatives

Chapter 6 of the DEIR and the FEIR set forth six alternatives for the project. The Board can approve one of the alternatives. Also, the Board has the authority to 1) approve, 2) deny, or 3) conditionally approve any one or more of the proposed combined-use routes that are addressed in the DEIR and FEIR and that have received an affirmative Safety Determination from the California Highway Patrol. In addition, the Board has authority to approve one of the two additional alternatives that have been developed by staff for the Board's consideration.

Staff recommended Alternative – Version A

This option would designate 32 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use.

Staff recommended Alternative – Version B

This option would initially designate 12 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use, but condition that use upon the Forest Service approval of a jurisdictional agreement for 20 additional combined-use routes.

Planning Commission Actions

Notes describing the public comment and Planning Commission deliberation from the November 5, 2014 Planning Commission meeting are included as Attachment 4 hereto. The Planning Commission approved Resolution No. 2014-02 (a copy of the Resolution is Attachment 2 hereto) by a vote of 5-0. The Planning Commission did not specify in their recommendation whether or not to include roads on Inyo National Forest land without reaching a jurisdictional agreement. Commissioner Corner expressed his preference that the jurisdictional issues be resolved.

Potential Implementation of Approved Combined-Use Routes

County staff has estimated that it will take up to six months to install required signage and complete mitigation measures set forth in the environmental document. The designation of a combined use route shall not become effective until all required signage and other mitigation required for the route have been implemented. Further, should Vehicle Code section 38026.1 be repealed on January 1, 2015, the designation of all combined-use routes will be rescinded and all Project related signage will be removed.

ALTERNATIVES:

1. Approve a combination of combined-use routes that are addressed in the FEIR but which are different from the routes recommended.
2. Do not certify the EIR and specify areas to be rectified.
3. Provide specific direction to staff to provide additional information, revised findings or a revised resolution.

OTHER AGENCY INVOLVEMENT:

1. California Department of State Parks Off Highway Motor Vehicles Recreation Division (Grant Management)
2. California Highway Patrol (Safety Determination)
3. California Department of Transportation (Approval of Signage and crossing of the State Highway System)
4. City of Los Angeles, Department of Water and Power (approval of combined-use start and/or end points on LADWP land)
5. Bishop District Bureau of Land Management (Confirmation of OHV trail segments being linked to)
6. U.S. Forest Service, Inyo National Forest (Confirmation of OHT trail segments being linked to)
7. California State Legislature (Evaluation of AB 628)

FINANCING:

State Parks Grant

The completion of the Environmental Impact Report is being funded as followed (1) 74% through a California State Parks Off Highway Motor Vehicle Motor Recreation (OHMVR) grant, and (2) 26% through planning funds administered by the Inyo County Local Transportation Commission (LTC).

Phase II of the OHMVR grant will cover 74% of the expenditure for three Road Department vehicles (the Road Department will provide a 26% match).

Signage Grant

The installation of the signage required for the project is being funded through an agreement with the California State Parks OHVMRD in the amount of \$100,000. It is anticipated that the cost for additional signage required as mitigation in the environmental document can be covered by the amount of the grant.

Road Maintenance

There will be some ongoing cost to the County for the operation of any designated combined-use routes. The maintenance will be covered by the normal activities of the Road Department. This is not a significant cost as the roads are currently part of the maintained mileage system. This may create some change in the maintenance activities performed by the Road Department. The Road Department will have some additional work in the monitoring of the signage.

The designation of Bishop Area Routes No. 2, 3, & 4 may result in additional maintenance requirements for the Road Department. The "Haul Road" on the west side of the airport lease and easement south of Wye Road is not currently part of the County Maintained Mileage System. The Haul Road is not part of the county maintained mileage system. There is a possibility that increased use of this road could create whoop-de-doo. It is recommended that the Adventure Trails Group of the Eastern Sierra, LLC be encouraged to complete any future required maintenance.

Mitigation Measures

The funding for the mitigation measures not involving signage has not been identified. See the spreadsheets showing the applicability of the mitigation measures to different routes and the spreadsheet that describes the mitigation measures and the likely funding sources. It is assumed that some of the future activities related to the mitigation and maintenance of the combined-use routes will be eligible for future State Parks OHMVR grants, though the County will assume some of this expense. Mitigation and monitoring expenses are summarized in the Mitigation Measure Cost Summary. This table assumes that all signage expenses will be covered by the existing State Parks OHMVR signage contract.

the Mitigation Measure Cost Summary. This table assumes that all signage expenses will be covered by the existing State Parks OHMVR signage contract.

Traffic Counts

AB 628 and the Implementing Procedures require the collection traffic counts annually to monitor the number and type of vehicles used on the combined-use routes. The Inyo County Local Transportation Commission includes this as a task in its Overall Work Program. The Overall Work Program serves as a scope of work for work completed by the County and City for transportation planning. It is estimated that the monitoring of combined-use routes traffic volume by vehicle type will cost from \$30,000 to \$50,000 per year. This is a specialized service as it is difficult to measure the use of different vehicles without a camera.

APPROVALS

COUNTY COUNSEL: AGREEMENTS, CONTRACTS AND ORDINANCES AND CLOSED SESSION AND RELATED ITEMS (Must be reviewed and approved by County Counsel prior to submission to the board clerk.)

Margaret Kemp-Williams Approved: Date 11/25/14

AUDITOR/CONTROLLER ACCOUNTING/FINANCE AND RELATED ITEMS (Must be reviewed and approved by the auditor/controller prior to submission to the board clerk.)

Approved: _____ Date _____

PERSONNEL DIRECTOR PERSONNEL AND RELATED ITEMS (Must be reviewed and approved by the director of personnel services prior to submission to the board clerk.)

Approved: _____ Date _____

DEPARTMENT HEAD SIGNATURE:

(Not to be signed until all approvals are received)

[Signature] Date: 11/25/14

Attachments:

1. A Resolution of the Board of Supervisors of the County of Inyo, State of California , Certifying the Final Environmental Impact Report Concerning, and Make Certain Findings With Respect to the Eastern Sierra ATV Adventure Trails System Project
 - o Exhibit A: Mitigation Monitoring and Reporting Program
 - o Exhibit B: Revised Inyo County AB 628 Implementing Procedures
 - o Exhibit C: CEQA Findings
2. Planning Commission Resolution - signed
3. Staff Report for November 5, 2014 Planning Commission meeting
 - a. Site Map Set (Sheets 1-5, No. 6 for Lone Pine is revised)
 - b. Draft EIR (see <http://www.inyocounty.us/ab628/>)
 - c. Final EIR (see <http://www.inyocounty.us/ab628/>)
 - d. Project Mitigation: Mitigation Monitoring & Reporting Program (MMRP) (see <http://www.inyocounty.us/ab628/> or Exhibit C to the Board Resolution)
 - e. Draft Resolution (The Draft Resolution is not included here, signed resolution included as Attachment No. 2 above)
 - f. Revised Inyo County AB 628 Implementing Procedures (Not included here, complete proposed revisions shown in Exhibit B)

- i. Staff Recommendation Spreadsheet (Revision included below due to typo in the furthest header column to the right)
- j. Public comment letters
 - i. Tom Hardy
 - ii. John Armstrong, President, Eastside Velo Bike Club – 10/6/14 and 10/19/14
 - iii. Valerie Baldwin
 - iv. Anita Jennings
 - v. Barbara Epstein and Family
 - vi. Irv Tiessen
 - vii. Sherrill Futrell
4. Notes from Planning Commission November 5, 2014 meeting
5. Comments submitted on project since the Planning Commission meeting:
 - a. Kathy Behrens
 - b. Allison Levin
 - c. Cynthia Hathaway
 - d. Stephen Rosenblum
 - e. Anya Beswick
 - f. Mark McGuire
 - g. Earl Frounfelter
 - h. Christine Speed
 - i. Steven P. McLaughlin & Janice E. Bowers
 - j. Frank & Micky Carr
 - k. Daniel Holland
 - l. Tom & Nancy Hardy
 - m. John Stewart, California Association of 4 Wheel Drive Clubs
6. County and City Roads part of the Proposed Adventure Trails System Spreadsheet
7. California Vehicle Code Consistency Analysis of each proposed combined-use route spreadsheet
8. Letter to Seth Kinmont regarding Bishop Area Route No. 18 (not including attachments)
9. Lone Pine Area Proposed Combined-Use Routes (Revised after Planning Commission hearing to display correct location where Routes No. 5 and No. 6)
10. Staff recommendations spreadsheet
11. Compliance with Section 38026.1 of the Vehicle Code Analysis

RESOLUTION NO. 2014-

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE
COUNTY OF INYO, STATE OF CALIFORNIA, CERTIFYING THE FINAL
ENVIRONMENTAL IMPACT REPORT CONCERNING, AND MAKING
CERTAIN FINDINGS, ADOPTING MITIGATION MEASURES, ADOPTING A
MITIGATION MONITORING AND REPORTING PROGRAM, AND
APPROVING AN EASTERN SIERRA ATV ADVENTURE TRAILS SYSTEM
PROJECT**

WHEREAS, on October 7, 2011, the California State Legislature approved Assembly Bill (AB) 628 amending the California Vehicle Code to allow the County of Inyo to establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles (OHVs), preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents; and

WHEREAS, AB 628 provides that Vehicle Code section 38026.1 is repealed effective January 1, 2017 unless the Legislature extends the legislation and that the designation of combined use routes by the County is also rescinded; and

WHEREAS, on November 5, 2011, the Inyo County Board of Supervisors conducted a workshop and provided direction to staff on the development of procedures for the potential implementation of a pilot project pursuant to AB 628; and

WHEREAS, on January 16, 2012, Inyo County staff completed an Initial Study and Environmental Checklist and Draft Mitigated Negative Declaration (IS/MND) of environmental impact for the future approval of combined-use routes and the approval of implementing procedures pursuant to CEQA and released the document for a 30-day public review period ending on February 18, 2012; and

WHEREAS, the Inyo County Planning Commission held a public hearing on April 25, 2012 and recommended approval of the (IS/MND) to the Board of Supervisors restricting the scope of the environmental document to not include the future approval of combined-use routes; and

WHEREAS, on May 8, 2012, the Inyo County Board of Supervisors, at a public hearing, approved the Draft IS/MND and the procedures for the implementation of a pilot project pursuant to AB (Implementing Procedures); and

WHEREAS, on June 13, 2012, the Center for Biological Diversity (CBD) and Public Employees for Environmental Responsibility (PEER) submitted a Writ of Mandate to the Superior Court challenging the legal adequacy of the IS/MND adopted by the County; and

WHEREAS, on February 7, 2013, CBD / PEER and Inyo County entered into a Settlement Agreement wherein the County agreed to conduct an independent CEQA review to evaluate any combined-use applications submitted to the County and to not rely on the IS/MND and the County agreed to: a) not tier future CEQA review to the IS/MND and b): to not adopt or re-adopt the IS/MND in considering future combined-use applications; and

WHEREAS, the Eastern Sierra Adventure Trails System, LLC is a non-profit group formed to encourage access to public lands and for the combined-use of certain area roads; and

WHEREAS, on October 12, 2012, the Eastern Sierra Adventure Trails of the Eastern Sierra (Applicant) submitted applications for the Eastern Sierra ATV Adventure Trails Project (Project) which would allow OHVs, with certain conditions, to use County and City maintained roads along roadways that transect a variety of zoning and General Plan designations; and

WHEREAS, the applications were submitted pursuant to the California Vehicle Code 38026.1 and pursuant to the County's Implementing Procedures; and

WHEREAS, the Applicant submitted revisions to some of these applications on June 28, 2013; and

WHEREAS, Staff determined that each of the routes proposed for combined-use designation was in compliance with Vehicle Code section 38026.1 and the County's Implementing Procedures; and

WHEREAS, on October 10, 2013, a Notice of Preparation for a Draft Environmental Impact Report and an Initial Study and Environmental Checklist concerning the Project was prepared and circulated to interested parties for a 30-day comment period, ending on November 12, 2013, with Public Comment Scoping Meetings held in Independence, CA on October 24, 2013 and in Bishop CA on October 30, 2013; and

WHEREAS, following the close of the comment period for the Notice of Preparation and an Initial Study and Environmental Checklist, a Draft Environmental Impact Report (DEIR) was prepared, pursuant to CEQA that addresses the Project; and

WHEREAS, the Draft Environmental Impact Report (DEIR) for the Project was circulated to the State Clearinghouse, all affected agencies, and all interested parties for public review and comment pursuant to the provisions of CEQA for a 45-day public review period as required by Section 15.32.060 of Inyo County Code, commencing on July 17, 2014 and ending on September 2, 2014, with 137 written comments received (one of the comment letters was a form letter

submitted by approximately 2,900 copies received) and with comments received at public hearings and workshops on August 6, 2014 in Bishop and Independence; and

WHEREAS, following the close of the comment period, a Final Environmental Impact Report (FEIR) was produced, consisting of the DEIR, a list of agencies, persons, and organizations who made comments on the DEIR, comments received on the DEIR, responses to comments, any changes or revisions to the DEIR and a Mitigation Monitoring and Reporting Program attached as Exhibit “A”; and

WHEREAS, the Inyo County Planning Commission held a meeting on November 5, 2014, to review and consider the FEIR for the Project: and

WHEREAS, at a November 5, 2014 meeting, the Planning Commission approved a resolution which recommended that the Board of Supervisors take the following actions (1) Certify that the subject Final Environmental Impact Report (FEIR) was prepared in compliance with CEQA, was presented to and considered by the Board, reflects the independent judgment of the Board, (2) make the findings required by CEQA (3) certify the EIR, (4) Adopt the Mitigation, Monitoring & Reporting Program (MMRP) for the Project, which is Exhibit “A” to this Resolution, (5) recommend to staff either of the following alternatives to move forward for the Board of Supervisors’ consideration of the individual combined-use applications: a) the staff recommended alternative including County roads on USFS land or b) the staff recommended alternative that would condition County approval of those roads on USFS land on a future jurisdictional agreement between the County and the USFS, and 6) recommend that the Board of Supervisors revise the County’s Implementing Procedures for AB 628.

WHEREAS, several changes to the County’s Implementing Procedures were proposed by the Planning Commission and since the Planning Commission meeting, staff has added additional recommended revisions to the Implementing Procedures. A version of the Implementing Procedures that shows the recommended revisions is attached as Exhibit “B” to this Resolution; and

WHEREAS, Policy GOV-4.2 of the Inyo County General Plan states that “The County supports and encourages varied use of public and private recreational opportunities” including “Off road vehicle use is a significant recreational activity in the County. Existing off-road vehicle use areas should be continued and additional off-road vehicle areas should be developed”; and

WHEREAS, the routes proposed Eastern Sierra Adventure Trails System applications can only designated as combined-use routes if it has been determined by the California Highway Patrol (CHP) that there will be no increase in safety hazards on roadways; and

WHEREAS, the required Safety Determinations have been submitted to the County by the CHP. 36 of the proposed 38 routes have been approved by the CHP. Big Pine Route No. 2 and Independence No. 4 were denied and the alternative routes for Bishop Routes 2, 3, & 4 which proposed the use Hanby Avenue to access East Line Street and Poleta Road were denied.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board of Supervisors of the County of Inyo has reviewed the proposed Application, and that, based on the review of individual combined-use segments, has found that except for Bishop Area Route No. 18, all of the

proposed combined-use segments are in compliance with Section 38026.1 of the California Vehicle Code.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Inyo has reviewed the routes proposed for designation as combined-use, and finds based upon the routes' compliance with Vehicle Code section 38026.1, the County's Implementing Procedures, the characterization of each of the proposed combined-use routes by the County and the CHP's that the proposed routes do not have the potential to create a traffic hazard.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Inyo has reviewed: each of the proposed combined-use routes included in the proposed Project, all of the written and oral comment and input received at the December 2, 2014 public hearing, the Agenda Request Form and all of its Attachments, the Planning Department Staff Report to the Planning Commission, the DEIR, the FEIR and the Mitigation Monitoring and Reporting Program for the above-described proposed project.

BE IT FURTHER RESOLVED that the Board of Supervisors finds and determines that the proposed actions will act to further the orderly growth and development of the County.

BE IT FURTHER RESOLVED that the Board of Supervisors takes the following actions:

1. Certifies that the FEIR was prepared in compliance with CEQA, was presented to and considered by the Board, reflects the independent judgment of the Board.
2. Makes each of the CEQA findings set forth in Exhibit "C" to this Resolution, and certify the EIR.
3. Adopts each of the mitigation measures identified in the FEIR.
4. Adopts the Mitigation, Monitoring & Reporting Program (MMRP) for the project, as set forth in Exhibit "A" to this Resolution.
5. Approves (one of the following alternatives or a separate alternative): a) the staff recommended alternative including County roads on USFS land or b) the staff recommended alternative that would condition County approval of those roads on USFS land on a future jurisdictional agreement between the County and the USFS.
6. Revises the County's Implementing Procedures as set forth in Exhibit "B" to this Resolution.

BE IT FURTHER RESOLVED that if California Vehicle Code section 38021.6 is repealed on January 1, 2017 as provided by AB 628, all routes designated by this Resolution as combined-use routes shall be deemed rescinded and all signage shall be removed from such routes.

PASSED AND ADOPTED this 2nd day of December, 2014, by the following vote of the Inyo County Board of Supervisors:

AYES:

NOES:

ABSTAIN:

ABSENT:

Rick Pucci, Chairperson
Inyo County Board of Supervisors

ATTEST:

KEVIN CARUNCHIO
Clerk of the Board

By _____
Pat Gunsolley,
Assistant

EXHIBITS:

- A. Mitigation Monitoring and Reporting Program
- B. Revised County Implementing Procedures
- C. Findings

Exhibit A

MITIGATION MONITORING AND REPORTING PROGRAM

1.1 OVERVIEW

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. It provides for the monitoring of mitigation measures required of the ATV Adventure Trails of the Eastern Sierra Project (proposed Project), as set forth in the Environmental Impact Report (EIR).

Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies “to adopt a reporting or monitoring program for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.” An MMRP is required for the proposed Project because the EIR identified potentially significant adverse impacts and identified mitigation measures to reduce some of those impacts to a less-than-significant level.

This MMRP will be adopted by the Inyo County Board of Supervisors when it approves the proposed Project.

This MMRP will be kept on file at the Inyo County Planning Department, 168 North Edwards Street, Post Office Drawer L, Independence, California 93526.

1.2 PURPOSE

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner throughout implementation of the ATV Adventure Trails of the Eastern Sierra Project. Because impact conclusions for certain impacts depend on the implementation of specific policies and programs of the ATV Adventure Trails of the Eastern Sierra Project, policies and programs that are required by the EIR to reduce or avoid environmental impacts are also included in the MMRP. The MMRP may be modified by the County in response to changing conditions or circumstances. A summary table (**Table 1.0-1, Mitigation Measures and Reporting Program**) has been prepared to assist the responsible parties in implementing the MMRP. The table identifies individual mitigation measures and, for each measure, identifies monitoring/mitigation timing, responsible persons/agencies, and monitoring procedures, and provides space to keep a record of implementation of the mitigation measures. The numbering of the mitigation measures follows the sequence established in the EIR.

1.3 ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the Project Applicant is responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and for demonstrating that each action has been successfully completed. The Project Applicant, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor.

1.4 CHANGES TO MITIGATION MEASURES

Any substantive change to the MMRP shall be documented in writing. Modifications to the mitigation measures may be made by the County subject to one of the following findings and documented by evidence included in the record:

1. The mitigation measure included in the EIR and the MMRP is no longer required because the significant environmental impact identified in the EIR has been found not to exist, or to occur at a level that makes the impact less than significant as a result of changes in the Project, changes in conditions of the environment, or other factors.

OR

2. The modified or substituted mitigation measure to be included in the MMRP provides a level of environmental protection equal to or greater than that afforded by the mitigation measure included in the EIR and the MMRP.

AND

3. The modified or substituted mitigation measures do not have significant adverse effects on the environment in addition to or greater than those that were considered by the Board of Supervisors in its decisions regarding the EIR and the proposed Project.

AND

4. The modified or substituted mitigation measures are feasible, and the County, through measures included in the MMRP or other established County procedures, can ensure their implementation.

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the Project file with the MMRP and shall be made available to the public upon request.

Table 1.0-1, Mitigation Measures and Reporting Program, should guide the County in its evaluation and documentation of the implementation of mitigation measures. The columns identified in the table are described as follows:

- **Mitigation Measure:** Provides the text of the mitigation measures identified in the EIR.
- **Timing/Schedule:** Identifies the time frame in which the mitigation will take place.
- **Implementation Responsibility:** Identifies the entity responsible for complying with mitigation measure requirements.
- **Implementation and Verification:** These fields are to be completed as the MMRP is implemented. The *Action* column describes the type of action taken to verify implementation. The *Date Completed* column is to be dated and initialed by the County based on the documentation provided by qualified contractors, or through personal verification.

**Table 1.0-1
Mitigation Measures and Reporting Program**

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Agriculture and Forestry Resources				
MM-AGR-1: Where combined-use routes intersect with LADWP maintained roads that access LADWP grazing leases, a Carsonite post shall be installed. The post shall include an arrow pointing toward the start point and/or end point of the combined-use route to note the direction of the combined-use route and to direct OHV riders away from LADWP roads that access LADWP grazing leases.	Before pilot program	County		
Air Quality				
MM-AQ-1: Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles-per-hour (mph).	Before pilot program	County		
MM-AQ-2: Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal “knock-off” grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.	Before pilot program	County. The County will look for assistance from the State and/or project applicants before implementing this.		
Biological Resources				
MM-BIO-1: The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph in an effort to reduce potential collisions with wildlife along biologically sensitive areas such as those that are adjacent to biologically sensitive areas that include riparian areas and designated sensitive habitat. These biologically sensitive areas include: <ul style="list-style-type: none"> • Bishop Route 8 adjacent to the Owens River • Bishop Routes 11 and 12 along Wyman Creek • Bishop Route 14 along Jean Blanc Road within 0.5 miles 	Before pilot program	County		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>of the Owens River and habitat for the Bank Swallow, that utilizes riparian areas</p> <ul style="list-style-type: none"> • Bishop Route 16 adjacent to riparian areas along Silver Canyon • Bishop Routes 17 adjacent to riparian areas along Wyman Creek • Unpaved portions of Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors • Independence Routes 3, 4, and 6 that are within 500 feet of the end of the combined-use route because of riparian areas. • Lone Pine Route 3 adjacent to the Owens River and habitat for breeding and nesting of yellow-breasted chat and Least Bell’s vireo • Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek, Tuttle Creek, and other riparian areas including breeding and nesting habitat for yellow-breasted chat and Least Bell’s vireo 				
<p>MM-BIO-2: The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph at unarmored stream crossings along Bishop Routes 11 (within Silver Canyon), 12 (within Wyman Canyon), 16 (within Silver Canyon), and 17 (within Silver Canyon). Signage shall be placed at a distance of 500 feet on either side of the unarmored stream crossing.</p>	Before pilot program	County		
Cultural Resources				
<p>MM-CUL-1: During the pilot program, a monitoring program shall be implemented as follows:</p> <ul style="list-style-type: none"> • Before any County-maintained roads are opened for combined-use, the County shall map all roads or trails that transition to the combined-use routes. Prior to the County submitting a report on the Adventure Trails 	Before pilot program	County. The County will look for assistance from the State and/or project applicants in the event action is		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Program to the State Legislature under AB 628, the County shall repeat the mapping survey to determine if any new trails that transition to combined-use routes have been created since the original mapping.</p> <ul style="list-style-type: none"> • If any of the newly created OHV trails are located in areas designated “high archaeological sensitivity,” the County shall retain a Cultural Resources specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. The Cultural Resources specialist shall render an opinion regarding the cause of the damage, and if the damage resulted from people visiting the resource area via increased OHV use. • Based on the opinion rendered by the Cultural Resources specialist, if it is determined that significant cultural resources located along the routes have been negatively impacted by OHV use, then prior to the continuation of the project beyond the Pilot Program phase, barriers and/or signs shall be placed along the affected areas; placement of barriers and/or signs will be subject to the permission of the adjoining land owner(s). Barriers may include fencing or some other road obstacles (e.g., brush piles or large boulders) that would be positioned to close those affected areas and prohibit OHV activity from accessing the cultural resource site(s). • In the event that new trails transitioning to the combined-use routes have been created, the Signage Plan shall be modified to include additional signage to be installed stating “OHV Use Prohibited—All Vehicular Traffic Must Use Designated Routes.” Modifications to the signage plan shall be consulted and designed in accordance to Caltrans specifications. 		required from the County beyond the initial survey.		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Geology and Soils				
<p>MM-GEO-1: Implement a monitoring program throughout the month of March, during which time the peak wet-weather season corresponds with the peak OHV-use season, on the portions of unpaved roads susceptible to wet-weather damage by motor vehicles. Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly during the monsoon season. If a route includes any unpaved segment or combination of unpaved segments exceeding 1 mile, the route would be subject to this mitigation measure. In the Bishop Area, Routes 2 (Alternative A), 3 (Alternative A), 4 (Alternative A), 7, 8, 10–12, 14, and 16–18 would require monitoring. All proposed routes in the Independence Area would need monitoring. Finally, Lone Pine Routes 3 and 7 would require monitoring.</p> <p>Based on the results of the monitoring program and should substantial soil erosion occur on said routes, the County would provide recommendations for soil treatment. Treatment would include but not be limited to the options of adding a surface treatment to the road to reduce erosion or decommissioning the combined-use routes by not allowing the continued use of OHVs.</p>	During pilot program	County		
Hazards and Hazardous Materials				
<p>MM-HAZ-1: Where combined-use routes have unarmored stream crossings, the Signage Plan shall be modified to include “No Stopping in Water” to reduce the potential of hazardous fluids spills directly entering the environment and waterways.</p>	Before pilot program	County		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>MM-HAZ-2: Prior to allowing the use of the Haul Road portion of Bishop Routes 2, 3, and 4 (Alternative A), security fencing (three strands of barbed wire) shall be installed along those portions of the combined-use routes inside of the County Airport Lease and/or Easement to prevent access to airport operational areas.</p>	Before pilot program	County. The County will look for assistance from the State and/or project applicants before implementing this.		
<p>MM-HAZ-3: In the event of a future wildfire on combined-use routes, the County will coordinate with the Inyo County Sheriff’s Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project Area and provide recommendations for treatment. Based on the results of the evaluation, recommendations may include temporary closures on routes with the highest potential for wildfires. Additional recommendations may include community and public outreach programs to educate OHV users with respect to safety and wildfire awareness.</p>	During pilot program in the event of wildfire on combined-use routes	County and City of Bishop		
Land Use and Planning				
<p>MM-LU-1: The Signage Plan shall be modified to address the following conditions:</p> <ul style="list-style-type: none"> • Combined-use routes (Bishop Routes 8, 11, 12, 14, 16, and 17) adjacent to lands known to have critical habitat as defined by Section 17.96 of Title 50 of the Code of Federal Regulations shall include the posting of signs on County-designated combined-use routes to state “Critical Habitat Area: Stay on Designated Combined-Use Routes.” • To reduce the potential for OHV use in Death Valley National Park, two “No ATV” signs including a drawing of an ATV with a red line through it shall be placed adjacent to Northern Inyo Range Area Route 3. One sign will be placed on Waucoba Saline Road at its intersection with Death Valley Road and the other sign shall be placed on Death Valley Road east of the turnoff at Little Cowhorn 	Before pilot program	County. The County may look for assistance from the State and/or project applicants before implementing this.		

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Valley to Forest Road No. 9S109.</p> <p>Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.</p>				
Noise				
MM-NOI-1:	Where combined-use routes are located less than 100 feet from sensitive receptors, the Signage Plan shall be modified to include signage to reduce OHV speeds to 25 mph. Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.	Before pilot program	County	
MM-NOI-2:	The Project Applicant shall conduct ongoing community and public outreach programs to work with local OHV groups and OHV-related businesses. The outreach program should include awareness with respect to aftermarket exhaust systems (e.g. mufflers), reducing noise emissions, and the importance of staying on designated combined-use routes. Community and/or public outreach should be conducted in the form of an educational program, including the use of informational brochures and pamphlets, posting brochures on existing kiosks, and providing OHV vendors (such as rental companies) with brochures to be distributed to OHV users during safety orientations as part of OHV rental registration.	During pilot program	Project applicant	
MM-NOI-3:	Upon implementation of the proposed Project, the County of Inyo or the City of Bishop shall implement a noise-monitoring program for routes located within their respective jurisdictions within 100 feet from sensitive receptors to determine if increased noise from OHV use	During pilot program	County or City of Bishop	

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>exceeds acceptable standards over a 24-hour period (60–65 Ldn). If noise levels are exceeded, then the County or City, depending on jurisdiction, shall close the combined-use routes to travel by OHVs.</p>				

Inyo County Assembly Bill 628 Implementing Procedures

Proposed Revisions Highlighted

December 2, 2014

1. The Adventure Trails Pilot Program is authorized by Section 38026.1 and other applicable portions of the California Vehicle Code.
2. The Adventure Trails Program project advocates (Applicant) shall submit a formal application to the Inyo County Public Works Department requesting the County consider the designation of specified roadways as combined-use highways.
 - a. The application shall include all of the following for each portion of proposed combined-use roadway:
 - i. Name of Highway
 - ii. Length of combined-use section
 - iii. A description of the portion of the right-of-way that is proposed to be used. That is will the off-highway vehicles be limited to: the entire lane, the edge of the lane, or some other specific area.
 - iv. The starting point of the combined-use segment. If this is an existing Bureau of Land Management or U.S. Forest Service road, provide the name and/or number of the off-highway motor vehicle trail or trailhead. If the starting point of the combined-use segment is a necessary service and/or lodging facility, specify the name and Assessor's Parcel Number of the facility.
 1. Include a letter of permission from the owner of the Assessor's Parcel Number that is the necessary service and/or lodging facility.
 - v. The ending point of the combined-use segment. If this is an existing Bureau of Land Management or U.S. Forest Service road, provide the name and/or number of the off-highway motor vehicle trail or trailhead. If the ending point of the combined-use segment is a necessary service and/or lodging facility, specify the name and Assessor's Parcel Number of the facility.
 1. Include a letter of permission from the owner of the Assessor's Parcel Number is the necessary service and/or lodging facility.
 - vi. A description of the nature and destination of any off-highway motor vehicle trail that is a starting or ending point to a combined-use segment.
 - vii. A description of the nature and purpose of the combined-use segment. To be considered, the combined-use segment must provide a connecting link between one of the following:
 1. A connecting link between off-highway motor vehicle trail segments,
 2. An off-highway motor vehicle recreational use area and necessary service facilities, or
 3. Lodging facilities and an off-highway motor vehicle recreational facility.

The applicant shall state which one of these three types of connecting link is being provided by each combined-use trail segment.

- viii. An eight and one-half inch map clearly displaying each combined use section.

The map should display:

1. The information described in subsections (i) through (v).
2. Major cross streets
3. Any controlled intersections (stop signs or signalized intersections)
4. If the combined-use segment starts and/or ends on an un-named roadway, a vicinity map should be included.

- ix. A list of property owners adjacent to any and all combined-use routes from the Inyo County Assessor's Department. If multiple properties are owned by one owner, that owner shall be notified of each of their properties adjacent to the proposed combined-use segment. Legal size envelopes with first class postage affixed addressed to each property owner with the return address left blank.

- b. The Applicant can submit the application in multiple sections if they choose. If so, a cover letter to the application should state this.
 - c. Once the application is submitted, the contents of the application will be available for public review.
3. The Inyo County Department of Public Works shall be responsible for the evaluation and processing of any combined-use applications.
4. The County shall determine if the application packet is complete. The County shall notify the Applicant via e-mail or telephone within 30 days if the application is complete. If feasible, this determination should be made earlier.
5. Within 120 days of the date the County deems the application complete, the County shall accept or reject the application. This period may be extended by the County, upon written notification to the applicant, together with the reason necessitating the extension. During the 120 day period, the County will do the following:
- a. Submit copies of the application to responsible State and/or land management agencies for confirmation of the validity of any trail segment and/or general comments, requesting that the requested information be provided within 60 days. The County shall provide copies of the application to pertinent land management agencies or owners to ensure conformance with the land manager's Land Use Plan. "Pertinent agencies or owners" are defined as those which own, manage, or have jurisdiction for 1) road segments which connect to County roads identified in the application, 2) the land crossed by a County road identified in the application, or 3) the land adjacent to a combined use segment;
 - b. Submit the combined-use application to the Commissioner of the California Highway Patrol and ask for a determination if the proposed combined-use segment will create a potential traffic safety hazard. If the combined-use segment is determined by the Commissioner of the California Highway Patrol to have the potential to create a traffic hazard, that segment shall be dropped from consideration.

- c. Notice a public hearing on the application, providing notice to all land owners adjacent to the proposed combined-use roadway of the date, time and location of the public hearing, with notice mailed a minimum of twenty-one (21) days prior to the public hearing; and
 - d. Hold a public hearing and compile all comments received on the application.
6. The County shall work in cooperation with the California Department of Transportation to establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles in accordance with Section 38026.1 of the Vehicle Code.
7. The County will first designate crossings of the State Highway using Section 38026 of the Vehicle Code. The Applicant is encouraged to design their requests to the County to use combined-use segments of three miles or less. Any such request would be undertaken separately from the Pilot Program and requires a separate application to the County in conformance with the existing Vehicle Code. If this is not possible and the combined-use segment is between three and ten miles, the County will consider the designation of crossings of the State Highway as part of the Pilot Program as set forth in Assembly Bill 628.
8. The application, together with comments received during the 120 day period, shall be presented to the Board of Supervisors for consideration and approval. The Agenda Request for such consideration shall also include a recommendation for each route from the Public Works Director, the Risk Manager, the Sheriff, and County Counsel on each combined-use segment. Their recommendation shall address:
 - a. Safety
 - b. Liability and Risk
 - c. Potential maintenance costs
9. The County shall hold a public hearing and adopt a resolution to approve combined-use segment(s). The adoption resolution may include multiple combined-use segments. The resolution shall include:
 - a. A determination that the proposed combined use segment does not have the potential to create a safety hazard.
 - b. A confirmation that the information contained in Section 2(A)(i) – (viii) was included in the application packet.
 - c. A statement that each combined-use trail segment is in compliance with the California Vehicle Code as amended by the inclusion of Section 38026.1.
10. If the funding for the purchase and installation of signage is not forthcoming as set forth in Section 38026.1, the County shall work with the applicant to identify funding to install signage identified in Section No. 6. The purchase and installation of this signage shall be revenue neutral to the County. That is, if the funding for the signage is not forthcoming from the State, the applicant shall be responsible for this expense.
11. The County Road Department shall be responsible for the installation of all required signage on each combined-use trail segment.
12. The County shall formally open the combined-use trail segment once all signage is in place.

13. Each combined-use trail segment shall be monitored in the following ways.
 - a. The County shall be responsible to maintain a database describing any collisions involving an off-highway vehicle on any combined-use segment.
 - i. The Department of Public Works will request from the Inyo County Sheriff and the California Highway Patrol a report of all collisions involving off-highway vehicles on a combined-use segment on an annual basis. This information will be solicited from local land management agencies.
 - b. The Inyo County Sheriff's Department will maintain a file that includes any information regarding impact on traffic flows, safety, incursions into areas not designated for off-highway vehicle usage, to the extent such information is available.
 - c. The County shall yearly collect at least a week three-day-long set of data collected including two weekend days detailing the number of off-highway vehicles using each combined-use segment.
 - d. The County shall send a letter encouraging land management agencies that have an off-highway motor vehicle trail segment that links to a combined-use segment to monitor the amount of off-highway vehicle use.
 - e. The Public Works Department shall maintain a file including all correspondence from the public regarding all combined use segments.
 - f. At least 90 days prior to the development of the report described in Section 15, notice will be made to the public and local land management agencies requesting comments and observations regarding roads in the pilot program, including any results from monitoring.
14. No later than January 1, 2016, the County, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project as described in Section 38026.1 of the Vehicle Code.
15. If Section 38026.1 of the Vehicle Code is repealed, on all designated routes, the County shall be responsible for the removal of all signage related to combined-use highway segments set forth under Section 38026.1. Further, upon repeal of section 38026.1, the designation of all combined use routes by the County shall be immediately rescinded.
16. If the property owner at a starting point or an ending point of a combined-use segment that is considered to be a necessary service or lodging facility decides at a future date that they do not wish their property to be linked to by a combined-use segment, they can submit a letter stating that the property owner does not wish to be linked to the OHV trail segment combined-use route. Upon receipt of that letter, and assuming that the service facility is the endpoint of the combined-use segment, the designation on that road shall be changed within 90 days so that the combined-use of that roadway segment shall no longer be allowed. If a change to starting point or endpoint requires the submittal of a separate application, the 90-day period will be extended until the segment is acted upon by the Board of Supervisors.

17. If a necessary service facility that is a start or an end point of a combined-use route closes, the applicants shall be required to submit a revised application within 90 days from the date the business is closed. The County shall determine if an additional application is required.
18. If the County's monitoring of a combined-use route determines that undesirable impacts are being created by the route, the County shall have the authority by a vote of the Board of Supervisors to close a combined-use route. The County shall close the route by the removal of all signage within 90 days from the date of the Board action.
19. The operation of combined use routes by off-highway vehicles in residential areas is restricted to between dawn and dark and no earlier than 7:00 a.m. and no later than 8:00 p.m.
20. The Mitigation and Monitoring Plan for the Eastern Sierra Adventure Trails System Environmental Impact Report (Appendix 1.0 to the Final EIR) is included as part of these Implementing Procedures by reference.
21. The County shall monitor for the creation of new OHV routes along the proposed combined-use routes. The County shall coordinate with the property owner/land management agency and determine if corrective action is required. If necessary, barriers will be placed to prevent further use of the new routes.
22. Any published written material (brochures, maps, pamphlets) produced by the applicants shall include the following educational language:
- OHV users on all combined-use routes must:
- Drivers must have in possession a valid driver's license of the appropriate class for the vehicle being operated
 - Ride during daylight hours only and not earlier than 7:00 a.m. and no later than 8:00 p.m.
 - Have an operational stoplight
 - Have insurance in accordance with the provisions of Article 2 (commencing with Section 16020) of Chapter 1 of Division 7 of the California Vehicle Code
 - Obey the posted speed limit for OHVs on combined-use roads and, in residential areas, drive no faster than 15 mph
 - Use a vehicle that has rubber tires
 - Pass at least three (3) feet away from bicyclists, horses, and pedestrians
 - Slow to 5 mph when passing horses or pedestrians
 - Ride only on existing trails
 - Not stop in flowing water
 - Drive in the middle of the vehicle lane
 - Not drive on the shoulder
 - State "Don't crush the brush"
 - Use existing trails when exiting a combined-use route.

Exhibit C

CEQA Findings of Fact & Statement of Overriding Considerations ATV Adventure Trails of the Eastern Sierra

(SCH No. 2013101039)

Prepared for:

Inyo County Planning Department
168 North Edwards Street
Post Office Drawer L
Independence, CA 93526

Prepared by:

Meridian Consultants LLC
860 Hampshire Road, Suite P
Westlake Village, California 91361

December 2014

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LIST OF ACRONYMS

AB	assembly bill
ATV	all-terrain vehicle
BLM	Bureau of Land Management
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CO	carbon monoxide
dB	decibel
dB(A)	decibel (acoustic)
EIR	Environmental Impact Report
GBUAPCD	Great Basin Unified Air Pollution Control District
LADWP	Los Angeles Department of Water and Power
Ldn	day-night average sound level
MM	mitigation measure
NAHC	Native American Heritage Commission
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NOx	nitrogen oxide
OHMVR	Off-Highway Motor Vehicle Recreation
OHV	off-highway vehicle
RPZ	Runway Protection Zone
US	United States
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service

1.0 PROJECT DESCRIPTION

1.1 PROJECT OVERVIEW

Prior to 2011, California law allowed local governmental entities, including cities and counties, to designate roads, up to 3 miles in length, for combined use by off-highway motor vehicles (OHVs) and by vehicles that are currently legally entitled to use the roads. No such designations have been made by the County of Inyo ("County").

In 2011, the California State Legislature adopted Assembly Bill (AB) 628 (Conway), which added section 38026.1 to the California Vehicle Code. Section 38026.1 allows the County of Inyo to establish a pilot project to be in effect until January 1, 2017, when section 38026.1 is automatically repealed, to designate combined-use routes up to 10 miles long on unincorporated County roads to link with existing off-highway vehicle trails on lands managed by the federal Bureau of Land Management (BLM) and the United States Forest Service (USFS), and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, so as to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents. On May 8, 2012, the County of Inyo adopted Implementing Procedures for AB 628. (See **Appendix 2.0-b, Implementing Procedures for AB 628**, of the Draft Environmental Impact Report (EIR).)

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed Eastern Sierra All-Terrain Vehicles (ATV) Adventure Trails Project to Inyo County on October 12, 2012, in accordance with AB 628 and the Inyo County AB 628 Implementing Procedures. As provided in the County's Implementing Procedures, the application may include multiple requests for route designations. The application requests the County of Inyo to undertake a project to designate, until January 1, 2017, when California Vehicle Code Section 38026.1 is automatically repealed, several combined-use routes up to 10 miles long on certain unincorporated County roads and the City of Bishop ("City") to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Following the submission of the application, several of the proposed combined-use applications were revised by the Applicant in response to concerns raised by Inyo County staff regarding compliance with the California Vehicle Code, and several were revised in response to the responses to the notifications sent to land management agencies. The last revisions from the Applicant were received on June 28, 2013. (The routes identified as of those revisions are collectively referred to as the Adventure Trails

Project.) The proposed combined-use routes are all on existing streets and roads that are part of the Maintained Mileage Systems of Inyo County and the City of Bishop.

As the CEQA lead agency, Inyo County has prepared this Environmental Impact Report (EIR) for the implementation of the proposed Project within the County, including portions of Death Valley Road that are located outside and west of Death Valley National Park; routes in and around the unincorporated communities of Aberdeen, Big Pine, Independence, and Lone Pine; and routes in and around the City of Bishop.

1.2 PROJECT LOCATION

The proposed Project is located entirely in Inyo County in the east-central portion of the State, and around the Owens Valley in the western portion of Inyo County (**Figure 3.0-1, Regional Location Map**, of the Draft EIR).

The Owens Valley is an arid valley through which runs the Owens River, located east of the Sierra Nevada and west of the White Mountains and Inyo Mountains. As shown in **Figure 3.0-2, Western Inyo County Communities**, of the Draft EIR, communities within the Owens Valley include the City of Bishop and the unincorporated communities of Big Pine, Independence, and Lone Pine. The major road that traverses the Owens Valley is US Route 395 (US 395). Privately owned land represents a small portion of the Owens Valley. As shown in **Figure 3.0-3, Land Ownership Map**, of the Draft EIR, land within the Owens Valley and Inyo County as a whole is owned and managed by the federal government (USFS, BLM, National Park Service, and the Department of Defense), the State, and the Los Angeles Department of Water and Power (LADWP).

1.3 PROJECT OBJECTIVES

To evaluate the proposed combined-use applications pursuant to the State CEQA Guidelines,¹ Inyo County, as the Lead Agency, and in cooperation with the City of Bishop as a CEQA-responsible agency, has identified Project objectives that are based on AB 628 and existing law, and are consistent with the *General Plans* of Inyo County and the City of Bishop. The project objectives are as follows:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain Volcanic Field, Tungsten Hills, and the Volcanic Tablelands, among others.

1 State CEQA Guidelines, Title 14, California Code of Regulations, sec. 15124(b) (2013).

- Provide a unified linkage of trail systems for OHVs by connecting OHV trail segments, OHV recreational-use areas and necessary service facilities, and lodging facilities and OHV recreational facilities.
- Link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads.
- Designate City and County roads for combined use by normal vehicle traffic and OHVs in accordance with State law.
- Implement and amend AB 628, which authorizes Inyo County to establish a pilot project that would allow the County to designate for combined use specified roads for a distance of more than 3 miles and up to 10 miles in the unincorporated area within Inyo County.
- Implement the recreational objectives of the *General Plans* for both Inyo County and the City of Bishop,² including:
 - Enhance opportunities for OHVs.³
 - Encourage the appropriate expansion of new recreational opportunities on federal lands.⁴
 - Promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program.⁵
 - Encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.⁶
 - Promote economic stability for businesses within the County dependent on recreation activities.
 - Encourage and promote private programs and public-private partnerships that express the cultural heritage of the area.⁷
 - Increase outdoor recreational opportunities and recreational use of the area's vast open space resources.⁸
- Permit the safe use of regular vehicular traffic and the driving of OHVs on roadways that will improve traffic safety for both OHV users and other motorists and roadway users along all designated routes.
- Establish standard symbols for signs, markers, and traffic-control devices to assist OHVs in identifying areas that are legal to ride.
- Improve protection of natural and cultural resources of Inyo County by providing signed OHV routes that would avoid known areas of sensitivity.

2 *Inyo County General Plan* (2001).

3 *Inyo County General Plan, "Government Element"* (2001).

4 *Inyo County General Plan, "Conservation/Open Space Element"* (2001).

5 *Inyo County General Plan, "Circulation Element"* (2001).

6 *Inyo County General Plan, "Economic Development Element"* (2001).

7 *Inyo County General Plan, "Conservation/Open Space Element"* (2001).

8 *Bishop General Plan, "Parks and Recreation Element"* (1994).

- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including the BLM and USFS.
- Encourage OHV users to avoid the use and trespass of private lands, including those owned by LADWP.
- Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.
- Minimize impacts on county residents by providing a framework for OHV use in and around the communities in the Owens Valley.

1.4 PROJECT CHARACTERISTICS

The Adventure Trails application packet proposes a total of 38 combined-use routes that span a total distance of approximately 242 miles and include both City- and County-maintained roads. The proposed combined-use routes would link lodging and service facilities with roadways and trails where OHVs are currently permitted on federally managed lands, or would provide links between existing OHV routes and other such currently existing roadways and trails. The portion of the combined-use routes that are located within the City of Bishop would be designated pursuant to section 38026 of the California Vehicle Code, which permits such segments up to 3 miles in length. The routes within the City of Bishop would link to combined-use routes in unincorporated areas. Pursuant to AB 628, all of the proposed Adventure Trails combined-use routes would be located on existing streets and roads that are part of the Inyo County and City of Bishop Maintained Mileage Systems.

The proposed combined-use routes on County roads would meet the following requirements of Section 38026.1 of the California Vehicle Code as amended by AB 628:

38026.1. (a) Except as provided in subdivision (e), Inyo County may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.⁹

The combined-use network includes both City- and County-maintained roads that originate in and around the City of Bishop and the unincorporated Owens Valley communities of Aberdeen, Big Pine,

⁹ Inyo County Local Transportation Commission, “Assembly Bill 628 Implementation Update” (2011), <http://www.inyoltc.org/pdfs/ab628.pdf>.

Independence, and Lone Pine. The routes would be used by OHVs to connect to existing dirt roads on lands managed by the BLM and USFS. The proposed combined-use routes would be located within a variety of land uses in both the County and the City of Bishop.

1.4.1 Proposed Combined-Use Routes

The Adventure Trails application packet proposes that the County or the City of Bishop designates 38 combined-use routes that abut a variety of land uses and settings. These proposed combined-use segments would link roadways and trails where OHVs are currently permitted on federally managed lands with other currently existing roadways and trails, as well as with lodging and service facilities. The Project consists of six sites as follows:

1. The “Bishop Area,” which would designate 17 combined-use routes within the City of Bishop and on unincorporated County lands for OHV use.
2. The “Aberdeen Area,” which would designate three combined-use routes on unincorporated County lands for OHV use.
3. The “Big Pine Area,” which would designate three combined-use routes on unincorporated County lands for OHV use.
4. The “Northern Inyo Range Area,” which would designate three combined-use routes on unincorporated County lands for OHV use.
5. The “Independence Area,” which would designate five combined-use routes on unincorporated County lands for OHV use.
6. The “Lone Pine Area,” which would designate seven combined-use routes on unincorporated County lands for OHV use.

The California Highway Patrol (CHP) Safety Determinations have eliminated from further consideration Independence Area Route No. 4, Big Pine Route No. 2, and possible alternative alignments to Bishop Area Routes No. 2, 3, and 4. The proposed project has thus been reduced to the consideration of 36 proposed combined-use routes. During the preparation of the Draft EIR, the document based its analysis on the application packet for the proposed Eastern Sierra ATV Adventure Trails Project submitted on October 12, 2012. Concurrent with the preparation of the EIR, the CHP Safety Determination Letters rejected the approval of Bishop Routes 2, 3, and 4 (Alternatives B and C), Big Pine Route 2, and Independence Route 4 (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR)

Figure 3.0-4, Project Area Routes, of the Final EIR, shows the location of all the Project sites in Inyo County. As shown in **Figure 3.0-4** of the Final EIR, the Project area routes are located primarily within the

western portion of Inyo County. The proposed Project would have a total of 36 combined-use routes spanning a total distance of approximately 242 miles. Each combined-use route segment has a specific start and end point. It is important to note that many of the combined-use route segments repeat the use of the same roads; the application and California Highway Patrol (CHP) both require that each route be described independently. The total mileage of the system includes approximately 8 miles of City-maintained roads and 234 miles of County-maintained roads.

The proposed Project does not involve the construction of any staging areas. An OHV user could start a trip at any point along the roads that are a part of a combined-use route or at existing OHV recreation areas. OHV users would use the start and end points in the same way as street-legal vehicles. OHVs would be subject to the same parking regulations as street-legal vehicles while visiting area businesses, including time limitations. OHV users utilizing campgrounds would be required to comply with the same requirements as other users.

1.4.2 Route Selection Parameters

Several parameters were considered by the Applicant when determining the location of the proposed Adventure Trails combined-use routes. These include:

1. The combined-use road must be a part of the Inyo County and City of Bishop Maintained Mileage Systems.
2. The County- and City-maintained roads must provide a link between one of the following:
 - a. A connecting link between OHV trail segments
 - b. An OHV recreational-use area and necessary service facilities
 - c. Lodging facilities and an OHV recreational facility
3. The proposed combined-use route must be less than 10 miles in length. A portion of combined-use route inside of the City of Bishop must be less than 3 miles in length.
4. Owners of the service and/or lodging facility must provide written permission allowing the use of OHVs on their property if the start or end point of a proposed combined-use route is on their property boundary.
5. If the combined-use route is linked to an OHV trail segment outside of the County's jurisdiction, then that trail segment must be on USFS or BLM land. The USFS or BLM must consider the trail segment being linked to as a route legal for travel by OHVs.

6. The end point of any combined-use route may not be LADWP lands or roads that are maintained by LADWP as OHV trail segments. The roads may link to LADWP lands or roads when the leaseholder and LADWP grant permission for the County to designate the combined-use route.
7. If a proposed combined-use route crosses a Highway maintained by the California Department of Transportation (Caltrans), the crossing is subject to approval by Caltrans.
8. The combined-use routes must receive a safety determination from the CHP.

1.4.3 Signage Plan

The Project would include signs and markers throughout the proposed combined-use route, pursuant to Section 38026.1(d) of AB 628:

38026.1. (d) A designation of a highway, or a portion thereof...shall become effective upon the erection of appropriate signs...on and along the highway, or portion thereof....The cost of the signs shall be reimbursed from the Off-Highway Vehicle Trust Fund, when appropriated by the Legislature, or by expenditure of funds from a grant or cooperative agreement made pursuant to Section 5090.50 of the Public Resources Code.¹⁰

Given that the provisions of AB 628 do not apply directly to the City of Bishop, the City will develop complimentary signage similar to the County's signage, though it may not be identical. To see a route-by-route description of the proposed signage, refer to the Inyo County Public Works Department Safety Determination requests submitted to Caltrans. These requests can be viewed at <http://www.inyocounty.us/ab628.html>.

Uniform Specifications

In cooperation with the California Department of Transportation (Caltrans), the Project includes uniform specifications for signs, markers, and traffic-control devices. These would include but are not limited to the following:

- Devices to warn of dangerous conditions, obstacles, or hazards
- Designations of the right-of-way for regular vehicular traffic and OHVs
- A description of the nature and destination of the OHV trail
- Warning signs to inform pedestrians and motorists of the presence of OHVs

10 Inyo County Local Transportation Commission, "Assembly Bill 628 Implementation Update" (2013), <http://www.inyoltc.org/ab628impl.html>.

All specifications identified would be collaboratively developed by both Inyo County and Caltrans; any or all revisions would be made in the same manner. The City of Bishop would implement a similar but slightly different signage scheme within City limits.

Sign Installation and Placement

Both ends of each combined-use segment would be marked with identifying signs. At controlled and/or busy intersections, warning signs would be installed to alert approaching traffic (see **Figure 3.0-55, Identification and Warning Signs**, of the Draft EIR). These signs would be placed at the edge of County and City right-of-ways.

At each crossing of the State highway system, the Project would install two 36-by-36-inch signs. Caltrans would provide all specifications for these signs. Should the Project require any signs in the Caltrans right-of-way, the County would obtain an encroachment permit prior to installation. Should the Project require any signs in the Caltrans right-of-way within City limits, the City of Bishop would secure an encroachment permit and assume responsibility for installation.

On dirt roads and roads outside of a developed community, one post would be placed every mile.

Directional and Reassurance Markers

In April 2012, Inyo County entered into a signage contract with the California Department of Parks and Recreation. The Project would place directional and reassurance markers at intersections that necessitate trail-user guidance.

In areas away from residential uses, fiberglass delineators would be placed at approximate 1-mile intervals. The Project would place these delineators at a distance of 6 to 12 feet away from the edge of the traveled way, and at a height of 3 to 4 feet above the road surface. Fiberglass delineators would also be placed where the trail user may become confused.

Both sides of the fiberglass delineators would include decals, which would be placed according to the following specifications and order (see **Figure 3.0-56, Directional, and Reassurance Markers**, of the Draft EIR):

Directional Markers

- *ATV Adventure Trails of the Eastern Sierra* logo
- ATV symbol
- Directional arrow

- Trail name
- Additional arrows
- OHV speed limit for that portion of the combined-use route

Reassurance Markers

- *ATV Adventure Trails of the Eastern Sierra* logo
- ATV symbol
- Trail name
- OHV speed limit for that portion of the combined-use route

Painting

In areas with residential and/or commercial uses in unincorporated areas, the combined-use roads would be painted with yellow dashed lines. In unincorporated communities, this would include the entire length of the route located inside and/or adjacent to areas with residential or commercial uses. Reflective glass beads would be added to make the lines visible with headlights.

Additional Signs

The proposed Project may use additional signs to meet the needs of each specific location. Should the need occur, Inyo County would work with Caltrans to develop specifications for these signs.

Language

All signage language would refer to OHVs as “Off-Highway Vehicles.” Signs containing alternate terms (e.g., “Off Road Vehicles,” “All-Terrain Vehicles”) would not be allowed for this program.

Sign Location Record

The proposed Project would include a “Sign Location Record” for each sign placed within the Project boundary. Records would include global positioning system (GPS) coordinates, a diagrammed location map, and a photo of each sign. A copy of each sign location would be submitted to the State Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation (OHMVR) Division for approval.

1.4.4 Hours of Operation

The operation of combined-use routes by OHVs in nearby residential areas would be restricted to between dawn and dark, and no earlier than 7:00 AM or later than 8:00 PM.

1.4.5 Project Schedule

Development of the proposed Project would begin in early 2015 and would be completed in late spring or early summer of 2015. The Project would occur in six phases (one phase per site) and would occur concurrently.

2.0 FINDINGS REQUIRED UNDER CEQA

2.1 PROCEDURAL FINDINGS

The County Board of Supervisors finds as follows:

Based on the nature and scope of the ATV Adventure Trails of the Eastern Sierra Project, SCH No. 2013101039 (herein after the “Project”), Inyo County determined, based on substantial evidence, that the project may have a significant effect on the environment and prepared a program EIR for the project. The EIR was prepared, noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act (Public Resources Code Sections 21000 et seq. (“CEQA”) and the CEQA Guidelines (14 California Code of Regulations Sections 15000 et. seq.), as follows:

- A. A Notice of Preparation (“NOP”) of an EIR for review and comment by the public, responsible, and reviewing agencies was circulated by the County from October 10, 2013, through November 12, 2013.
- B. A Notice of Completion (“NOC”) and copies of the Draft EIR were distributed to the State of California Governor’s Office of Planning and Research State Clearinghouse on July 17, 2014, to those public agencies that have jurisdiction by law with respect to the project, or which exercise authority over resources that may be affected by the project, and to other interested parties and agencies as required by law. The comments of such persons and agencies were sought. The County sought input on the Draft EIR between July 17, 2014, and September 2, 2014.
- C. The County released the Draft EIR for an official 45-day public review period. The public comment period began on July 17, 2014, and ended on September 2, 2014.
- D. A Notice of Availability (“NOA”) of the Draft EIR was posted in the office of the Inyo County Clerk and published in the in the *Inyo Register* newspaper on July 17, 2014. The NOA stated that the County has completed the Draft EIR and hard copies were available at the following locations:

Inyo County Planning
Department
168 N. Edwards Street
Independence, CA 93526

Big Pine Public Library
500 South Main Street
Big Pine, CA 93513

Inyo County Public Works
Department
168 N. Edwards Street
Independence, CA 93526

Bishop Public Library
210 Academy Street
Bishop, CA 93514

Lone Pine Public Library
127 Bush Street
Lone Pine, CA 93545

City of Bishop Public Works
Department
377 W. Line Street
Bishop, CA 93514

Independence Public Library
168 N. Edwards Street
Independence, CA 93526

Additionally, an electronic copy of the Draft EIR was posted at:

<http://www.inyocounty.us/ab628.html>.

- E. Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the County's written responses to the significant environmental points raised in those comments, and additional information added by the County were added to the Draft EIR to produce the Final Environmental Impact Report ("Final EIR").

2.2 RECORD OF PROCEEDINGS

For purposes of CEQA and these findings, the record before the County includes the following:

- The Draft EIR and all appendices to the Draft EIR
- The Final EIR and all appendices to the Final EIR
- All notices required by CEQA, staff reports, and presentation materials related to the Project
- All studies conducted for the Project and contained in, or referenced by, staff reports, the Draft EIR, or the Final EIR
- All public reports and documents related to the Project prepared for the County and other agencies
- All documentary and oral evidence received and reviewed at public hearings, study sessions, and workshops and all transcripts and minutes of those hearings related to the Project, the Draft EIR, and the Final EIR
- For documentary and informational purposes, all locally adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, master plans together with environmental review documents, findings, mitigation monitoring programs, and other documentation relevant to planned growth in the area
- Any additional items not included above if otherwise required by law

The Final EIR is incorporated into these findings in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the project in spite of the potential for associated significant and unavoidable adverse impacts.

2.3 FINDINGS

The Project is substantially self-mitigating through the inclusion of environmentally beneficial goals, policies, and actions. Some components of the Project will be required through the development

approval process, while other parts will be implemented through public investments or other proactive programs undertaken by the County during the planning horizon of the Project. For the purposes of these findings, the impact discussions include the relevant policies and actions, as well as the separate mitigation measures imposed to reduce the impacts where the policies did not result in a less than significant impact. In the findings that follow, impact numbers are provided. The impact numbers correspond to sections of the EIR that contain an expanded discussion of impacts. Please refer to the referenced impact sections of the EIR for more detail. CEQA Guidelines Section 15091 (a) states the following:

No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding.

- (1) That changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
- (2) That such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding, and that such changes have been adopted by such other agency or can and should be adopted by such other agency.*
- (3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

2.3.1 Significant or Potentially Significant Impacts Mitigated to a Less than Significant Level

The following impacts of the Project are reduced to a less than significant level through the implementation of policies and actions in the Project or separate mitigation measures and are set out below. Pursuant to California Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), with respect to each impact, the Inyo County Board of Supervisors, based on the evidence in the record before it, finds that changes or alterations incorporated into the project, by means of conditions or otherwise, mitigate, avoid, or substantially lessen to a level of insignificance these environmental impacts of the project. Some changes or alterations are incorporated into the Project by means of policies and actions contained in the Project. In other cases, the County has provided separate mitigation measures, as needed, to address potentially significant impacts. Additionally, CEQA Guidelines Section 15091 (a)(2) states that changes or alterations to mitigation measures are within the

responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Given that the City of Bishop is defined as a responsible agency under CEQA and in the EIR, the County recommends that the City can and should implement appropriate and relevant mitigation measures identified in this EIR applicable to the portion of a City-maintained routes adopted by the City. Should the City not adopt the portion of a route within the City of Bishop, the entire route will not be implemented.

The basis for the finding for each impact is set forth below.

The section numbering used in the summary of findings below are the same used in the Draft and Final EIRs. In addition to the supporting information presented below, please refer to the Draft and Final EIRs, under separate covers, for greater detail.

Agricultural Resources

Impact

- 5.2.4.1 Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use**

LADWP Grazing Leases

Some of the proposed combined-use routes are located adjacent to grazing lands leased by LADWP, or cross several grazing areas leased by LADWP. Of the 38 routes, 30 routes pass near or through LADWP grazing leases; leases include potential routes of the Project areas, including Bishop, Big Pine, Aberdeen, Independence, and Lone Pine. Proposed routes in the Northern Inyo Range Area are not located adjacent to or near any of the LADWP grazing lands. Several Bishop Routes pass through and near 14 LADWP grazing leases, as shown in **Figure 5.2-1** and listed in **Table 5.2-3** of the Draft and Final EIRs. Big Pine Routes pass through four LADWP grazing leases, as depicted in **Figure 5.2-2** and shown in **Table 5.2-4** of the Draft and Final EIRs. Aberdeen routes pass through three LADWP grazing leases, as illustrated in **Figure 5.2-3** and in **Table 5.2-5** of the Draft and Final EIRs. Independence routes pass near three LADWP grazing leases, as shown in **Figure 5.2-4** and listed in **Table 5.2-6** of the Draft and Final EIRs. Lone Pine routes pass by five LADWP grazing leases, as depicted in **Figure 5.2-5** and in **Table 5.2-7** of the Draft and Final EIRs.

The proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use because neither use exists on the proposed Project routes. There would be no direct conversion of farmland and there would be no reduction of agriculture; therefore, the proposed Project would have a less than significant impact to any farmland or agricultural uses.

The proposed Project would not close down any grazing lands or leases, or cause the closure of any grazing lands or leases. The proposed Adventure Trails system does not propose to link to any LADWP-maintained roads. The signage will direct users of the system to BLM or USFS land.

The proposed Project is consistent with two critical agricultural issues, which include protection and preservation of agricultural lands and the support for the continued use of LADWP, State, and federal lands for agricultural purposes.¹¹ Nevertheless, the proposed Project would include signage pointing toward BLM and LADWP land. Signage would reduce trespassing, which would help protect and preserve agricultural lands.

Impacts would be potentially significant.

Mitigation Measure

MM-AGR-1 Where combined-use routes intersect with LADWP maintained roads that access LADWP grazing leases, a Carsonite post shall be installed. The post shall include an arrow pointing toward the start point and/or end point of the combined-use route to note the direction of the combined-use route and to direct OHV riders away from LADWP roads that access LADWP grazing leases.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring a Carsonite post with a directional arrow to designate the start point and/or end point of the combined-use route and to direct OHV riders away from LADWP roads. The mitigation measure would reduce potential trespassing and route proliferation on agricultural lands due to increase OHV use near LADWP grazing leases. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and

11 *Inyo County General Plan, "Conservation/Open Space Element" (2001).*

should implement **MM-AGR-1** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

Air Quality

Impact

5.3.4.1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Once the Project becomes operational, its normal day-to-day activities will generate air pollutant emissions for mobile sources as a result of vehicle trips. Mobile emissions would be generated by OHVs traveling in the Adventure Trails network.

The 17 proposed combined-use routes in the Bishop Area would utilize existing County-maintained roads. Bishop Area combined-use Routes 1, 2, 3, and 4 also include roads maintained by the City of Bishop. Based on a review of the mass daily emissions presented in **Tables 5.3-8** through **5.3-13** of the Draft EIR, CO and NO_x are below the numerical thresholds for all proposed roadway segments. Bishop Routes 11, 12, 14, 16, and 18 exceed the mass daily threshold for PM₁₀. In addition, Bishop Routes 11 and 16 exceed the mass daily threshold for PM_{2.5}. As a result, the segments that exceed the mass daily thresholds are subject to further analysis. Pollutants emissions and their associated concentrations were estimated and compared to the appropriate measurable change criteria.

Based on a review of the mass daily emissions presented in **Table 5.3-14** of the Draft EIR, Bishop Route 18 exceeds the mass daily threshold for 24-hour PM₁₀ as noted in **Table 5.3-7** of the Draft EIR. All remaining routes were below the identified significance thresholds for both the 24-hour and annual average times.

It should be noted that while Bishop Route 18 exceeds the maximum pollutant concentration for PM₁₀, a detailed review of the modeling results show that of the 5 years analyzed, only 1 year exceeded thresholds. Further, the modeling analysis is considered “worst case” because it places all trips on each trail. In addition, the receptor locations used were monitoring stations and not sensitive receptors. Impacts from the increased PM₁₀ elevations would not result in adverse effects on specific receptors. However, because the modeling results exceed the threshold, the impact is considered potentially significant relative to Bishop Route 18.

The proposed Project will be required to comply with the GBUAPCD’s **Rule 431—Particulate Emissions**, due to the exceedances of State or federal ambient particulate matter standards caused by reentrained

road dust from paved roads. The purpose of this rule is to improve and maintain the level of air quality in the communities in the GBUAPCD to protect and enhance the health of its citizens by controlling the emissions of particulate matter. The rule also calls for paved-road dust-reduction measures, as well as pollution-reduction education programs. Due to increased dust levels, the proposed Project may conflict with Rule 431. Impacts would be potentially significant.

Mitigation Measures

- MM-AQ-1** Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles per hour (mph).
- MM-AQ-2** Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal “knock-off” grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.

Findings

The mitigation measures listed previously are expected to reduce potentially significant air quality impacts on all combined-use routes, with the **exception** of Bishop Route 18 (because particulate matter (PM10) exceed thresholds), to a **less than significant level** by requiring a posted speed limit of 15 mph for OHVs on combined-use routes with unpaved intervals located within 0.5 mile of any residential unit and installation of knock-off grates when combined-use routes transition from unpaved to paved roadway sections in order to reduce emissions of PM10 particulate matter and minimize increased dust levels. impacts.

Biological Resources

Impact

- 5.4.4.1** **Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service**

Collisions

Direct wildlife mortality can result from vehicular impact, and habitats containing roads may represent population sinks for any species that commonly attempt to move from one habitat to another by crossing roads. Mortality rates vary widely according to habitat and road or route characteristics (e.g.,

road width, traffic density and speed, adjacent habitat). Even where the frequency of wildlife mortality is relatively low most of the year, it may increase during certain seasons or when traffic frequency increases. Population dynamics could be altered if mortality rates cause disproportion among specific sex and/or age classes.¹²

Certain species are more susceptible to vehicular impact. For example, reptiles and amphibians may experience a higher rate of impact due to their strategy for thermoregulation (i.e. sunning on roadways).¹³ In addition, some species of reptiles and amphibians have slower rates of movement, especially during colder temperatures, which also increases potential for vehicular impact. Aquatic species also have the potential to be injured or killed by vehicular impact where unarmored stream crossings are present. Mammals may also be impacted by vehicle collisions while crossing roads to move from one habitat or another.

The proposed combined-use routes would be located on existing roads and on previously disturbed lands. All of the routes are currently used by street-legal vehicles. In comparison with other types of vehicles, OHVs are not likely to result in an increased number of collisions due to vehicle design because of their smaller frame and lower speed. As noted in the *Trip Generation Methodology and Rates* (see **Appendix 5.15** of the Draft EIR), the proposed Project would increase the number of trips along the proposed combined-use routes, and, as a result, increase potential for collisions with special-status wildlife species.

Unarmored Stream Crossings

An unarmored stream crossing is a shallow place where a river or stream may be crossed by vehicles and is usually a natural phenomenon. These crossings provide the potential for impacts on aquatic species and water quality.

The proposed combined-use routes cross a number of streams and major drainages in the Bishop Area. As shown on **Table 5.4-1, Unarmored Stream Crossings**, of the Draft EIR, a total of 4 unarmored stream crossings are located along proposed routes within these Project areas, all of which are located within the Bishop Area (Routes 11, 12, 16, and 17; see **Figures 5.4-3a–d** of the Draft and Final EIRs). The majority of the streams crossed by the proposed routes are “improved” crossings (i.e. culvert crossings,

12 Douglas S. Ouren et al., *Environmental Effects of Off-Highway Vehicles on Bureau of Land Management [BLM] Lands*, US Geological Survey Open-File Report 2007-1353 (Reston, VA: US Department of the Interior and US Geological Survey, 2007).

13 Ouren et al., *Environmental Effects of Off-Highway Vehicles on BLM Lands* (2007).

bridge crossings, etc.). Unarmored crossings of waterways could cause impacts due to direct vehicular use within the waterway during the crossing.

OHV crossings of unarmored waterways could cause water quality impacts downstream. Driving across an unprotected streambed mobilizes sediment that is already present but would not otherwise be transported during low flows. Increased downstream sedimentation could affect sensitive aquatic and riparian species and habitat. Downstream areas could potentially experience negative effects, including reservoir infilling, alteration of hydrology, silting of spawning gravel and aquatic habitats, and plugged drainage features. High water turbidity can negatively affect feeding and gill function in fish and other aquatic species.¹⁴

Months that have above average rainfall (i.e. 1/2 inch or above for the month) present the greatest opportunity for surface water runoff to occur in local streams, as noted in **Section 5.9, Hydrology**, of the Draft EIR. These months typically include December through March. As such, the potential for OHVs to impact water quality by increasing turbidity is greater during these periods. Impacts to water quality could be potentially significant. However, the upper parts of Wyman and Silver Canyon Roads are gated closed from around late October to late April. OHVs are not likely to use the lower portions of the road during the winter months because of the possibility of the rider getting wet. If present, non-highway-legal vehicles will proceed slowly to avoid the effects of the cold.

The proposed combined-use routes are currently used by non-OHVs, which have the potential to cause impacts to aquatic wildlife and water quality similar to those of OHVs. OHVs may ford smooth stream crossings at relatively higher speeds than other vehicles, which have the potential to increase erosion and sediment release in the streambed. However, most of the stream crossings of Silver Canyon and Wyman Canyon Creeks are rough. ATVs and UTVs are less stable than regular vehicles, and the dip in the creek crossings will limit speeds to the same as or below those of street-legal vehicles. Nevertheless, impacts to wildlife species resulting from fording unarmored stream crossings would be considered potentially significant from increased OHV trips along the proposed combined-use routes.

Mitigation Measures

MM-BIO-1 The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph in an effort to reduce potential collisions with wildlife along biologically sensitive areas

14 Inyo National Forest Travel Management IES (August 2009).

such as those that are adjacent to biological-sensitive areas that include riparian areas and designated sensitive habitat. These biologically sensitive areas include:

- Bishop Route 8 adjacent to the Owens River
- Bishop Routes 11 and 12 along Wyman Creek
- Bishop Route 14 along Jean Blanc Road within 0.5 miles of the Owens River and habitat for the Bank Swallow, that utilizes riparian areas
- Bishop Route 16 adjacent to riparian areas along Silver Canyon
- Bishop Routes 17 adjacent to riparian areas along Wyman Creek
- Unpaved portions of Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors
- Independence Routes 3, 4, and 6 that are within 500 feet of the end of the combined-use route because of riparian areas
- Lone Pine Route 3 adjacent to the Owens River and habitat for breeding and nesting of yellow-breasted chat and Least Bell's vireo
- Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek, Tuttle Creek, and other riparian areas including breeding and nesting habitat for yellow-breasted chat and Least Bell's vireo

MM-BIO-2 The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph at unarmored stream crossings along Bishop Routes 11 (within Silver Canyon), 12 (within Wyman Canyon), 16 (within Silver Canyon), and 17 (within Wyman Canyon). Signage shall be placed at a distance of 500 feet on either side of the unarmored stream crossing.

Findings

The mitigation measures listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring a modified Signage Plan to restrict OHV speed limits at unarmored stream crossings along Bishop Routes 11, 12, 16, and 17. The incorporation of mitigation measures would decrease potential for collisions with special-status wildlife species and would reduce potential impacts to aquatic species and water quality.

Impact

5.4.4.2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service

Factors contributing to particular concerns regarding the impact of recreation include the ecological uniqueness of the habitat, the essential habitat it provides for a key species, or the potential extreme sensitivity of the habitat to recreation. The severity and extent of OHV damage can be greater in areas of uncommon habitat such as riparian zones. Many species are dependent on riparian zones for their survival; therefore, it is particularly susceptible to impacts.¹⁵

Special-Status Habitat Types

Riparian Habitats

The effects of OHV activities on riparian habitat can include sedimentation (deposited solids), turbidity (suspended solids), dust pollution, collisions with wildlife, the introduction of pollutants, and the potential introduction of invasive species within affected watersheds. Significant impacts would occur along some Project routes. Proposed routes would directly cause impacts to riparian areas where unarmored stream crossings are present. In addition, significant impacts from dust may impact riparian areas along proposed routes that are unpaved.

CNDDB Sensitive Riparian Communities

Water Birch Riparian scrub can be found within 2 miles of the proposed Project routes in the Lone Pine, Independence, Aberdeen, Big Pine, and Bishop Project areas. The following proposed routes directly traverse habitat described as this community: Lone Pine Route 7, Independence Route 3, Independence Route 4, Independence Route 6, Aberdeen Route 2, Aberdeen Route 3, Big Pine Route 2, Big Pine Route 3, and Bishop Route 6. These routes cross the water birch riparian scrub community via improved crossings, and OHV vehicles would not directly contact this special-status vegetation community. Indirect impacts on this habitat type would occur primarily from vehicle-created dust along unpaved portions of the proposed Project routes.

15 Glen A. Sachet, *Wildlife Evaluation Processes for ORV, Hiking, and Horse Backcountry Recreation Use in Washington Forests* (Olympia: Washington State Department of Wildlife, 1988).

Other Sensitive Habitats

The proposed Project routes directly traverse or come within a 2-mile radius of the following additional special-status vegetation communities: Bristlecone Pine Forest, Alkali Seep, and Alkali Meadow (see **Figures 5.4-4a–f** of the Draft EIR).

Bristlecone Pine Forest can be found within 2 miles of the proposed Project routes in the Bishop Area. Proposed Bishop Route 12 directly traverses habitat described as this community. However, because the proposed Project would not include any new roads or other types of development, no direct impact is expected on this sensitive habitat. Indirect impacts on this habitat type would occur primarily from vehicle-created dust along unpaved portions of the Project routes.

Alkali Seep can be found within 2 miles of the proposed Project routes in the Lone Pine Project area. Proposed Lone Pine Routes 5 and 6 directly traverse habitat described as this community. However, as the proposed Project would not include any new roads or other types of development, no direct impact is expected on this sensitive habitat. Indirect impacts on this habitat type would occur primarily from vehicle-created dust along unpaved portions of the Project routes.

Alkali Meadow can be found within 2 miles of the proposed Project routes in the Bishop Project area. None of the proposed routes directly traverse habitat that contains this community. Because the proposed Project would not include any new roads or other types of development, and no proposed route crosses this habitat type, no direct impact is expected on this sensitive habitat. Indirect impacts on this habitat type would occur primarily from vehicle created dust along unpaved portions of the Project routes.

Conclusion

Overall, the proposed Project would create less than significant impacts to riparian and special-status habitat types. The majority of the proposed Project routes do not directly impact riparian or special-status habitat types. Indirect impacts on riparian or special-status habitat types may occur as a result of vehicle-created dust. The proposed Project would utilize existing roadways and would not include any development that would result in the removal or alteration of any riparian or special-status habitat types. However, direct contact of OHVs and riparian areas would occur at unarmored stream crossings.

Impacts would be potentially significant.

Mitigation Measures

Mitigation measures **MM-BIO-1** and **MM-BIO-2** have been identified to reduce impacts.

Findings

Mitigation measures **MM-BIO-1** and **MM-BIO-2**, listed previously, are expected to reduce potentially significant impacts to a **less than significant level**. Mitigation measures would reduce potential impacts to riparian areas at unarmored stream crossings resulting from direct contact of OHVs. These mitigation measures would also reduce potential indirect impacts on sensitive habitats resulting primarily from vehicle-created dust along unpaved portions of the Project routes.

Impact

5.4.4.3 Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means

Figures 5.4-4a–f of the Draft EIR illustrate federally recognized wetlands within 2 miles of the combined-use routes and identify potential areas that could result in adverse effects.

While no new roads are proposed, nor are other structures requiring earthwork or other activities that would directly impact a federally protected wetland, the proposed combined-use routes do cross wetlands. However, these crossings are via bridge, culvert, or other types of improved crossings that do not require direct contact between OHVs and wetlands. Indirect impacts on wetlands would occur primarily from vehicle-created dust along unpaved portions of the proposed combined-use routes.

Impacts would be potentially significant.

Mitigation Measures

Mitigation measures **MM-BIO-1** and **MM-BIO-2** have been identified to reduce impacts.

Findings

Mitigation measures **MM-BIO-1** and **MM-BIO-2**, listed previously, are expected to reduce potentially significant impacts to a **less than significant level**. These mitigation measures would reduce potential indirect impacts on wetlands resulting from OHV-generated dust along unpaved portions of the proposed combined-use routes.

Cultural Resources

Impact

5.5.4.2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5

A cultural landscape may be defined as a geographic area associated with a historic event, activity, or person exhibiting other cultural or aesthetic values. The proposed Project network of combined-use routes spans across lands with a rich Native American history; the cultural landscape is deeply influenced and shaped by the Native American history of the Owens Valley. There is the potential for Native American archaeological cultural resources to exist within the proposed Project area. A list of regional Native Americans who have an interest in the region was provided by the NAHC. Tribal communities on the NAHC list include the Big Pine Paiute Tribe of the Owens Valley, the Timbisha Shoshone Tribe, the Big Pine Band of Owens Valley, the Bishop Paiute Tribe, the Fort Independence Community of Paiute, the Walker River Reservation, and the Lone Pine Paiute Shoshone Reservation. The Big Pine Band of Owens Valley, the Bishop Paiute Tribe, and the Lone Pine Paiute Shoshone Reservation have indicated that they would comment on cultural resources within the Project area at a later date.

Vehicle routes across or near archaeological sites affect those sites in various ways, depending on the nature of the archaeological materials, the nature of the soils at the site and in the immediate vicinity, and the topography of the immediate area. Softer soils, and especially midden soils,¹⁶ are easily displaced by vehicle tires, along with artifacts or other cultural materials that may be found along the route. Artifacts and the soil matrix in which they exist may be displaced both horizontally and vertically as tires move through the soil. Artifacts such as projectile points, flakes, beads, pottery, and other thin items of bone, stone, and shell maybe broken or crushed by the weight of vehicles passing over them. Under some conditions, larger stone objects, such as manos and mutates, may be cracked and broken by vehicles.

Subsurface features such as hearths or burials may be exposed either directly by vehicle use on the road, or indirectly by erosion channels created as OHV tires dig into the ground, displacing soil as the vehicle moves forward. Although the majority of the proposed combined-use routes are on existing paved road segments, many proposed segments are on unpaved dirt roads, as shown in **Table 5.6-5**,

16 "Midden" is a term used for the highly organic soils that form on some prehistoric habitation sites as a result of long-term or intense occupation of the site location.

Paved and Unpaved Roads in the Project Area, of the Draft EIR. As discussed in **Section 5.6, Geology and Soils**, of the Draft EIR, surface erosion is greater on unpaved roads because they have less surface protection from OHV tires. Vehicles passing each other or going wide to avoid ruts may gradually widen a route so that it cuts more deeply into the portions of sites along the sides of routes. As a result, routes through archaeological sites may not only displace or damage artifacts in the road, but also those immediately adjacent to the route.

Proposed combined-use routes within all five unincorporated communities and the City of Bishop display moderate to high cultural sensitivity levels, due to the prevalence of architectural resources located within the Project boundaries. **Table 5.5-6, Cultural Sensitivity of Proposed Routes**, of the Draft EIR, displays the highest level of sensitivity for resources within the proposed combined-use routes.

An area of high cultural sensitivity is found immediately east of Bishop along portions of Routes 1, 2, 3, 4, and 15. A second area of high cultural sensitivity has been identified along routes 6, 7, 8, and 14 in the area northwest of Bishop. Additional archaeological remains are found along the sections of Routes 8 and 14 that run along Casa Diablo Road. The high density of prehistoric archaeological remains recorded along these routes is consistent with their proximity to the Owens River; it is likely that additional prehistoric cultural resources that have not been formally recorded are present in these areas. Two other smaller areas of high cultural sensitivity have also been identified in the Bishop Area. The first is located at the southern end of Route 7; the remains of the Silver Canyon Mine, along with additional mining-related archaeological remains, are located along Route 11 northeast of Bishop. Sections of Routes 11, 12, and 18 also exhibit moderate sensitivity to historic mining activities. With the exception of Routes 6, 7, and 8, most of the proposed routes in this area contain segments characterized by low to moderate and/or low cultural sensitivity. Within the town of Bishop, Routes 1, 2, 3, and 4 have a low potential for impacting archaeological resources because this area is largely developed and built on. Most of the other low to moderate or low cultural sensitivity areas contain few known prehistoric resources. In addition, many of these areas are characterized by limited availability of water and other resources that would attract prehistoric inhabitants; these areas also experienced little Euro-American settlement or use.

All three routes within the Aberdeen Area are characterized as having high cultural sensitivity. Route 1 contains the highest densities of cultural resources within the area, with a number of known archaeological sites concentrated in the Upper Division Creek drainage. Additionally, 11 archaeological scatters have been identified along Tinemaha Road. The area located west of the Project area was a major mining district during the late 19th and early 20th centuries. Based on this information, there are likely additional archaeological cultural resources along the three routes that have not yet been identified.

In Big Pine, the northern portion of Route 1 exhibits a high level of sensitivity for prehistoric archaeological resources. A high density of archaeological remains in this area is expected given its proximity to Keough's Hot Springs, which is a sacred healing site for the Paiute. Much of the remainder of Route 1 contains a low to moderate level of cultural sensitivity. The last 3 miles of Routes 2 and 3 display high cultural sensitivity, with 11 prehistoric sites recorded along this portion of the Project corridor. However, portions of all three routes run through the town of Big Pine. Much of this area has been built on or is currently used for agricultural pursuits. Therefore, there is a low potential for archaeological resources to be impacted along these sections of the proposed Routes.

The three routes within the Northern Inyo Range Area generally exhibit a low level of cultural sensitivity. The paucity of archaeological sites along this portion of the Project corridor may be attributed to the local geologic setting; the area is characterized by an active flood plain, and therefore it is likely that archaeological resources along much of the routes may have been eroded or disturbed over time by alluvial processes. The exception to the low level of cultural sensitivity generally displayed by the Northern Inyo Range Area is the segment of Route 3 that contains the only identified archaeological site in the area. However, because of the numerous mines located within the vicinity of Route 3, it is expected that additional mining-related archaeological remains may also be present along much of Route 3.

There are two known archaeological sites within the town of Independence. As a result, the portions of Routes 1, 3, 4, and 6 located within the town center are classified as having a moderate to high cultural sensitivity. Although relatively few sites have been recorded along the portion of Route 1 adjacent to the Owens River, the proximity of this area to a reliable water source suggests a high level of cultural sensitivity, particularly with regard to historical agricultural remains. Additionally, mining-related archaeological remains may also be present along much of this route. Heading west out of Independence, cultural sensitivity for Routes 3, 4, and 6 drops to moderate and/or low.

The area around the starting point for Lone Pine Route 1 exhibits a high level of cultural sensitivity, with the route corridor crossing a known prehistoric village site. Given that portions of this route are situated near known springs and creeks, it is likely that additional unknown prehistoric resources are present in the area. Lone Pine Routes 2, 4, 5, and 6 are characterized by moderate to high cultural sensitivity. The segments of these routes located at the mouth and lower reaches of the Tuttle Creek Drainage area tend to be more sensitive to prehistoric remains, with abundant artifacts identified in this area. Portions of Routes 2, 4, and 5 have been categorized as exhibiting moderate to high levels of cultural sensitivity due to the routes' proximity to the Alabama Hills, which were active mining areas.

Potential impacts to archaeological resources would occur as a result of the increased occurrence of pulling off, parking, and camping by OHV users. Additional negative impacts associated with increased visitation include surface compaction and erosion from foot traffic, the unauthorized collection of artifacts, and vandalism. The use of signage associated with the proposed Project alerting OHV users to the presence and importance of archaeological resources would improve their protection, while at the same time educating the public about the cultural heritage of the area.

Impacts are potentially significant.

Mitigation Measure

In addition to the implementation of mitigation measure **MM-GEO-1**, the following mitigation measure has been identified to reduce significant archaeological resources impact:

MM-CUL-1 During the pilot program, a monitoring program shall be implemented as follows:

- Before any County-maintained roads are opened for combined-use, the County shall map all roads or trails that transition to the combined-use routes. Prior to the County submitting a report on the Adventure Trails Program to the State Legislature under AB 628, the County shall repeat the mapping survey to determine if any new trails that transition to combined-use routes have been created since the original mapping.
- If any of the newly created OHV trails are located in areas designated “high archaeological sensitivity,” the County shall retain a Cultural Resources specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. The Cultural Resources specialist shall render an opinion regarding the cause of the damage, and if the damage resulted from people visiting the resource area via increased OHV use.
- Based on the opinion rendered by the Cultural Resources specialist, if it is determined that significant cultural resources located along the routes have been negatively impacted by OHV use, then prior to the continuation of the project beyond the Pilot Program phase, barriers and/or signs shall be placed along the affected areas; placement of barriers and/or signs will be subject to the permission of the adjoining land owner(s). Barriers may include fencing or some other road obstacles (e.g., brush piles or large boulders) that would be positioned to close those affected areas and prohibit OHV activity from accessing the cultural resource site(s).

- In the event that new trails transitioning to the combined-use routes have been created, the Signage Plan shall be modified to include additional signage to be installed stating “OHV Use Prohibited—All Vehicular Traffic Must Use Designated Routes.” Modifications to the signage plan shall be consulted and designed in accordance to Caltrans specifications.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring a the County to perform a mapping survey prior to opening County-maintained roads for combined use and prior to the submission of a report on the Adventure Trails program the County shall repeat the mapping survey. Mitigation Measure **MM-CUL-1** would reduce potential impacts to archaeological resources resulting from increased occurrences of pulling off, parking, and camping by OHV users. Additionally, it would also reduce potential impacts associated with increased visitation including surface compaction and erosion from foot traffic, the unauthorized collection of artifacts, and vandalism.

Geology and Soils

Impact

5.6.4.1 Result in substantial soil erosion or loss of topsoil

Use of combined-use roadways by OHVs may increase the amount of erosion bordering existing roads and creek crossings due to the following factors: the alteration of soil properties (soil compaction in particular); removal or displacement of protective topsoil, including the alteration of natural soil structure (biotic and abiotic crusts) and desert pavement (fine gravel surfaces) that would otherwise stabilize soils; diminished soil fertility; and the changing of the soil microclimate.¹⁷

Increased OHV activity on the proposed routes may increase soil compaction due to multiple passes of heavy vehicles across the same area, diminishing the natural rehabilitation ability of the soil. Soil compaction destroys soil stabilizers and inhibits water infiltration, resulting in less soil moisture available to vegetation so that soil fertility, root growth, and vegetative cover is diminished, further exacerbating the soil’s susceptibility to erosion. In turn, precipitation runoff increases in volume and velocity, even further accelerating erosion and sedimentation. Indicators of soil compaction as a result of OHV use include soil bulk density (weight per unit of volume), soil strength (the soil’s resistance to deforming

17 Hermann Gucinski et al., *Forest Roads: A Synthesis of Scientific Information*, USDA Forest Service General Technical Report PNW-GTR-509 (Portland, OR: May 2001), <http://www.fs.fed.us/pnw/pubs/gtr509.pdf>.

forces), and soil permeability (the rate at which water or air infiltrates soil).¹⁸ Generally, soil bulk density and strength increase with compaction, whereas permeability decreases with compaction. Factors affecting soil's susceptibility to compaction include soil type, texture, structure, porosity, and depth. Loamy, coarse-textured, gravelly soils such as those found over much of the Project area are more vulnerable to compaction, and therefore to erosion, than are sandy or clayey soils.

OHV activity can result in the removal of protective topsoil as tires destabilize the delicate top layer of soil. Continued OHV use inhibits plant growth in the absence of fertile topsoil, resulting in further soil erosion. The loss of topsoil can also increase raindrop splash erosion because there are fewer plant leaves to absorb the raindrop impacts.¹⁹

Although the majority of the proposed combined-use routes are on existing paved roads, many proposed segments are on unpaved dirt roads, as shown in **Tables 5.6-5 to 5.6-10, Paved and Unpaved Roads in the Project Areas**, of the Draft EIR.

Certain proposed routes, or segments of routes, include more unpaved segments than do others. In the Aberdeen Area, all three proposed routes include significant unpaved segments. Aberdeen Routes 2 and 3 both contain more unpaved than paved roadway.

In Big Pine, the majority of Route 1 is paved. However, County Road contains a 1-mile dirt segment. Big Pine Routes 2 and 3 are primarily unpaved, with both routes involving 5.9 miles on McMurray Meadows Road. With the exception of Big Pine Route 1, routes in the Big Pine Area contain unpaved segments of significant length.

Routes concentrated within the center of Bishop are generally paved; these routes include Bishop Routes 1 through 6, 9, and 15. Bishop Route 7 is split between paved and unpaved segments, but contains a significant unpaved 2.7-mile segment on Tungsten City Road. The remaining routes in the Bishop Area contain significant dirt or unpaved route segments. Bishop Routes 8, 12, 14, and 18 are mostly unpaved, and Routes 10, 11, and 17 are completely dirt. The segments of dirt road on Bishop Route 8 are 5.9 miles on Chalk Bluff Road and 1.4 miles on Casa Diablo. Bishop Route 12 involves 7.4 miles on Wyman Canyon Road; Bishop Route 14 involves 3.6 miles on Jean Blanc Road and 1.4 miles on Casa Diablo Road. Bishop Route 18 includes 5.6 miles on Black Canyon Road. Finally, Bishop Route 10

18 Ouren et al., *Environmental Effects of Off-Highway Vehicles on BLM Lands* (2007).

19 Randy B. Foltz, "Erosion from All Terrain Vehicle (ATV) Trails on National Forest Lands," paper no. 068012, presented at the 2006 American Society of Agricultural and Biological Engineers (ASABE) Annual International Meeting, 9–12 July 2006 (Portland, OR: ASABE, 2006), <http://forest.moscowsl.wsu.edu/engr/library/Foltz/Foltz2006e/ASABE2006e.pdf>.

involves 2.1 miles on Coyote Valley Road, Bishop Route 11 involves 7.1 miles on Silver Canyon Road, and Bishop Route 17 involves 3.2 miles on Wyman Canyon Road.

All proposed combined-use routes within the Northern Inyo Range Area are paved.

In Independence, proposed routes are generally split between paved and unpaved segments. Independence Route 2 is the only proposed combined-use route that is completely unpaved in this area, involving 4.0 miles on Mazourka Canyon Road. The remaining routes in this area are split between paved and dirt: Independence Route 1 includes 1.8 miles on unpaved Mazourka Canyon Road; Independence Routes 3, 4, and 6 include 2.8 miles on the unpaved Foothill Road.

Finally, the majority of roads in the Lone Pine area are paved. The exceptions are Lone Pine Route 3, with 5.3 miles of dirt segment on Owenyo–Lone Pine Road, and Lone Pine Route 7, which is all unpaved but split between 4.0 miles on Hogback Road and 5.2 miles on Movie Road.

Surface erosion is greater on unpaved routes than on paved routes and is closely correlated to traffic volume. Effects of erosion may be compounded on the routes with significant dirt segments because unpaved roads have less surface protection from both OHV tires and precipitation. As discussed in **Section 5.15, Transportation and Traffic**, of the Draft EIR, the proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. While minor, this increase in traffic volume means that soil would be more susceptible to disturbances and will have less time to recover. Erosion and sedimentation problems are compounded in wet weather, when OHVs can cause deep ruts and permanently damage trail treads. The months between December and March generally involve the wettest weather, since most precipitation occurs during this period. Knobby and cup-shaped protrusions from OHV tires that aid the vehicles in traversing various landscapes are responsible for major direct erosional losses of soil.²⁰ As the tire protrusions dig into the soil, forces exceeding the strength of the soil are exerted to allow the vehicles to move forward. Precipitation can saturate the earth, contributing to soil instability by adding weight and reducing the cohesion of earthen materials.²¹ Tread erosion may cause significant damage to trails to the extent that

20 T. Adam Switalski and Allison Jones, *Best Management Practices for Off-Road Vehicle Use* (2008).

21 Salix Applied Earthcare and Geosyntec Consultants, *OHV BMP Manual for Erosion and Sediment Control* (Sacramento, CA: California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division, 2007).

they are no longer usable for vehicular passage. One of the main Project objectives is to provide increased access to the Project area on a unified linkage of combined-use trails. In the event that a route becomes unusable by OHVs due to accelerated erosion, the Project goals of increased access and combined-use route connectivity would not be met. However, effects are reduced when OHV travel is limited to roads and trails located and designed for motorized use, especially on paved roads. The proposed Project would involve the designation of existing roads (both paved and unpaved) designed for motorized use for combined use with OHVs.

There is no construction, development, grading, or other new ground-disturbing activities proposed with the Project. The routes being evaluated in this analysis already exist on the ground. Proposed combined-use routes, especially those on paved roads, already have some degree of compaction, soil displacement, and general lack of vegetation. The designation of existing routes for combined use by OHVs is not expected to substantially alter existing topography. In terms of soil productivity, the proposed routes are already considered nonproductive even though some are likely to have some degree of soil productivity as evidenced by vegetation growth within the area directly surrounding the route.

Erosion is accelerated in wet weather, which generally occurs between December and March in the Project area. The season of peak OHV-use overlaps with the wet weather period during the end of March and through the month of April. Therefore, during these months erosional impacts would increase further.

Impacts would be potentially significant.

Mitigation Measure

MM-GEO-1 Implement a monitoring program throughout the month of March, during which time the peak wet-weather season corresponds with the peak OHV-use season, on the portions of unpaved roads susceptible to wet-weather damage by motor vehicles. Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly during the monsoon season. If a route includes any unpaved segment or combination of unpaved segments exceeding 1 mile, the route would be subject to this mitigation measure. In the Bishop Area, Routes 2 (Alternative A), 3 (Alternative A), 4 (Alternative A), 7, 8, 10–12, 14, and 16–18 would require monitoring. All proposed routes in the Independence Area would need monitoring. Finally, Lone Pine Routes 3 and 7 would require monitoring.

Based on the results of the monitoring program and should substantial soil erosion occur on said routes, the County would provide recommendations for soil treatment. Treatment would include but not be limited to the options of adding a surface treatment to the road to reduce erosion or decommissioning the combined-use routes by not allowing the continued use of OHVs.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring the County to implement a monitoring program throughout March in order to reduce potential impacts of erosion and sedimentation resulting from increased OHV use on unpaved portions of roads during wet weather months.

Hazards and Hazardous Materials

Impact

5.8.4.1 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment

The operation of OHVs involves a limited risk of the accidental release of hazardous materials such as gasoline, oil, or other fluids used in the operation of equipment. The deposition of these fluids into the ground can directly alter soil composition, while indirectly affecting vegetation and aquatic systems.²² Spilled petroleum products and other potentially hazardous chemicals may seep into the groundwater and/or drain to a water body.

The combined-use routes under consideration have the potential to cause environmental damage from spills of fluids that may include hazardous materials (gas, oils, antifreeze, etc.). Additionally, these spills could impact areas beyond the spill where the route crosses stream channels because contaminated sediment and runoff can fall directly into streams adjacent to roads.

Due to the strong linkage between surface water and groundwater systems in the Owens Valley, there is the potential for spills to enter the groundwater recharge system. Not only are streams, creeks, and other waterways key sources of groundwater recharge, groundwater levels are also relatively high throughout the Owens Valley. Hazardous substances may enter the groundwater recharge system either

22 Gucinski et al., *Forest Roads* (May 2001).

directly through streams and other waterways, or indirectly by percolation through the soil into the high groundwater table. For example, in meadow areas, such as east of Independence, the water table is nearly at the land surface in wetter months (April through November). The peak season for OHV use (March 21 through June 21) thus overlaps with the wet weather period during the end of March and through the month of April. Therefore, the potential for hazardous fluid spills resulting in the contamination of the surface water and groundwater systems is increased throughout this period.

Additionally, localized soil contamination may occur in the event of hazardous fluid spills on roadways (paved and unpaved). The degree of soil contamination varies depending upon the amount and type of materials spilled. Low levels of oil and grease have been identified in water and soil samples, and low levels of copper and cadmium have been identified in soil samples in areas frequented by OHVs.²³ However, soil contamination would be greater on unpaved segments because the layer of concrete protection is missing. If hazardous material spills and any contaminated soils associated with the spill are not cleaned up, the potential exists for local residents, to uncover them. In areas both within and away from residential areas, the potential exists for wildlife to discover and ingest vegetation contaminated with hazardous fluids. In addition to directly ingesting hazardous substances covering vegetation, wildlife may also consume vegetation that has grown in contaminated soil, resulting in indirect impacts to wildlife. Therefore, impacts resulting from localized hazardous material spills and associated soil contamination are potentially significant.

As described in **Section 5.4, Biological Resources**, of the Draft EIR, the majority of stream crossings involve bridges and/or culverts. However, there are also unarmored stream crossings. As noted earlier, an unarmored stream crossing is a shallow place where a river or stream may be crossed by vehicles and is usually a natural phenomenon. A total of 19 unarmored stream crossings are located along the proposed Project alignment. **Table 5.4-1** of the Draft EIR presents the number of unarmored crossings along each proposed route. Spills adjacent to and in these crossings would be potentially significant.

A rapid pulse of the toxins associated with mechanical fluids into an aquatic system can quickly increase the acidity of a stream or waterway, causing the death of aquatic creatures.²⁴ Even if a proposed route does not pass directly across running water, the use of OHVs can still lead to pollution because spilled toxins can permeate into groundwater. This can be especially problematic on dirt roads where concrete does not provide an additional layer of protection. As shown in **Table 5.6-5** of the Draft EIR, of the 38

23 Chris Kassar, *Environmental Impacts of ORVs on the Rubicon Trail*, Center for Biological Diversity (2009), http://www.biologicaldiversity.org/programs/public_lands/off-road_vehicles/pdfs/Appendix_Env_Impacts_Rubicon.pdf.

24 Arne Hagen and Arnfinn Langeland, "Polluted Snow in Southern Norway and the Effect of the Meltwater on Freshwater and Aquatic Organisms," *Environmental Pollution* 5 no. 1 (July 1973).

proposed routes, 28 include a segment of dirt road, including Birch Creek Road, Black Canyon Road, Casa Diablo Road, Chalk Bluff Road, County Road, Coyote Valley Road, Division Creek Road, Dolomite Loop Road, and Foothill Road.

Most hazardous fuel spills would occur as OHV users attempt to refuel at nondesignated refueling stations, without the proper equipment to refuel safely and effectively. OHV users may attempt to refuel in staging and unloading areas, at the start and end points of the routes, resulting in the potential for fuel spills. However, most OHV users would refuel their vehicles at existing fueling stations and not on the Project proposed routes. Additionally, most campgrounds and recreational vehicle (RV) parks prohibit OHV maintenance. Therefore, with the exception of accidental refueling spill, other hazardous materials spills would not be likely to occur in parks or campgrounds. The chance for a dual-sport motorcycle to spill materials would not be significantly different from other green or red sticker OHVs.

As discussed in **Section 5.15, Transportation and Traffic**, of the Draft EIR, the proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. The potential for increased hazardous fluid spills increases in proportion to the number of OHV trips.

During the wet or rainy season, precipitation runoff increases, which may lead to a greater decrease in water quality because a larger quantity of hazardous fluids can be transported to aquatic systems through sediments and/or plant materials, as discussed in **Section 5.9, Hydrology and Water Quality**, of the Draft EIR. For routes with unarmored stream crossings (as listed in **Table 5.4-1** of the Draft EIR), the potential for the direct release of oil, gasoline, or other hazardous mechanical fluids associated with the operation of OHVs becomes greater because the vehicles would be more submerged in water than they would be during drier seasons as they make their crossings. As such, impacts would be potentially significant.

Mitigation Measure

In addition to the implementation of **MM-BIO-1**, **MM-HAZ-1** has been identified to reduce impacts:

MM-HAZ-1 Where combined-use routes have unarmored stream crossings, the Signage Plan shall be modified to include “No Stopping in Water” to reduce the potential of hazardous fluids spills directly entering the environment and waterways.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring modification of the Signage Plan to reduce the potential of hazardous fluid spills resulting in the contamination of the surface water and groundwater systems, as well as reduce potential impacts for associated soil contamination. Mitigation Measure **MM-HAZ-1** would reduce potential impacts of oil, gasoline, and other hazardous mechanical fluids associated with OHV use during the wet or rainy season.

Impact

5.8.4.2 For a project located within an airport land use plan or where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area

Bishop Airport

As indicated in **Table 5.8-1** of Draft EIR, Bishop Routes 1, 2, 3, 4, and 15 would pass within 2 miles of the Bishop Airport (see **Figure 5.8-3** of the Draft EIR).

A segment of the proposed Bishop Routes 2, 3 & 4 (Alternative A for each) runs directly adjacent to the Bishop Airport along Poleta Road, and also passes through the southern portion of the RPZ for Runways 16-34. However, OHV users would only temporarily be within a potentially hazardous zone because they will continue moving along the proposed route.

Potential airport land use issues as associated with intrusion on to airport property may occur as a result of the proximity of the alternative routes. A 4-foot barbed-wire fence runs the entire perimeter of Bishop Airport. The Alternative A for routes 2, 3, and 4 each travel just inside this fence on the western boundary of the airport south of Wye Road and north of the south boundary as the "Haul Road" crosses east to Airport Road. Wye Road is currently closed to prevent OHVs from accessing this area and to prevent OHVs and bicyclists driving across runways. The opening of this gate and the designation of these routes would allow for unrestricted access to airport property. As such, impacts are potentially significant.

Mitigation Measure

MM-HAZ-2 Prior to allowing the use of the Haul Road portion of Bishop Routes 2, 3, and 4 (Alternative A), security fencing (three strands of barbed wire) shall be installed along those portions of the combined-use routes inside of the County Airport Lease and/or Easement to prevent access to airport operational areas.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** by requiring the installation of security fencing along portions of combined-use routes located inside of the County Airport Lease and/or Easement. Mitigation Measure **MM-HAZ-2** would reduce potential impacts resulting from the proximity of alternative OHV routes to the Bishop airport. It would also prevent unrestricted access to the airport property, which would result if Wye Road, which is currently closed to prevent OHVs from accessing the airport, is opened and designated as part of alternative OHV routes.

Impact

5.8.4.4 **Expose people or structures to significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands**

The occurrence and frequency of wildland fires are directly related to three factors: climatic conditions, slope, and fuel loading. High temperatures combined with low humidity during summer months, as is typical of the Project area, produce extreme fire conditions. The arid to semiarid climate of the Owens Valley is most suitable to low humidity and dry conditions during the summer months between May and September, which average little to no rainfall. Correspondingly, the periods of peak OHV use occur from March 21 through June 21 and from September 1 through October 31, overlapping with the driest season during the months of May, June, and September.

The relative wildfire hazard potential for the Project area and the routes passing through these areas can be found in **Figure 5.8-1** of the Draft EIR. The high wildfire hazard potential found along the Owens River and Bishop Creek riparian woodland corresponds to the areas most often utilized for recreation, including OHV activity. Consequently, the area with the highest wildfire potential coincides with the area of greatest risk in terms of exposure to fire.

All proposed combined-use routes in the Bishop, Big Pine, Aberdeen, Independence, and Lone Pine Areas pass within either local or State responsibility areas designated as High Fire Hazard Severity Zones. All Northern Inyo Range Area proposed routes pass through Fire Hazard Severity Zones designated as Moderate. These moderate to high fire hazard designations, combined with increased OHV use in these areas, contributes to potential impacts regarding the potential for wildfires from vehicle improperly equipped with spark arrestors, or OHV users' engines idling over dry vegetation, generating sparks that could ignite a wildfire. In addition, wildfires may be started indirectly as a result of OHV users lighting

campfires when camping. Nonnative annual grasses may also build up fuel loads and increase the risk of wildfire.²⁵

Spark arrestors prevent the emission of flammable debris from OHV engines, and play a critical role in the prevention of wildfires. Although they are not always 100 percent effective, a properly installed and maintained spark arrestor will significantly reduce the risk of fire; vehicles without properly functioning spark arrestors have been suspected of starting wildfires.²⁶ In the State of California, spark arrestors are required on any forest-, brush-, or grass-covered land unless the vehicle is already equipped with a spark arrestor maintained in effective working order.

Exhaust gases and carbon particles may be expelled from the engine block at temperatures exceeding 3,000°F. Exhaust system surfaces can reach temperatures of 1,000°F. Wildland fuels, however, can ignite at temperatures of only 400°F to 500°F. With these figures in mind, it is possible that fires can be started by wildland fuels coming in contact with hot exhaust gases or from contact with the hot surfaces of the exhaust systems of OHVs.

Further, OHV use can disturb desert soils, damaging their microbiotic crusts, making them more susceptible to invasion by exotic species. Invasive plant species can increase wildfire frequency and intensity in desert habitats, including that of fires caused by sparks generated by OHV operation.²⁷

Based on an average occurrence of wildfires that occurred from 1960 to 2007, it is anticipated that at least 54,000 acres of wildfires will burn throughout forests within the United States over the next 20 years.²⁸ While the use of OHVs would have the potential to cause wildfires, the majority of wildfires are caused by other human-related activities such as campfires, discarded cigarettes, and arson. Additionally, wildfires could also be caused by nature events such as lightning strikes in areas of dry vegetation and friction caused by dry winds.²⁹ The size and location of wildfires as a whole, as well as the extent and severity of effects from these events, cannot be predicted.³⁰

Impacts would be potentially significant.

25 California Partners in Flight (CalPIF), *The Desert Bird Conservation Plan: A Strategy for Protecting and Managing Desert Habitats and Associated Birds in California* (2009), <http://www.prbo.org/calpif/plans.html>.

26 Ralph Gonzales, "An Introduction to Spark Arrestors: Spark Arrestors and the Prevention of Wildland Fires," USFS Fire Management Tech Tips (2003), <http://www.fs.fed.us/eng/pubs/html/03511304/03511304.htm>.

27 Michael F. Wilson, Linda Leigh, and Richard S. Felger, "Invasive Exotic Plants in the Sonoran Desert," in *Invasive Exotic Species in the Sonoran Region*, ed. Barbara Tellman (Tucson: University of Arizona Press, 2002).

28 Inyo National Forest Motorized Travel Management, "Final Environmental Impact Statement" (2009).

29 National Park Services, United States Department of the Interior "Fire and Aviation Management," <http://www.nps.gov/fire/wildland-fire/learning-center/fire-in-depth/wildfire-causes.cfm>

30 Inyo National Forest Motorized Travel Management, "Final Environmental Impact Statement" (2009).

Mitigation Measure

MM-HAZ-3 In the event of a future wildfire on combined-use routes, the County will coordinate with the Inyo County Sheriff's Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project Area and provide recommendations for treatment. Based on the results of the evaluation, recommendations may include temporary closures on routes with the highest potential for wildfires. Additional recommendations may include community and public outreach programs to educate OHV users with respect to safety and wildfire awareness.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to a **less than significant level** through coordination between the County and Inyo County Sheriff's Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project area and provide recommendations for treatment. Mitigation Measure **MM-HAZ-3** would reduce potential impacts resulting from OHV use, which can disturb desert soils, damaging their microbiotic crusts and making them more susceptible to invasion by exotic species. It would also reduce the potential for increased wildfire frequency and intensity in desert habitats resulting from invasive plant species and sparks generated by OHV operation.

Hydrology and Water Quality

Impact

5.9.4.1 Violate any water quality standards or waste discharge requirements

OHVs utilize mechanical fluids (e.g., gasoline, oils and other lubricants, antifreeze, etc.) in their operation that could impact water quality if not properly handled. There is a limited risk of accidental release of these hazardous materials into the ground, which can lead to contamination as they permeate into the groundwater. The operation of OHVs with two-stroke engines can especially impact water quality through increased rates of spills and emissions.³¹ A complete discussion of OHV engines (two- versus four-stroke) can be found in **Section 5.8, Hazards and Hazardous Materials**, of the Draft EIR.

Contaminants may enter aquatic systems directly, or they may be absorbed to sediments and/or absorbed by plant materials, both of which are easily transported to aquatic systems by precipitation

31 Ouren et al., *Environmental Effects of Off-Highway Vehicles on BLM Lands* (2007).

runoff or wind. As described in **Section 5.8** of the Draft EIR, due to high groundwater levels throughout the Owens Valley, there is a strong linkage between surface water and groundwater systems in the Project area, resulting in an increased potential for spills to enter the groundwater system. Localized soil contamination may occur in the event of hazardous fluid spills on both paved and unpaved roadways, resulting in potentially significant local groundwater contamination. The combined-use routes under consideration have the potential to cause water quality problems due to the spillage of hazardous fluids and/or sedimentation if the route crosses natural stream channels. As described in **Section 5.4, Biological Resources**, of the Draft EIR, the majority of stream crossings involve bridges and/or culverts. However, there are also unarmored stream crossings. As noted earlier, an unarmored stream crossing is a shallow place where a river or stream may be crossed by vehicles and is usually a natural phenomenon. A total of 19 unarmored stream crossings are located along the proposed Project alignment. Locations of unarmored stream crossings can be seen in **Figure 5.4-3, Unarmored Stream Crossings within the Project Area**, of the Final EIR. Additionally, **Table 5.4-1, Unarmored Stream Crossings**, of the Final EIR presents the number of unarmored crossings along each proposed route. Spills adjacent to and in these crossings would be potentially significant.

Hazardous fluids may be absorbed to sediments and/or absorbed by plant materials, both of which are easily transported to aquatic systems by precipitation runoff. During the wet or rainy season (December 1 through March 31, according to Bishop Weather Station No. 35, which is the closest station to all proposed routes with unarmored stream crossings), precipitation runoff increases, which may lead to a greater decrease in water quality as a larger quantity of hazardous fluids are able to be transported to aquatic systems. In addition, water levels in streams and creeks are higher during the wet or rainy season. For routes with unarmored stream crossings (as listed in **Table 5.4-1** of the Final EIR), the potential for the direct release of oil, gasoline, or other mechanical fluids associated with the operation of OHVs becomes greater because the vehicles would be more submerged in water than they would be during drier seasons as they make their crossings.

As discussed in **Section 5.15, Transportation and Traffic**, of the Draft EIR, the proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season.

The potential for increased hazardous fluid spills increases in proportion to the number of OHV trips, and especially when peak OHV-use season overlaps with the peak wet weather season, as it would

during the end of March. Impacts with respect to water quality would be potentially significant during this period of increased OHV use.

As described in **Section 5.8** of the Draft EIR, in general, most OHV users would refuel their vehicles at existing fueling stations and not while traveling on the proposed Project routes, reducing the chance of accidental hazardous materials spills, which could degrade water quality. Most campgrounds and recreational vehicles (RV) parks prohibit OHV maintenance; therefore, hazardous material spills would not be likely to occur in these areas. Provided that all equipment associated with the operation of OHVs is in proper working order and checked for leaks prior to use, the potential for release of motor oil and other mechanical fluids would be decreased. However, given the connective nature of the surface water and groundwater system within the Project area, although hazardous spills may be reduced around campground and RV parks, they would not be reduced to a less than significant level.

Impacts would be potentially significant.

Mitigation Measure

Mitigation measures **MM-HAZ-1** has been identified to reduce impacts.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to water quality to a **less than significant level** by requiring modification of the Signage Plan to reduce the potential of hazardous fluid spills from entering the environment and waterways. **MM-HAZ-1** would also reduce potential impacts with respect to water quality during period of increased OHV use. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-HAZ-1** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

Land Use and Planning

Impact

5.10.4.1 Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project

Indirect Impacts

As stated in **Section 5.10, Land Use and Planning**, and **Section 5.4, Biological Resources**, of the Draft EIR, combined-use routes would not traverse into designated habitat conservation areas or areas designated as “critical habitat.” While Section 17.96 of Title 50 of the Code of Federal Regulations³² states that “critical habitat does not include land upon which existing features and structures including roads are found,” critical habitats exist within areas that are managed by surrounding land owners.

As stated in **Section 5.10.1, Existing Conditions**, of the Draft EIR, Death Valley National Park does not allow OHV use within the National Park. Northern Inyo Range Area Routes 1, 2, and 3 are located on Death Valley Road near the boundary of Death Valley National Park. Any trails connected to Death Valley would conflict with uses in Death Valley National Park.

Under the proposed Project, OHV users would be limited to combined-use routes designated as part of the program, and travel would be restricted to designated combined-use routes. OHV travel could continue in surrounding areas that the combined-use routes link to and would be subject to travel restrictions and conditions of use as determined by the landowners or agencies responsible for those areas. While the proposed Project would only utilize existing roads; the potential for OHVs venturing off designated routes and into habitat conservation areas or areas designated as critical habitat would exist. Should OHV users venture off the designated combined-use routes (Bishop Routes 8, 11, 12, 14, 16, and 17) into areas that meet the federal “critical habitat” designation, indirect impacts could occur and would be potentially significant. Additionally, if users leave the designated combined-use routes into Death Valley National Park, indirect impacts could occur. Indirect impacts would be potentially significant.

Mitigation Measure

MM-LU-1: The Signage Plan shall be modified to address the following conditions:

32 50 CFR ch. I, subch. B, pt. 17.96, Critical Habitat Plants, <http://www.gpo.gov/fdsys/granule/CFR-2001-title50-vol1/CFR-2001-title50-vol1-sec17-96>

- Combined-use routes (Bishop Routes 8, 11, 12, 14, 16, and 17) adjacent to lands known to have critical habitat, as defined by Section 17.96 of Title 50 of the Code of Federal Regulations, shall include the posting of signs on County-designated combined-use routes to state “Critical Habitat Area: Stay on Designated Combined-Use Routes.”
- To reduce the potential for OHV use in Death Valley National Park, two “No ATV” signs including a drawing of an ATV with a red line through it shall be placed adjacent to Northern Inyo Range Area Route 3. One sign shall be placed on Waucoba Saline Road at its intersection with Death Valley Road, and the other sign shall be placed on Death Valley Road east of the turnoff at Little Cowhorn Valley to Forest Road No. 9S109.

Findings

Mitigation measure **MM-LU-1**, listed previously, is expected to reduce potentially significant impacts to a **less than significant level** by requiring modification of the Signage Plan to reduce route proliferation and trespassing in areas designated “critical habitat.” **MM-LU-1** would reduce potential indirect impacts resulting from OHV trespassing in areas that meet federal “critical habitat” designation. Additionally, it would reduce the potential for route proliferation and trespassing by OHVs in Death Valley National Park, which does not allow OHV use.

Noise

Impact

5.11.4.1 Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

Impact

The operation of combined-use routes by OHVs in nearby residential areas would be restricted to between dawn and dark, and no earlier than 7:00 AM or later than 8:00 PM. Additionally, OHV users would be required to comply with Chapter 12, Section 12.16.110 of the *Inyo County Code* which restricts OHV activity at all county parks and campgrounds from 10:00 PM to 8:00 AM daily.

According to the California State Parks Off-Highway Motor Vehicle Recreation Division (OHMVR Division), sound emissions from OHVs typically range from 96 dB(A) to 101 dB(A), with newer models (post 1998) ranging from 92 to 94 dB(A).³³ Increased OHV use would raise ambient noise levels in the immediate project vicinity. As mentioned previously, sound generated by a point source typically diminishes or attenuates at a rate of 6 dB(A) for each doubling of distance from the source to the receptor at acoustically hard sites and at a rate of 7.5 dB(A) at acoustically soft sites. A hard, or reflective, site consists of asphalt, concrete, and very hard-packed soil, which does not provide any excess ground-effect attenuation, while an acoustically soft site consists of normal earth and most ground with vegetation.³⁴ The average noise level of an OHV travelling approximately 35 miles per hour (mph) with a noise level of 96 dB(A) at a reference distance of 6 feet would attenuate to 65 dB(A) at a distance of 100 feet.

The *Inyo County Code* and *Bishop Municipal Code* do not establish ambient noise standards governing traffic noise for vehicles and OHVs. However, as shown in **Table 5.11-4** of the Draft EIR, the recommended maximum allowable ambient noise exposure for low-density residential and high-density residential land uses is 60 to 65 average ambient noise levels (Ldn), respectively. It is important to note that noise levels on an Ldn scale represent a 24-hour average. It is important to note that noise increases from OHVs are immediate and do not reflect the Ldn. Additionally, the proposed Project would operate for approximately 12-13 hours a day and OHV travel would be short term and intermittent. As OHV travel would not occur over a 24-hour period, it is unlikely that the proposed Project would exceed the County's thresholds.

While there would be a minor traffic increase, the operation of combined-use routes by OHVs in nearby residential areas (including those in Bishop and along Birch Creek Road, as well as those in Big Pine, Aberdeen, Independence, and Lone Pine) would be restricted to between dawn and dusk and no earlier than 7:00 AM or later than 8:00 PM. While the provisions allow for a 12- to 13-hour period for OHV travel, peak concentrations of OHV travel would likely occur during the hours of 10:00 AM to 4:00 PM, which are typically the peak hours for leisure activities.

While OHV trails would be accessible during all days of the week, peak activities would likely occur during weekends or holidays. Based on these factors, OHV-generated noise is unlikely to generate nuisances that would prohibit nearby residents from sleeping or enjoying quiet times in their homes.

33 California State Parks Off-Highway Motor Vehicle Recreation (OHMVR) Division, "OHV Sound Regulations," http://ohv.parks.ca.gov/?page_id=23037.

34 USDOT FHA, *Fundamentals and Abatement of Highway Traffic Noise* (1980), 97.

The proposed Project would contribute an additional 1,406 average daily trips over the six areas during peak seasons (March 21 through June 21, and September 1 through October 31), and an additional 805 average daily trips over the six areas during off-peak seasons (June 22 through August 31, and November 1 through March 20). This corresponds to an average increase in OHV use throughout the proposed network of combined-use routes of approximately 2.7 percent during peak season, and 1.35 percent during the off-peak season. Additionally, as shown in **Table 5.11-5** of the Draft EIR, several locations have experienced singular noise spikes as high as 84 dB(A). Sources of these noise spikes are from large trucks, speeding automobiles, and motorcycles. With these short-term noise spikes, locations retained an ambient noise level of 56–65 dB(A). Implementation of the proposed Project would realistically increase noise levels by 3 to 7 dB(A). While the increase is minor, the behavioral pattern of OHV users are unpredictable and an unexpected high concentration of OHVs could occur along certain popular roads. Therefore, the potential for noise impacts would still exist.

Impacts would be potentially significant.

Mitigation Measure

The following mitigation measures are identified to reduce significant noise impacts:

MM-NOI-1 Where combined-use routes are located less than 100 feet from sensitive receptors, the Signage Plan shall be modified to include signage to reduce OHV speeds to 25 mph. Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.

MM-NOI-2: The Project Applicant shall conduct ongoing community and public outreach programs to work with local OHV groups and OHV-related businesses. The outreach program should include awareness with respect to aftermarket exhaust systems (e.g., mufflers), reducing noise emissions, and the importance of staying on designated combined-use routes.

Community and/or public outreach should be conducted in the form of an educational program, including the use of informational brochures and pamphlets, posting brochures on existing kiosks, and providing OHV vendors (such as rental companies) with brochures to be distributed to OHV users during safety orientations as part of OHV rental registration.

MM-NOI-3: Upon implementation of the proposed Project, the County of Inyo or the City of Bishop shall implement a noise-monitoring program for routes located within their respective

jurisdictions within 100 feet from sensitive receptors to determine if increased noise from OHV use exceeds acceptable standards over a 24-hour period (60–65 Ldn). If noise levels are exceeded, then the County or City, depending on jurisdiction, shall close the combined-use routes to travel by OHVs.

Findings

The mitigation measures listed previously are expected to reduce potentially significant impacts to a **less than significant level**. Mitigation Measures **MM-NOI 1**, **MM-NOI-2**, and **MM-NOI-3** would reduce potential noise impacts that could result from an unexpected high concentration of OHVs occurring along certain popular roads during peak OHV seasons. **MM-NOI 1** would reduce OHV speed near sensitive receptors, which would reduce the revolutions per minute (RPM) for OHVs and in turn reduce the noise generated from engines. **MM-NOI-2** would encourage the installation of quieter aftermarket exhaust systems to reduce potential noise emissions for OHVs. **MM-NOI-3** would implement a noise-monitoring program to determine if increased noise from OHV use exceeds acceptable standards over a 24-hour period (60–65 Ldn) and would close routes if noise levels are exceeded. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop's jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-NOI-1**, **MM-NOI-2** and **MM-NOI-3** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

Impact

5.11.4.2 A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project

Impact

The proposed Project would not create any stationary noise sources because it does not involve the construction of any facility, residential buildings or roads. All noise attributed to the proposed Project would come from mobile sources.

The increase in trips from the Project would increase the ambient noise levels when compared to existing conditions. OHV activity would occur only along County-designated routes, and it would be dispersed throughout the day during operational hours, between 8:00 AM and 8:00 PM. While the provisions allow for a 12-hour period for OHV travel, peak concentrations of OHV travel would likely occur during the hours of 10:00 AM to 3:00 PM, as it is typically the peak hours for leisure activities.

Additionally, it is unlikely that an increase in noise levels would occur on a daily basis. It is anticipated that the 2.7 percent traffic increase would occur during peak seasons and 1.35 percent during off-peak seasons. As shown on **Table 5.11-5, Project Noise Levels**, of the Draft EIR, sensitive receptors that are less than 100 feet from a combined-use route are likely to experience increased noise spikes over 60–65 dB(A). However, OHV travel would be sporadic and unpredictable, and limited to daytime hours. Popularity of OHV routes are often determined by general weather conditions and consensus amongst OHV users. Because of this irregularity, an overall daily average above 65 Ldn is highly unlikely. During the peak seasons (spring and fall), the proposed Project would generate an overall increase of approximately 2.7 percent. While the increase is minor, the behavioral pattern of OHV users are unpredictable, and the potential for noise levels occurring above ambient levels would still exist.

Impacts would be potentially significant.

Mitigation Measure

Mitigation measure **MM-NOI-1, MM-NOI-2, and MM-NOI-3** have been identified to reduce impacts.

Findings

The mitigation measures listed previously are expected to reduce potentially significant impacts to a **less than significant level** by requiring a modified Signage Plan to include reduce 25 mph speeds for OHVs, community and/or public outreach programs, and implementation of a noise monitoring program for Project routes within 100 feet form sensitive receptors. If noise levels exceed acceptable standards on Project combined-use routes, then the County or City can prohibit OHVs from traveling those combined-use routes. Mitigation Measures **MM-NOI 1, MM-NOI-2, and MM-NOI-3** would reduce the potential for the increase of noise levels above ambient levels. Since the behavioral pattern of OHV users are unpredictable, these mitigation measures would reduce potential noise impacts that could result from an unexpected high concentration of OHVs occurring along certain popular roads during peak OHV seasons. **MM-NOI 1** would reduce OHV speed near sensitive receptors in order to reduce the noise generated from engines. **MM-NOI-2** would encourage the installation of quieter aftermarket exhaust systems to reduce potential noise emissions for OHVs. **MM-NOI-3** would implement a noise-monitoring program to determine if increased noise from OHV use exceeds acceptable standards over a 24hour period (60–65 Ldn) and would close routes if ambient noise levels are exceeded. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop’s jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-NOI-1, MM-NOI-2, and MM-NOI-3** as applicable to the portion of

the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented.

2.3.2 Significant and Unavoidable Impacts

The following significant and potentially significant environmental impacts of the project are unavoidable and cannot be mitigated in a manner that would substantially lessen the environmental impact. Notwithstanding the disclosure of these impacts, the Board of Supervisors elects to approve the project due to overriding considerations as set forth below in **Section 3.0, Statement of Overriding Considerations**.

Air Quality

Impact

5.3.4.1 Violate any air quality standard or contribute substantially to an existing or projected air quality violation

Once the Project becomes operational, its normal day-to-day activities will generate air pollutant emissions for mobile sources as a result of vehicle trips. Mobile emissions would be generated by OHVs traveling in the Adventure Trails network.

The USEPA has indicated that exposure to elevated levels of PM10 can result in health effects. Major concerns for human health from exposure to PM10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive to the effects of particulate matter. Acidic PM10 can also damage human-made materials and is a major cause of reduced visibility in many parts of the U.S. New scientific studies suggest that fine particles (smaller than 2.5 micrometers in diameter) may cause serious adverse health effects.

The 17 proposed combined-use routes in the Bishop Area would utilize existing County-maintained roads. Bishop Area combined-use Routes 1, 2, 3, and 4 also include roads maintained by the City of Bishop. **Table 5.3-8, Peak Daily Emissions for Bishop Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Bishop Area. **Table 5.3-9, Peak Daily Emissions for Big Pine Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Big Pine Area. The three proposed combined-use routes would utilize County-maintained roads, which begin in and travel west from the community of Big Pine. **Table 5.3-10, Peak Daily Emissions for Northern Inyo Range Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Northern Inyo Range Area. **Table 5.3-11, Peak Daily Emissions for Aberdeen Area**

Routes, of the Draft EIR illustrates the peak daily emissions associated with each route in the Aberdeen Area. The three combined-use routes would utilize existing County-maintained roads that travel north and south from Aberdeen. **Table 5.3-12, Peak Daily Emissions for Independence Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Independence Area. The five proposed combined-use routes would utilize existing County-maintained roads that travel east and west from Independence. **Table 5.3-13, Peak Daily Emissions for Lone Pine Area Routes**, of the Draft EIR illustrates the peak daily emissions associated with each route in the Lone Pine Area.

Based on a review of the mass daily emissions presented in **Tables 5.3-8** through **5.3-13** of the Draft EIR, CO and NO_x are below the numerical thresholds for all proposed roadway segments. Bishop Routes 11, 12, 14, 16, and 18 exceed the mass daily threshold for PM₁₀. In addition, Bishop Routes 11 and 16 exceed the mass daily threshold for PM_{2.5}. As a result, the segments that exceed the mass daily thresholds are subject to further analysis. Pollutants emissions and their associated concentrations were estimated and compared to the appropriate measurable change criteria.

Based on a review of the mass daily emissions presented in **Table 5.3-14** of the Draft EIR, Bishop Route 18 exceeds the mass daily threshold for 24-hour PM₁₀ as noted in **Table 5.3-7** of the Draft EIR. All remaining routes were below the identified significance thresholds for both the 24-hour and annual average times.

It should be noted that while Bishop Route 18 exceeds the maximum pollutant concentration for PM₁₀, a detailed review of the modeling results show that of the 5-years analyzed, only one year exceeded thresholds. Further, the modeling analysis is considered “worst-case” as it places all trips on each trail. Further, the receptor locations used were monitoring stations and not sensitive receptors, the impacts from the increased PM₁₀ elevations would not result in adverse effects on specific receptors. However, because the modeling results exceed the threshold, the impact is considered potentially significant relative to Bishop Route 18.

The proposed Project will be required to comply with the GBUAPCD’s Rule 431—Particulate Emissions, due to the exceedances of State or federal ambient particulate matter standards caused by reentrained road dust from paved roads. The purpose of this rule is to improve and maintain the level of air quality in the communities in the GBUAPCD, so as to protect and enhance the health of its citizens by controlling the emissions of particulate matter. The rule also calls for paved-road dust reduction measures, as well as pollution-reduction education programs. Due to increased dust levels, the proposed Project may conflict with Rule 431.

Impacts would be potentially significant.

Mitigation Measure

The following mitigation measures have been identified to reduce impacts to air quality:

- MM-AQ-1** Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles-per-hour (mph).
- MM-AQ-2** Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal “knock-off” grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.

Findings

The mitigation measure listed previously is expected to reduce potentially significant impacts to air quality by requiring a posted 15 mph speed limit for unpaved intervals of any combined-use routes within 0.5 miles of any residential unit. Additionally, metal “knock-off” grates shall be installed where combined-use routes transition from unpaved to paved roadway sections located within 0.5 miles of a residential unit. Mitigation Measures **MM-AQ-1** and **MM-AQ-2** would reduce PM10 particulate emissions and increased dust levels resulting from OHV use. However, impacts would be significant and unavoidable for Bishop Route 18 because if particulate matter (PM10) exceeding thresholds. Impacts would be less than significant for all other combined-use routes. As stated previously, a portion of some of the combined-use routes are located within the City of Bishop’s jurisdiction. Pursuant to CEQA Guidelines Section 15091 (a)(2), the City of Bishop is defined as a responsible agency. Should the City adopt the portion of a route located within the City of Bishop, the County recommends that the City can and should implement **MM-AQ-1** and **MM-AQ-2** as applicable to the portion of the route adopted. Should the City of Bishop not adopt a portion of a route that is located within the City, the entire route will not be implemented. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

2.4 FINDINGS RELATED TO CUMULATIVE IMPACTS

Cumulative impacts were analyzed in each environmental topic section of the Draft EIR. Findings for any cumulatively considerable contribution to significant cumulative impacts are included in **Section 2.3**.

2.5 FINDINGS RELATED TO THE RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

Based on the EIR and the entire record before the County Board of Supervisors, the County Board of Supervisors makes the following findings with respect to the project's balancing of local short-term uses of the environment and the maintenance of long-term productivity:

- As the Project is implemented, certain impacts would occur in the short term. Where feasible, policies and actions have been incorporated in the Project and mitigation measures added to the Project, as appropriate, to mitigate these potential impacts.
- The long-term implementation of the Project would provide important social, economic, and environmental benefits to Inyo County. The Project will encourage economic vitality. The Project will provide for the implementation of the ATV Adventure Trails program.
- Notwithstanding the foregoing, some long-term impacts would result from implementation of the pilot Project.

Despite short-term and long-term adverse impacts that would result from implementation of the Project, the short-term and long-term benefits of implementation of the Project justify implementation.

2.6 CEQA PROJECT ALTERNATIVES

The feasibility of the alternatives is considered at two different points, with two different standards, in the EIR process. "The issue of feasibility arises at two different junctures: (1) in the assessment of alternatives in the EIR and (2) during the agency's later consideration of whether to approve the project" (*Cal. Native Plants Society v. City of Santa Cruz* [2009 177 Cal.App.4th 957, 981]). For the first phase—inclusion in the EIR—the standard is whether the alternative is potentially feasible. By contrast, at the second phase—the final decision on project approval—the decision-making body evaluates whether the alternatives are actually feasible. At that juncture, the decision makers may reject as infeasible alternatives that were identified in the EIR as potentially feasible (*Cal. Native Plants Society v. City of Santa Cruz* [2009 177 Cal.App.4th 957, 981]). These Findings represent the second phase of the Alternatives analysis, and the County is making the final decision on whether the Alternatives are feasible.

Under the heading "Findings Required under CEQA," an alternative may be "infeasible" if it fails to achieve the lead agency's underlying goals and objectives with respect to the project. Thus, "'feasibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing

of the relevant economic, environmental, social, and technological factors” of a project (*City of Del Mar v. City of San Diego* [1982] 133 Cal.App.3d 401, 417).

Any one of the stated reasons identified under an Alternative is sufficient to find that Alternative infeasible.

2.6.1 Alternatives

A comparison of the impacts of the proposed Project and the alternatives selected for further evaluation is provided in this section for each of the environmental topics addressed in the EIR. This comparison of impacts assumes, for each topic, that the mitigation measures identified in this EIR for the proposed Project would also be incorporated into the alternatives.

In accordance with the State CEQA Guidelines, the discussion of the environmental effects of the alternatives in an EIR may be less detailed than provided for in the proposed Project but should be sufficiently detailed to allow meaningful evaluation, analysis, and comparison with the proposed Project.³⁵

2.6.2 Alternatives Considered and Eliminated from Detailed Consideration

The State CEQA Guidelines³⁶ require an EIR to identify any alternatives that were considered by the lead agency but were rejected as infeasible and briefly explain the reasons underlying the lead agency’s determination. The State CEQA Guidelines states the following:

The EIR should also identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the Lead Agency's determination...Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Several alternatives were initially considered for further evaluation in this EIR based on the potential for each to reduce or eliminate the significant environmental impacts identified for the Project.

The following alternatives were considered and rejected as infeasible: Alternative Routes and Routes on Non-County- or Non-City-Maintained Roads.

35 State CEQA Guidelines, sec. 15126.6(d) (2013).

36 State CEQA Guidelines, sec. 15126.6(c) (2013).

Alternative Routes

The Alternative Routes alternative would eliminate certain combined-use routes and implement alternative routes other than those specified in **Section 3.0, Project Description**, of the Draft EIR.

This alternative has been eliminated from further consideration because the routes identified by the Project Applicant were proposed to meet selection parameters set forth in the enabling legislation, AB628. No other suitable routes provided a unified linkage of trail systems for OHV users. Further, the applicants completed an extensive screening process to ensure that the routes identified as part of the proposed Project met the requirements of AB 628, provided acceptable start and end points, and provided OHV users with routes that would be of beneficial use. Additionally, this alternative would not avoid or substantially lessen any of the significant effects of the proposed Project.

Routes on Non-County- or Non-City-Maintained Roads

The Routes on Non-County- or Non-City-Maintained Roads alternative would include routes on non-County- or non-City-maintained roads. Under this alternative, routes in the City of Bishop would not be included. As with the proposed Project, this alternative would not include routes on federal land or land maintained by private entities, such as USFS or LADWP.

This alternative has been eliminated from further consideration because AB 628 requires that the routes identified by the Project applicant be within County-maintained roadways. Therefore, this alternative would not meet a primary condition of AB 628.

2.6.3 Summary of Alternatives Considered

The following alternatives were identified for evaluation:

Alternative 1: No Project Alternative

Alternative 2: Reduction of Routes Based on Environmental Constraints

Alternative 3: Reduction of Routes Based on California Highway Patrol (CHP) Safety Analysis

Alternative 4: Seasonal Route Closures

Alternative 5: Removal of Routes That Link to or Cross into Inyo National Forest Land

Alternative 6: Phased Pilot Project Designation

Alternative 1: No Project Alternative

Finding

Alternative 1: No Project is infeasible because it fails to meet key Project objectives.

Facts in Support of Finding of Infeasibility

Alternative 1 would result in greater impacts related to agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, and transportation and traffic than would the proposed Project.

Alternative 1 would result in similar impacts related to aesthetics, greenhouse gases, land use, population, and housing, recreation.

Under Alternative 1, no trail designation would occur, and some illegal use of County-maintained roads by non-street-legal vehicles would continue to occur. There are currently no designated sections of combined-use roads that are part of the City of Bishop or County of Inyo Maintained Mileage System. The use of County-maintained roads by green- and red-sticker vehicles is currently illegal.

Under this alternative, the combined-use segments identified by the Applicant would not be implemented. Illegal non-street-legal OHV activity would remain throughout the County. As part of the No Project Alternative, no signage plan would be implemented, and appropriate mitigation measures would not be implemented. Ambiguity as to which roads in the Owens Valley Area are legal for travel by OHVs would remain. The amount of OHV use within Owens Valley communities would remain light and sporadic. The number of non-street-legal OHVs in and adjacent to area communities will continue to increase reflecting general recreation user trends.

The No Project alternative would allow the County of Inyo and the City of Bishop Maintained Mileage Systems to remain in their existing state, and the proposed Adventure Trails Project would not be implemented. While potentially significant impacts would be avoided with this alternative, the following Project objectives would not be achieved with the No Project Alternative:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.

- Link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads.
- Designate City and County roads for combined use by normal vehicle traffic and off-highway vehicles in accordance with State law.
- Implement AB 628 (Conway), which authorizes Inyo County to establish a pilot project that would allow the designation for combined-use segments for a distance of more than three (3) miles and up to 10 miles for specified combined-use roads in the unincorporated area within Inyo County.
- Implement the recreational objectives of the County's and the City of Bishop's *General Plans* including:
 - Enhance opportunities for off-road vehicles.
 - Encourage the appropriate expansion of new recreational opportunities on federal lands.
 - Promote the acquisition of additional Off-Highway Vehicle (OHV) access routes, including support of programs such as the Adventure Trails Program.
 - Increase outdoor recreational opportunities and recreational use of the area's vast open space resources.
- Establish standard symbols for signs, markers, and traffic control devices to assist off-highway motor vehicles in identifying areas that are legal to ride.
- Improve protection of natural and cultural resources of Inyo County by providing signed OHV routes, which would avoid known areas of sensitivity.

Encourage OHV users to avoid the use and trespass of private lands, including those owned by LADWP.

- Provide increased economic activity to Inyo County-based businesses from OHV users utilizing the surrounding public and private recreation areas.
- Minimize impacts on County residents by providing a framework for OHV use in and around the communities in the Owens Valley.

Alternative 2: *Reduction of Routes Based on Environmental Constraints*

Finding

The Reduction of Routes Based on Environmental Concerns Constraints alternative (Alternative 2) assumes that the proposed Project would eliminate certain combined-use routes and/or portions of routes based on environmental constraints, such as air quality, biological resources, hydrology, etc.

Routes that have three or more environmental constraints would also be entirely eliminated (see **Figure 6.0-1, Alternative 2 Routes**, of the Final EIR).

In addition to environmental considerations, the following routes have been removed from Alternative 2 due to the results of the CHP Safety Determination (see **Appendix 6.0, CHP Safety Determination Letters**, of the Draft EIR and **Appendix 4.0, CHP Safety Determination Letters**, of the Final EIR). The eliminated routes are:

- Bishop Route 2 (Alternatives B and C)
- Bishop Route 3 (Alternatives B and C)
- Bishop Route 4 (Alternatives B and C)
- Big Pine Route 2
- Independence Route 4

In addition, the following routes have been removed based on environmental constraints and the CHP Safety Determination Letters:

- Bishop Route 1 within 0.25 mile from the Bishop Airport
- Bishop Route 2 within 0.10 mile from Bishop Airport (including Alternatives B and C)
- Bishop Route 3 within 0.25 mile from Bishop Airport (including Alternatives B and C)
- Bishop Route 4 within 0.25 mile from Bishop Airport (including Alternatives B and C)
- Bishop Route 8 adjacent to the Owens River
- Bishop Routes 11 and 12 along Wyman Creek
- Bishop Route 14 within 0.50 mile of the Owens River and habitat for the bank swallow.
- Bishop Route 15 within 1.7 miles from Bishop Airport
- Bishop Route 16 adjacent to riparian areas along Silver Canyon Road
- Bishop Route 17 adjacent to riparian areas along Wyman Creek
- Bishop Route 18 due to air quality (PM10) exceedance
- Big Pine Route 2

- Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors. Additionally, Aberdeen Route 3 travels through a residential neighborhood.
- Independence Route 1 within 0.8 miles from the Independence Airport
- Independence Routes 3, 4, and 6 that traverse areas of native habitat and are adjacent to riparian areas
- Lone Pine Route 1 that traverses areas of native habitat and is adjacent to riparian areas
- Lone Pine Routes 2 and 3 within 1.3 to 1.8 miles from the Lone Pine Airport, respectively
- Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek and other riparian areas, including breeding and nesting habitat for yellow-breasted chat and least bell's vireo
- Lone Pine Route 7 adjacent to native habitat and riparian areas, including the Water Birch Riparian Scrub

Based on the alternative analysis, Alternative 2, the Reduction of Routes Based on Environmental Concerns alternative, evaluates the reduction of routes based on environmental constraints. Alternative 2 would remove certain combined-use routes and/or portions of routes based on environmental constraints, such as air quality, biological resources, hydrology, etc., which would result in a total of 11 full-length combined-use routes. Routes that have three or more environmental constraints would be entirely eliminated (see **Figure 6.0-1** of the Final EIR).

Alternative 2 was determined to be the environmentally superior alternative because impacts to agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and public services would be reduced when compared to the proposed Project.

Facts in Support of Finding of Infeasibility

Alternative 2 would result in similar impacts to aesthetics, greenhouse gases, land use and planning, recreation, and population and housing compared to the proposed Project. Alternative 2 would result in greater impacts to transportation and traffic.

Alternative 2 would result in reduced impacts to agricultural resources, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and public services when compared to the proposed Project.

The Reduction of Routes Based on Environmental Constraints alternative (Alternative 2) assumes that the proposed Project would eliminate certain combined-use routes and/or portions of routes based on environmental constraints, such as air quality, biological resources, hydrology, etc. Routes that have three or more environmental constraints would also be entirely eliminated. While this alternative is considered the environmentally superior alternative, the following Project objectives would not be achieved with this Alternative:

- Provide increased access to Inyo County’s outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough’s Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.
- Link existing off-highway motor vehicle trails on federal BLM and USFS lands via County- and City-maintained roads.
- Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.

Alternative 3: Reduction of Routes Based on California Highway Patrol (CHP) Safety Analysis

Finding

The Reduction of Routes Based on CHP Safety Analysis alternative (Alternative 3) assumes that the proposed Project would eliminate certain combined-use routes based on the result of the CHP Safety Determination Letters (See **Appendix 6.0, CHP Safety Determination Letters**, of the Draft EIR and **Appendix 4.0, CHP Safety Determination Letters**, of the Final EIR).³⁷ Pursuant to AB 628, California Vehicle Code Section 38026.1 (e), the “County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.” CHP Safety Determination is a requirement of AB 628. Alternative 3 reflects the results of the Safety Determination Letters of January 10, 2014, and May 13, 2014 (See **Appendix 6.0** of the Draft EIR and **Section 4.0** of the Final EIR). On February 6, 2014, Inyo County appealed the elimination of Bishop

³⁷ Department of California Highway Patrol, CHP Safety Determination Letter (May 13, 2014).

Routes 1 through 4, requesting that CHP complete a safety evaluation of these routes. On May 13, 2014, CHP approved Bishop Routes 1 through 4 with the exception of Alternatives B and C for Bishop Routes 2 through 4.

Under Alternative 3, the combined-use routes identified by the CHP in their Safety Determination would be eliminated from the proposed Project. The Project addressed in the Draft EIR was based on the application packet for the Eastern Sierra All-Terrain Vehicles (ATV) Adventure Trails Project that was submitted to Inyo County. Subsequent to the submission of the application, the CHP Safety Determination denied two combined-use routes and four alternative combined-use routes, which would result in 36 combined-use routes (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR). As the proposed Project has been reduced to the consideration of 36 proposed combined-use routes, Alternative 3 reflects the environmental consequences of the eliminated routes.

These routes were denied based on an increased safety risk presented by OHV use of Hanby Avenue. The eliminated routes would include:

- Bishop Route 2 (Alternatives B and C)
- Bishop Route 3 (Alternatives B and C)
- Bishop Route 4 (Alternatives B and C)
- Big Pine Route 2
- Independence Route 4

Facts in Support of Finding of Infeasibility

Alternative 3 would result in reduced impacts with respect to geology and soil, hazards and hazardous materials, hydrology and water quality, noise, and public services when compared to the Project. Alternative 3 would result in similar impacts to air quality, agriculture and forestry resources, biological resources, cultural resources, aesthetics, greenhouse gases, population and housing, recreation, and transportation and traffic.

Alternative 3 considers the reduction of routes as required by AB 628, Section 38026.1(e). Alternative 3 supports the requirement based on the results of the CHP Safety Determination Letters. While the Project applicant's goal would be met in regards to the designation of combined-use routes, a reduction of routes based on the CHP safety analysis would result in 36 of the 38 of the Project applicant's proposed combined-use routes available for implementation.

Alternative 3 would reduce the number of proposed Project routes from 38 to 36 based on the CHP safety analysis, which would eliminate two combined-use routes and two alternative combined-use routes that would not be implemented. Potentially significant impacts would be avoided or reduced with this alternative, and all Project objectives would be achieved with this Alternative.

Alternative 4: Seasonal Route Closures

Finding

The Seasonal Route Closures alternative (Alternative 4) assumes that the proposed Project would restrict and/or disallow OHV travel on appropriate combined-use routes during certain seasons. Under Alternative 4, combined-use routes that link with Bureau of Land Management (BLM)–maintained OHV routes would conform to BLM’s seasonal closures (see **Figure 6.0-3, Alternative 4 Routes**, of the Final EIR).

According to BLM’s Resource Management Plan (RMP), BLM has three route designations: open, limited use, and closed. All of the proposed Project’s routes that link with BLM’s routes are designated as limited use. BLM defines “limited use” routes as routes that limit the type of vehicles allowed on the route, the number of vehicles allowed on the route, or seasonal closures. Typically, complete or seasonal closures require public outreach and input prior to the closure. Additionally, BLM has expressed concern that the use of combined-use routes in the City- and County-maintained roads would indirectly increase OHV-related impacts to their own lands.

Because of the results of the CHP Safety Determination (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR), Bishop Routes 2, 3, and 4 (Alternatives B and C), Big Pine Route 2, and Independence Route 4 have been removed from Alternative 4.

The following routes have been removed from Alternative 4 based on the CHP Safety Determination:

- Big Pine Route 2
- Bishop Route 2 (Alternative B and C)
- Bishop Route 3 (Alternative B and C)
- Bishop Route 4 (Alternative B and C)
- Independence Route 4

Alternative 4 would implement seasonal closures on the following routes:

- Bishop Route 2 (Alternative A)
- Bishop Route 3 (Alternative A)
- Bishop Routes 6–12
- Bishop Routes 14–18
- Independence Routes 1–3 and 6
- Lone Pine Routes 1–7

Environmental concerns include potential impacts to deer migration corridors, disturbance of animals during breeding and nesting seasons, and impacts to cultural resources. Other reasons for seasonal closures would be weather conditions, soil instability, and an unexpected increase in traffic congestion.

Facts in Support of Finding of Infeasibility

This alternative would result in greater impacts to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hydrology and water quality, public services, noise, and transportation and traffic when compared to the proposed Project. Alternative 4 would result in similar impacts to aesthetics, greenhouse gases, hazards and hazardous materials, land use and planning, recreation, and population and housing when compared to the proposed Project. Alternative 4 would result in reduced impacts to air quality impacts when compared to the proposed Project.

Under this alternative, seasonal closures would occur to reduce proposed Project impacts. This alternative allows for the designation of the Project applicant's combined-use routes, allowing the Project applicants objectives to be met while allowing for seasonal closure to reduce potential environmental impacts. Potentially significant impacts would be avoided with this alternative, and the following proposed Project objectives would not be achieved with Alternative 4:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.
- Implement the recreational objectives of the County's and the City of Bishop's *General Plans* including:

- Enhance opportunities for off-road vehicles.³⁸
 - Encourage the appropriate expansion of new recreational opportunities on federal lands.³⁹
 - Promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program.⁴⁰
 - Encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage.⁴¹
 - Promote economic stability for businesses within the County dependent upon recreation activities.
 - Encourage and promote private programs and public/private partnerships that express the cultural heritage of the area.⁴²
 - Increase outdoor recreational opportunities and recreational use of the area's vast open space resources.⁴³
- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including BLM and USFS.
 - Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.

Alternative 5: Removal of Routes That Link to or Cross into Inyo National Forest Land

Finding

The Removal of Routes That Link to or Cross into Inyo National Forest Land alternative (Alternative 5) assumes that the proposed Project would disallow designation of combined-use routes that link to or cross Inyo National Forest land. Alternative 5 would remove 22 routes from the combined-use routes for the proposed Project (see **Figure 6.0-4, Alternative 5 Routes**, of the Draft EIR). The elimination of combined-use routes linked to routes maintained by the USFS would be based on potential indirect

38 *Inyo County General Plan (2001).*

39 *Inyo County General Plan, "Conservation/Open Space Element" (2001).*

40 *Inyo County General Plan, "Circulation Element" (2001).*

41 *Inyo County General Plan, "Economic Development Element" (2001).*

42 *Inyo County General Plan, "Conservation/Open Space Element" (2001).*

43 *Bishop General Plan, "Parks and Recreation Element" (1994).*

impacts on USFS lands where combined-use routes end and USFS routes begin, as well as on concerns about sensitive cultural resources and road maintenance due to increased OHV usages on USFS routes. This alternative would remove the entire route that connects to or crosses USFS lands.

Because of the results of the CHP Safety Determination (see **Appendix 6.0** of the Draft EIR and **Appendix 4.0** of the Final EIR), Bishop Routes 2, 3, and 4 (Alternatives B and C) have been removed from Alternative 5. The following routes have been removed from Alternative 5 due to the CHP Safety Determination:

- Bishop Routes 2 (Alternatives B and C)
- Bishop Routes 3 (Alternatives B and C)
- Bishop Routes 4 (Alternatives B and C)

The following routes connecting to USFS lands would be removed under Alternative 5:

- Bishop Routes 10, 11, 12, 16, 17, and 18
- Big Pine Routes 1, 2, and 3
- Aberdeen Routes 1, and 2
- Northern Inyo Range Area Routes 1, 2, and 3
- Independence Routes 2, 3, 4, and 6
- Lone Pine Routes 2, 4, 5, and 6

Facts in Support of Finding of Infeasibility

Alternative 5 would result in greater impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, and public services. This alternative would result in similar impacts associated with aesthetics, greenhouse gases, recreation, and population and housing. Alternative 5 would result in reduced impacts associated with air quality when compared to the proposed Project.

Under this alternative, the removal of all USFS routes would occur, resulting in the removal of 22 out of the 38 proposed combined-use routes. While the Applicant's goal would be met in regard to the desire to designate combined-use routes, a reduction of more than 50 percent of the proposed combined-use routes would not meet the following proposed Project objectives:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for off-highway motor vehicles by connecting off-highway motor vehicle trail segments, off-highway motor vehicle recreational-use areas and necessary service facilities, and lodging facilities and off-highway motor vehicle recreational facilities.
- Link existing off-highway motor vehicle trails on federal BLM and USFS lands via County- and City-maintained roads.
- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including BLM and USFS.
- Minimize impacts on County residents by providing a framework for OHV use in and around the communities in the Owens Valley.

Alternative 6: *Phased Pilot Project Designation*

Finding

The Phased Pilot Project Designation alternative (Alternative 6) designates a limited number of proposed routes, based on the short time before the January 1, 2017, sunset of the legislation allowing the pilot project. Alternative 6 assumes that the proposed Project would proceed on an interim basis in the near term, initially designating a limited number of combined-use routes based on the feasibility of the route implementation, including environmental constraints. Given the concerns expressed by the Inyo National Forest with the proposed project, under this alternative only one route would link to or cross Inyo National Forest land (see **Figure 6.0-5, Alternative 6 Routes**, of the Final EIR).

Alternative 6 would initially designate 3 routes from the combined-use applications for the proposed Project, which would allow for the 3 routes to be implemented and the impacts of the designation monitored prior to the sunset of the legislation enabling the pilot project. Information based on the results of the monitoring of the impacts caused by the use of the designated routes would be available for consideration by State Legislature in determining whether to continue the Adventure Trails project on an interim or permanent basis. The designation of combined-use routes would be based on known areas of controversy, environmental constraints, and potential indirect impacts on surrounding lands.

Because of environmental considerations and the results of the CHP Safety Determination (see **Appendix 4.0** of the Draft EIR and **Appendix 6.0** of the Final EIR), Big Pine Route 2 has been removed from Alternative 6.

The following routes would be included under Alternative 6:

- Bishop Route 1
- Independence Route 1
- Lone Pine Route 1

Facts in Support of Finding of Infeasibility

This alternative would result in greater impacts related to agriculture and forestry resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, and transportation and traffic when compared with the proposed Project. This alternative would result in similar impacts associated with aesthetics, greenhouse gases, recreation, land use and planning, and population and housing when compared with the proposed Project. This alternative would result in reduced impacts associated with air quality when compared with the proposed Project.

Alternative 6 would reduce the number of proposed Project routes from 38 to 3, resulting in a phased pilot program that would involve the implementation of four combined-use routes. While the Applicant's desire to designate combined-use routes would be achieved, a reduction of 35 routes of the proposed combined-use routes would not be fulfilled under this Alternative:

- Provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain volcanic field, Tungsten Hills, and the Volcanic Tablelands, among others.
- Provide a unified linkage of trail systems for OHVs by connecting OHV trail segments, OHV recreational-use areas and necessary service facilities, and lodging facilities and OHV recreational facilities.
- Link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads.
- Designate City and County roads for combined use by normal vehicle traffic and off-highway vehicles in accordance with State law.
- Encourage visitors to fully utilize OHV recreation areas managed by the surrounding federal land management agencies, including BLM and USFS.
- Minimize impacts on county residents by providing a framework for OHV use in and around the communities in the Owens Valley.

- Encourage OHV users to avoid the use and trespass of private lands, including those owned by LADWP.
- Provide increased economic activity to Inyo County–based businesses from OHV users utilizing the surrounding public and private recreation areas.

2.7 FINDINGS REGARDING EIR RECIRCULATION

CEQA Guidelines Section 15088.5 requires a lead agency to recirculate an EIR for further review and comment when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent declines to implement. The CEQA Guidelines provide the following examples of significant new information under this standard (CEQA Guidelines, Section 15088.5, subd. [a]).

- A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded (*Mountain Lion Coalition v. Fish and Game Com.* [1989] 214 Cal.App.3d 1043).

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR (CEQA Guidelines, Section 15088.5, subd. (b)).

The County has published for review proposed modifications to the text in the Final EIR and the Project. The County Board of Supervisors finds that the changes identified in the proposed modifications do not identify any new impacts or identify any substantial increase in the severity of an environmental impact that would not be reduced to a less than significant level through mitigation, nor would the modified mitigation measures result in new significant environmental impacts. Because no new unmitigated impacts have been identified or created by the modified mitigation, the EIR is not changed in a way that

deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the Project. The modifications to the EIR's mitigation measures represent improvements to the analysis and mitigation of impacts, and therefore do not require recirculation of the EIR.

3.0 STATEMENT OF OVERRIDING CONSIDERATIONS

The County Board of Supervisors makes this Statement of Overriding Considerations in accordance with State CEQA Guidelines Section 15093 in support of approval of the ATV Adventure Trails of the Eastern Sierra Project. In the County Board of Supervisor's judgment, the benefits of the ATV Adventure Trails of the Eastern Sierra Project outweigh its unavoidable significant effects. The following Statement identifies the reasons why, in the County Board of Supervisor's judgment, the benefits of the ATV Adventure Trails of the Eastern Sierra Project as approved outweigh its unavoidable significant effects.

Any one of the stated reasons below is sufficient to justify approval of the ATV Adventure Trails of the Eastern Sierra Project in spite of the unavoidable impacts. Thus, even if a court were to conclude that not every reason set forth in this Statement is supported by substantial evidence, the County Board of Supervisors finds that any individual reason in this Statement is separately sufficient to approve the project. This Statement is supported by the substantial evidence set forth in the Draft EIR, Final EIR, Errata, the Findings set forth above, and in the documents contained in the administrative record.

PROTECTION OF NATURAL AND CULTURAL RESOURCES

The Project will improve natural and cultural resource protection by providing signed OHV routes that avoid known areas of sensitivity. The Project would implement signage to reduce potential for trespassing and route proliferation into areas of sensitive natural and cultural resources.

IMPROVED TRAFFIC SAFETY

The Project will permit the safe use of regular vehicular traffic and the driving of OHVs on roadways that will improve traffic safety for both OHV users and other motorists and roadway users along all designated routes. In addition, the Project's signage plan encourages OHV users to remain on designated routes in an effort to reduce route proliferation and avoid trespassing on private lands. The Project provides for increased regulation of OHV use and will reduce illegal activity, allowing law enforcement to effectively monitor the Project routes. The project will help to more clearly indicate those areas where OHV users are allowed to ride.

INCREASED ECONOMIC ACTIVITY

The Project will provide increased economic activity to Inyo County-based businesses from OHV users utilizing the surrounding public and private recreation areas. Additionally, the Project will promote economic stability for businesses within the County dependent upon recreation activities.

Tourism contributes greatly to the economy of the County. OHV users, both resident and transient, can contribute to the tax revenue of the County through the sale tax amount related to sales that include

OHV influences. Based on the per capita amount of \$552 per year, this equates approximately to between \$320,712 and \$577,392 (depending on total riders during off-peak and peak seasons).

PROVIDE INCREASED ACCESS AND FRAMEWORK FOR OHV USE

The Project will provide increased access to Inyo County's outstanding natural diversity in the Eastern Sierra Nevada, including the Owens Valley, White Mountains, Inyo Mountains, Alabama Hills, Keough's Hot Springs, Crater Mountain Volcanic Field, Tungsten Hills, and the Volcanic Tablelands, among others. Additionally, the Project will provide a unified linkage of trail systems for OHVs by connecting OHV trail segments, OHV recreational-use areas and necessary service facilities, and lodging facilities and OHV recreational facilities. The Project will also link existing OHV trails on federal BLM and USFS lands via County- and City-maintained roads. The Project will aim to minimize impacts on county residents by providing a framework for OHV use in and around the communities in the Owens Valley.

UNIFIED LINKAGE OF TRAIL SYSTEMS FOR OHV USERS

The Project would help create a more unified linkage of trail systems for off-highway vehicles. The OHV user would be able to experience longer and interconnected OHV opportunities and to link more seamlessly with existing services, camping, and lodging facilities. This is one of the goals of AB 628.

IMPLEMENT INYO COUNTY AND THE CITY OF BISHOP GENERAL PLANS

The Adventure Trails Project will implement the recreational objectives of the *General Plans* for both Inyo County and the City of Bishop. These recreational objectives include the following: enhance opportunities for OHVs; encourage the appropriate expansion of new recreational opportunities on federal lands; promote the acquisition of additional OHV access routes, including support of programs such as the Adventure Trails Program; encourage public agencies to develop new tourist-serving facilities or otherwise enhance their capacity to serve visitors on the public lands they manage; promote economic stability for businesses within the County dependent upon recreation activities; encourage and promote private programs and public-private partnerships that express the cultural heritage of the area; and increase outdoor recreational opportunities and recreational use of the area's vast open space resources.

The Project will include designation of combined-use routes within Inyo County and the City of Bishop. This Project will enhance opportunities for OHV use; encourage the appropriate expansion of new recreational opportunities on federal lands; promote the acquisition of additional OHV access routes; encourage public agencies to develop new tourist-serving facilities; promote economic stability for business with the County that rely on recreation activities; and encourage and promote private programs and public-private partnerships that express the cultural heritage of the area. The Project will also improve protection of natural and cultural resources of Inyo County by providing signed OHV routes that would avoid known areas of sensitivity.

CONCLUSION

The County Board of Supervisors has considered these benefits and considerations and has considered the potentially significant unavoidable environmental effects of the ATV Adventure Trails of the Eastern Sierra Project; these include air quality during operations (mobile emissions) along Bishop Route 18. The Board hereby declares that it has balanced the economic, legal, social, technological, or other benefits, including regionwide or Statewide environmental benefits, of the proposed project against its unavoidable environmental risks when determining whether to approve the project.

The County Board of Supervisors has determined that the economic, legal, social, technological, and other benefits of the ATV Adventure Trails of the Eastern Sierra Project outweigh the identified impacts, and the identified potential adverse environmental impacts may be considered acceptable. The County Board of Supervisors has determined that the ATV Adventure Trails of the Eastern Sierra Project benefits set forth above override the significant and unavoidable environmental costs associated with implementation of the ATV Adventure Trails of the Eastern Sierra Project. The proposed project has thus been reduced to the consideration of 36 proposed combined-use routes. It is important to note that during the preparation of the EIR, the document based its analysis on the application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project, submitted on October 12, 2012. Concurrent with the preparation of the EIR, the CHP Safety Determination Letters rejected the approval of Bishop Routes 2, 3, and 4 (Alternatives B and C), Big Pine Route 2, and Independence Route 4.⁴⁴ As such, approval of the entire 38 combined-use routes would be infeasible, and only 36 of the 38 proposed combined-use routes would be fit for approval.

The County Board of Supervisors adopts the mitigation measures in the final Mitigation Monitoring and Reporting Program (MMRP) incorporated by reference into these Findings, and finds that any residual or remaining effects on the environment resulting from the ATV Adventure Trails of the Eastern Sierra Project, identified as Significant and Unavoidable in the Findings of Fact, are acceptable, due to the benefits set forth in this Statement of Overriding Considerations. The County Board of Supervisors makes this Statement of Overriding Considerations in accordance with State CEQA Guidelines Section 15093 in support of approval of the ATV Adventure Trails of the Eastern Sierra Project.

44 Department of California Highway Patrol, CHP Safety Determination Letter (May 13, 2014).

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RESOLUTION NO. 2014-02

**A RESOLUTION OF THE PLANNING COMMISSION OF THE
COUNTY OF INYO, STATE OF CALIFORNIA, RECOMMENDING THAT THE
BOARD OF SUPERVISORS CERTIFY THE FINAL ENVIRONMENTAL IMPACT
REPORT CONCERNING, AND MAKE CERTAIN FINDINGS
WITH RESPECT TO THE EASTERN SIERRA ATV ADVENTURE TRAILS
PROJECT CONDITIONED ON THE BOARD OF SUPERVISOR'S SUBSEQUENT
APPROVAL OF THE ABOVE ACTIONS**

WHEREAS, the Inyo County Board of Supervisors, through Section 15.12.040 of Inyo County Code has designated the Planning Commission to serve as the Environmental Review Board pursuant to Section 15002 of the California Environmental Quality Act (CEQA) Guidelines; and

WHEREAS, pursuant to Section 15025 of the State CEQA Guidelines and Section 15.12.040 of the Inyo County Code (CEQA Procedures), the Planning Commission is responsible for the environmental review of all County projects; and

WHEREAS, on October 12, 2012, the Eastern Sierra Adventure Trails of the Eastern Sierra (Applicant) submitted an application pursuant to the California Vehicle Code as amended by Assembly Bill (AB) 628 and per the Inyo County AB 628 Implementing Procedures to establish combined-use roads open for use by Off Highway Vehicles (OHVs) with certain conditions, revisions to these applications were received on June 28, 2013; and

WHEREAS, on October 10, 2013, a Notice of Preparation for a Draft Environmental Impact Report and an Initial Study and Environmental Checklist was prepared and circulated to interested parties for a 30-day comment period, ending on November 12, 2013, with Public Comment Scoping Meetings held in Independence, CA on October 24, 2013 and in Bishop CA on October 30, 2013; and

WHEREAS, following the close of the comment period for the Notice of Preparation and an Initial Study and Environmental Checklist, a Draft Environmental Impact Report (DEIR) was prepared, pursuant to CEQA concerning applications for combined-use routes known collectively as the Eastern Sierra ATV Adventure Trails (Project), which allows for combined-use of County and City maintained roads by certain non street legal vehicles specified in the California Vehicle Code along roadways that transect a variety of zoning and General Plan designations; and

WHEREAS, the Draft Environmental Impact Report (DEIR) for the Project was circulated to the State Clearinghouse, all affected agencies, and all interested parties for public review and comment pursuant to the provisions of CEQA for a 45-day public review period as required by Section 15.32.060

of Inyo County Code, commencing on July 17, 2014 and ending on September 2, 2014, with 137 written comments received (one of the comment letters was a form letter submitted by approximately 2,900 copies received) and comments received at a public hearing and workshop on August 6, 2014 in Bishop and Independence; and

WHEREAS, following the close of the comment period, a Final Environmental Impact Report (FEIR) was produced, consisting of the DEIR, a list of agencies, persons, and organizations who made comments on the DEIR, comments received on the DEIR, responses to comments, and any changes or revisions to the DEIR; and

WHEREAS, the Inyo County Planning Commission held a meeting on November 5, 2014, to review and consider the EIR for the Eastern Sierra ATV Adventure Trails Project, which would require the above actions, and considered the staff report for the applications, and all oral and written comments regarding the application.

WHEREAS, the Eastern Sierra Adventure Trails System, LLC is a non-profit group formed to encourage access to public lands and for the combined-use of certain area roads; and

WHEREAS, Policy GOV-4.2 of the Inyo County General Plan states that “The County supports and encourages varied use of public and private recreational opportunities” including “Off road vehicle use is a significant recreational activity in the County. Existing off-road vehicle use areas should be continued and additional off-road vehicle areas should be developed”; and

WHEREAS, the proposed Eastern Sierra Adventure Trails System applications are allowed when it has been determined by the California Highway Patrol that there will be no increase in safety hazards on roadways and when the combined-use routes provide a link between OHV trail segments/OHV recreation areas with goods and services.

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Planning Commission finds and determines that the proposed actions will act to further the orderly growth and development of the County.

BE IT FURTHER RESOLVED that the Planning Commission of the County of Inyo has reviewed the proposed Application, and that, based on all of the written and oral comment and input received at the November 5, 2014, hearing, including the Planning Department Staff Report, the DEIR and FEIR for the above-described proposed project;

BE IT FURTHER RESOLVED that the Planning Commission recommends that the Board of Supervisors take the following actions:

RECOMMENDED ACTIONS

1. Certify that the subject Final Environmental Impact Report (FEIR) was prepared in compliance with CEQA, was presented to and considered by the Board, reflects the independent judgment of the Board, make the required CEQA findings, and certify the EIR.
2. Adopt the Mitigation, Monitoring & Reporting Program (MMRP) for the project, as delineated in the FEIR.

3. Recommend to staff either of the following alternatives to move forward for the Board of Supervisors' consideration of the individual combined-use applications: a) the staff recommended alternative including County roads on USFS land or b) the staff recommended alternative that would condition County approval of those roads on USFS land on a future jurisdictional agreement between the County and the USFS.
4. Recommend that the Board of Supervisors revise the County's Implementing Procedures for AB 628.

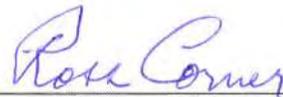
PASSED AND ADOPTED this 5th day of November, 2014, by the following vote of the Inyo County Planning Commission:

AYES: 5

NOES: 0

ABSTAIN: 0

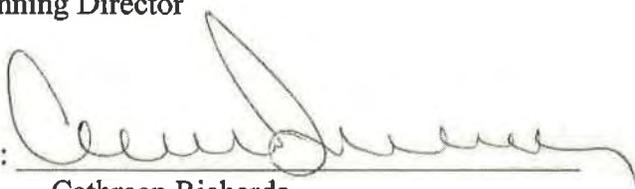
ABSENT: 0



Ross Corner, Chair
Inyo County Planning Commission

ATTEST:
Josh Hart, AICP
Planning Director

By :



Cathreen Richards,
Acting Secretary of the Commission

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Planning Department
168 North Edwards Street
Post Office Drawer L
Independence, California 93526

Phone: (760) 878-0263
FAX: (760) 878-0382
E-Mail: inyoplanning@
inyocounty.us

AGENDA ITEM NO.: 8 (Action Item – Public Hearing)

PLANNING COMMISSION

MEETING DATE: November 5, 2014

SUBJECT: Eastern Sierra ATV Adventure Trails System of the Eastern Sierra project:

- Final Environmental Impact Report (FEIR)
- Amendment to the Implementing Procedures for Assembly Bill 628
- Combined-Use Application known as the “ATV Adventure Trails of the Eastern Sierra Project”

EXECUTIVE SUMMARY

Assembly Bill 628 (AB 628) authorizes the County of Inyo to undertake a pilot project to designate combined-use routes up to ten miles long on certain unincorporated County roads. (A combined use route would allow certain off-highway vehicles (OHVs) to use routes where only on-road vehicles are now permitted). The County has adopted Implementing Procedures for AB 628. The Eastern Sierra ATV Adventure Trails System of the Eastern Sierra, Inc. has submitted a Combined-Use Application packet known as the “ATV Adventure Trails of the Eastern Sierra Project” in accordance with Assembly Bill (AB) 628 and the County’s Implementing Procedures. The application requests the County to undertake a pilot project to designate combined-use routes up to ten miles long on certain unincorporated County roads, and it requests the City of Bishop to undertake a project to designate several combined-use routes of up to three miles long on certain roads maintained by the City of Bishop. The application requests the implementation of 38 combined use routes.

Inyo County has prepared a Draft Environmental Impact Report (DEIR) and a Final Environmental Impact Report (FEIR) pursuant to the California Environmental Quality Act (CEQA) for implementation of 38 combined-use routes within County- and City-maintained roads in and around unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The Commission will receive presentations from the staff and the applicant and is requested to (1) recommend that the Board of Supervisors make the required CEQA findings regarding the

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adequacy of the EIR and (2) provide input to staff and the Board regarding the Commission's choice of the preferred project alternative.

PROJECT INFORMATION

Supervisory District:	All
Project Applicant:	Eastern Sierra Adventure Trails System, LLC (contact persons: Randy Gillespie, Dick Noles, and Steve Toomey) 3566 Brookside Drive, Bishop, CA 93514
Property Owner:	Multiple – Project occurs entirely within the Right-of-Way on roads part of the Inyo County Maintained Mileage System
Address/ Community:	In and around the communities of Lone Pine, Independence, Aberdeen, Big Pine, and the City of Bishop
A.P.N.s:	Multiple
Existing General Plan Designations:	Variable
Existing Zoning:	Variable
Surrounding Land Use:	The combined-use routes are along roads part of the County Maintained Mileage System. The routes link goods and services in Owens Valley communities with existing OHV trails or OHV recreation areas generally on Federal land.
Recommended Action:	1) Adopt the attached Resolution, recommending that the Board of Supervisors certify the Final Environmental Impact Report (FEIR) and certify that the provisions of the California Environmental Quality Act (CEQA) have been met. 2) Provide input to staff with respect to which alternative to move forward for the Board of Supervisors' consideration of the individual combined-use applications. 3) Recommend that the Board of Supervisors revise the County's Implementing Procedures for AB 628.
Alternatives:	1). Recommend the approval of routes different than those described in the Staff Recommended Alternative.

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2). Recommend that the Board of Supervisors not certify the EIR and specify areas to be rectified.

3) Provide specific direction to staff to provide additional information.

Project Planner(s): Courtney Smith (Public Works) and Elaine Kabala (Planning Department)

Background

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project (proposed Project) to Inyo County on October 12, 2012. The application packet was filed in accordance with both Assembly Bill (AB) 628, which allows for such a pilot project, and the Inyo County AB 628 Implementing Procedures. The application was revised in response to County and public agency comments on June 21, 2013. The application requested the County of Inyo to undertake a project to designate, until January 1, 2017, when the legislative authorization provided by AB 628 for the pilot project is automatically repealed, several combined-use routes up to 10 miles long on certain unincorporated County roads; and it requested the City of Bishop to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Pursuant to the California Environmental Quality Act (CEQA) and the County's CEQA Procedures, Inyo County (Lead Agency) prepared a DEIR which addressed the implementation of the 38 combined-use routes within County- and City-maintained roads, located within portions of Death Valley Road, outside and west of Death Valley National Park; routes in and around the unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The DEIR for the project was released for a 45-day public comment period that ended on September 2, 2014.

Following the receipt of comments on the DEIR, the FEIR was prepared. A Final EIR (FEIR) has been prepared for the project, consisting of public comment letters, staff responses to the comment letters, any amendments/corrections made to the DEIR, and the mitigation for the project – including a Mitigation Monitoring Plan. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department's website (<http://www.inyocounty.us/ab628/>).

The purpose of the FEIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project, and of the mitigation measures and alternatives that may be adopted to reduce these impacts. The FEIR identifies the following potentially significant effects from the project: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water

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quality, and noise. Of these, impacts to air quality cannot be mitigated to less than significant levels.

Staff Analysis

Route Specific Analysis

This analysis looks at both potential environmental issues and issues the County/City need to take related to the designation of these routes. Based on the analysis provided below, County staff has come up with a recommended alternative that is slightly different than that described in the EIR. See the attached “Staff Recommended Alternative” spreadsheet.

Aberdeen Area Routes		
#	Start & End Point	Issues
1	Aberdeen to Division Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
2	Aberdeen to Taboose Ck Rd	End point on USFS land, see USFS jurisdictional issues, deer winter herd area
3	Aberdeen to Birch Ck Rd	End point on BLM land, property owners on Birch Creek Road opposed to combined-use designation due to dust and noise; speed limit of mph through community; the OHV trail segment links to Big Pine No. 3 to the west. Property owners affected by dust more than other areas because of dirt road.
Notes: The Aberdeen store provides RV spaces. Store is not open regularly		

Northern Inyo Range Area Routes		
#	Start & End Point	Issues
1	Death Valley (DV) Rd – Harkless to Papoose	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns (four turns are signed with speed limits of 15 mph, dirt roads being linked to proved access to extensive USFS system).
2	DV Rd – Harkless west to USFS road	Start and end point on USFS land, see USFS jurisdictional issues, road has steep grade and sharp turns, road links into extensive USFS system.
3	DV Rd – Papoose to Little Cowhorn	Start and end point on USFS land, see USFS jurisdictional issues; DVNP concerned about proximity to National Park. No OHVs allowed in Park, route would invite use of Waucoba-Saline Road by OHVs. If route approved, place a no ATVs sign at the Waucoba-Saline intersection and also just east of Little Cowhorn Valley on Death Valley Road.
Notes: The name for combined-use routes along Death Valley Road have been changed to “Northern Inyo Range Area” routes in response to a comment submitted by Death Valley National Park.		

Big Pine Area Routes		
#	Start & End Point	Issues
1	Bristlecone Motel	County Road crosses corner of USFS road; County required to

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	to Keough's	find that Keough's Hot Springs Resort is an "Off Highway Motor Vehicle Recreational Facility", route mainly directs users toward LADWP maintained roads, and there is no direct link to a BLM or USFS road. Route goes through main part of town. Approval of route requires subsequent approval by LADWP as Keough's Hot Springs Resort is an LADWP lease.
2	Big Pine Shell to McMurray Meadows Rd	Route denied by CHP and is no longer being considered.
3	Big Pine Chevron to McMurray Meadows Rd	End point on USFS land, route includes crossing of US 395 and County will assume additional liability per AB 628 at the intersection; route uses portion of Glacier Lodge Road with higher speed traffic; the OHV trail segment links to Aberdeen #3 to the east.
Notes:		

Bishop Area Routes		
#	Start & End Point	Issues
1	Golden State Cycles to Poleta OHV area	Route travels through residential area; property owner indicates that ATV rental business will remain at current business. Potential for conflicts here due to Brew Pub in building next to GSC Adventures. Requires City approval.
2	Tri County Fairgrounds to Poleta OHV area	CHP denied alternatives that use Hanby. Only alternative approved uses Wye Road and then the Haul Road around the airport to access Airport and then Poleta Roads. Route requires approval by both the City of Bishop and the County. Fencing required as mitigation between Haul Road and Airport lease and easement will be funded by project Applicants. Approval of route requires subsequent approval by LADWP as Tri County Fairgrounds is an LADWP lease.
3	Chamber to Poleta OHV area	Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as the Bishop Chamber of Commerce is an LADWP lease.
4	Pizza Factory to Poleta OHV area	Issues similar to Bishop Route No. 2 above. Approval of route requires subsequent approval by LADWP as Pizza Factory is an LADWP lease.
5	Brown's Town to Poleta OHV area	County assumes liability for ATVs crossing US 395 at Warm Springs Rd intersection. Approval of route requires subsequent approval by LADWP as Brown's Town is an LADWP lease.
6	Pleasant Valley Cmpgrnd to Horton Creek	County assumes liability for ATVs crossing US 395 at Pleasant Valley Dam/Sawmill Road intersection. Approval of route requires subsequent approval by LADWP as Pleasant Valley campground is an LADWP lease.
7	Pleasant Valley Cmpgrnd to Tungsten City Rd	Potential conflicts with bicyclists in bike lanes. Approval of route requires subsequent approval by LADWP as Pleasant Valley Campground is an LADWP lease.

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8	Pleasant Valley Cmpgrnd to Casa Diablo Rd turn	Approval of route requires subsequent approval by LADWP as Pleasant Valley Campground is an LADWP lease. Trail segment linked to is very short. BLM recommends against approval of this route. Staff recommends denial.
9	Brown's Town to Bir Rd	Implementation of route requires subsequent approval by LADWP. Route turnoff on first road on BLM land.
10	Coyote Valley Rd to end	End point of route on USFS land, see USFS jurisdictional issues.
11	Silver Cyn Rd midway to top	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings. Routes being linked to are very short. Route currently popular with dirt bikes/ATVs/UTVs.
12	Silver Cyn Rd top to Wyman Canyon Rd midway	See comments on Bishop area Route No. 11. It is recommended to place "no ATV" signs on White Mountain Rd at intersections with Silver Cyn Rd (both the high route and the low route)
14	Britt's Diesel to Casa Diablo Rd	Trail segment linked to is very short. BLM recommends against approval of this route. Road is currently popular for camping by climbers. Staff recommends denial.
15	Britt's Diesel to Poleta OHV area	Laws-Poleta Rd has very light traffic.
16	Britt's Diesel to Silver Cyn midway	End point on USFS land. See USFS jurisdictional issues.
17	Wyman Canyon Rd stretch	Start and end point on USFS land, see USFS jurisdictional issues. Special mitigation measures apply to creek crossings.
18	Poleta OHV area to Black Cyn Rd end	Despite Air Quality issues raised in environmental document, appears to be functional link
<p>Notes: Routes with beginning point in City of Bishop and end point off of County road require approval by both agencies.</p>		

Independence Area Routes		
#	Start & End Point	Issues
1	Independence Inn to Betty Jumbo Mine rd turn	Mazourka Canyon Road is a high speed rural route; however the traffic is so light that OHVs will not pose a safety hazard.
2	Betty Jumbo Mine Rd to Santa Rita Flat turn	End point is on USFS land. See USFS jurisdictional issues.
3	Independence Inn to Foothill Rd via Onion Valley Rd	Onion Valley Road is high speed road on grade without great passing visibility, County will assume liability for crossing of US 395 at Kearsarge Street
4	Rays Den Motel to Foothill Rd via Onion Valley Rd	Route denied by CHP and is no longer being considered.
6	Still Life Café to Foothill Rd end	There is no onsite parking at the start point - Still Life Café. OHVs would park in front of other businesses and residences on Kearsarge

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	via Onion Valley Rd	Street. Staff recommends denial of this route based on a lack of onsite parking. This makes start point nebulous and applies impacts to other properties. If Independence Area No. 3 is approved, visitors will be able to access Still Life Café.
Notes:		

Lone Pine Area Routes		
#	Start & End Point	Issues
1	Boulder Creek RV Park to N. Fork Lubken Ck	AB 628 requires County to assume liability for crossing of US 395 by non-street legal vehicles at US 395. CHP safety determination required additional signage for north-south traffic on US 395. Individual riders should have no trouble crossing US 395 here as there is a median that serves as a refuge between lanes. Jamborees or organized groups with more than a couple vehicles will need to exercise extreme caution in making the crossing due to the group ride mentality. Narrow spot on Lubken Lane should not create safety hazard during daylight hours due to low traffic volumes.
2	McDonalds to Movie Road via Tuttle Creek Canyon	Route starts in townsite boundaries. Tuttle Creek canyon narrow winding road with limited site distance. CHP approved safety determination. Tuttle Creek Rd crosses USFS land. See USFS jurisdictional issues.
3	Lone Pine Propane east to quarry road	This route has logistical trouble with both the start point and the end point. The regular access to Lone Pine Propane is from US 395. The only way to access the business is via a normally gated close service entrance. The business owners have stated that they will allow ATVs to use the service entrance. Does this mean it will be open all the time? The BLM indicates that the route linked to is short and dead ends and a gated borrow pit. Route appears to be aimed to link to roads on LADWP maintained roads. Potential for unsafe traffic movements at Lone Pine Propane and US 395 if the service gate is closed. Approval of route requires subsequent approval by LADWP. Staff recommends denial of this route.
4	Carls Jr. to Movie Road via Tuttle Creek Rd	Issues similar to Lone Pine No. 2 above
5	Dave's Auto Parks to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 2 above. In addition route involves County assuming liability for the crossing of US 395 at Whitney Portal Road by ATVs
6	Dow Villa to Movie Rd via Tuttle Ck Rd	Issues similar to Lone Pine No. 5 above.
7	Movie Road to near end of Hogback Rd	See USFS jurisdictional issues. Inyo National Forest concerned about shortness of road being linked to. This is mitigated by numerous turnoffs on BLM land along the combined-use route

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Notes: Access east of town limited because County roads (Owenyo and Lone Pine Narrow Gauge Road) do not access BLM or USFS land except in one small location.

Agency Notification and Jurisdictional Issues

The project has encountered a mixed reaction from land management agencies. Under the County's Implementing Procedures, the County was required to notify each of the major land management agencies in and around the Owens Valley.

Inyo National Forest

The Inyo National Forest has repeatedly expressed general support for the project though they have had specific concerns with the project. In particular, the Forest Service is concerned that they are not able to identify any right of way agreements that gives the County the authority to maintain the roads proposed to be designated as combined use routes. The Forest Service believes that in order for the County to proceed with a project on USFS land, an agreement between the USFS and the County must be in place that clearly describes the easement or right of way that is being used as a part of the project. Before the Forest Service could consider entering into a jurisdictional agreement for the roads, there would have to be compliance with the National Environmental Policy Act (NEPA). The Forest Service has maintained this position since at least February 2012. County staff's position has been that the roads are part of the County Maintained Mileage System and that the County has been controlling speeds and maintaining the roads since at least the 1948 when the Inyo County Road Register was approved by the Board of Supervisors.

No clear jurisdictional agreements have been located for the subject roads. It should be noted that County Road north of Big Pine (it crosses a corner of Forest Service land) that is an abandoned right of way of US 395. If appropriate road right of way agreements can't be located, then the only way for the County to demonstrate that there is a jurisdictional agreement is to 1) reach an agreement with the Forest Service or 2) demonstrate that the County has rights to use the roadway based on Revised Statute (RS) 2477. To prove that each road belongs to it under RS 2477, the County would need to demonstrate that the road has been maintained since before the initial forest reserve (which later became the Inyo National Forest) was created in 1905. Further, the only entity that can decide on RS 2477 claims is a court. Records for individual roads go back earlier than the early 1900s, although the records are difficult to locate.

Two Paths

Staff is providing the Planning Commission and Board of Supervisors with two distinct paths which may be followed to move forward with respect to proposed combined-use routes that cross USFS land. The first path is to disregard the USFS claim that and to designate certain County maintained roads that cross USFS land as combined-use routes. The second path is to approve the routes, but to condition the future use of the routes upon the future approval by the USFS of a jurisdictional agreement between the County and the USFS.

If the County conditions the use of the combined-use routes on the reaching of a jurisdictional agreement with the USFS, it should be noted that the process to negotiate right of agreements on specific routes may take an extended period of time. Further, NEPA may require cultural

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surveys along the entire length of certain combined-use routes. Once that information has been completed, it is estimated that it would take 12-24 months to complete NEPA. The County would likely need to hire a consultant to complete the NEPA process. Finally, because of the large distance of roads crossing USFS land, it is likely that the NEPA evaluation will not be initiated until funding is identified to complete this process.

Bureau of Land Management (BLM)

The BLM has raised project level concerns and raised concerns about specific combined-use routes. In particular they are concerned about Lone Pine No. 3 and Bishop Nos. 8 and 14.

City of Los Angeles Department of Water and Power (LADWP)

LADWP has expressed reservations about the project from the start. LADWP has liability concerns and environmental concerns over the potential proliferation of OHV use on Los Angeles-owned lands because of the designation of combined-use routes. In addition, LADWP is concerned over its ability and County's ability to enforce trespass laws on its lands. LADWP is also concerned that increased OHV use resulting from the project will interfere with the implementation of court-mandated environmental projects on Los Angeles-owned lands. LADWP has not been willing to designate any roads on Los Angeles-owned lands as OHV trail segments that could be linked to by combined-use routes.

With the 3.0 mile maximum length for combined-use routes that existed under the pre-AB 628 Vehicle Code, it was impossible for the project proponents to propose combined-use routes between the towns and areas on BLM or USFS land. Hence the project proponents sought legislation from the California legislature that would allow Inyo County to extend the combined-use distance in the County to ten miles. AB 628 was written specifically so the project proponents could link to roads on BLM and USFS land. For the purposes of AB 628, LADWP is considered a private property landholder. The project applicants have had ensure that the proposed combined-use routes link to Federally-designated roads legal for OHV recreation. LADWP approval is required for some proposed routes that have a start or an endpoint on LADWP land (see discussion of subsequent approvals below). County has been consulting with LADWP concerning an ordinance to facilitate law enforcement of off-road vehicle use on LADWP land.

Death Valley National Park

Though none of the proposed combined-use routes enter into Death Valley National Park (DVNP), park management is concerned about cumulative increases to OHV traffic inside of DVNP. Non street legal vehicles are not allowed on any roads inside of DVNP. DVNP staff recommends that the County not approve any of the routes on Death Valley Road. DVNP staff also requests that if the routes are approved, that the County change the name of these routes so it doesn't include the words Death Valley. In accordance with the request from DVNP, County staff has changed the names of combined-use roads in this area from "Death Valley Road Area" to "Northern Inyo Range" routes.

Revision to Implementing Procedures

The Inyo County AB 628 Implementing Procedures were approved by the Board of Supervisors in 2012. During the scoping meetings for the Draft EIR, a concern was raised that

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the County and/or City should be able to close a route in the event of some sort of unanticipated environmental impact. Another issue was raised by several commenting parties about the business at the start of Bishop Area Route No. 1, Golden State Cycles, closing their doors. The owner of Golden State Cycles has submitted a letter to the County and City stating that the business will continue as an ATV rental store with some maintenance facilities available to the public.

It is recommended that the Commission recommend to the Board of Supervisors that the County's Implementing Procedures be revised to include the following verbiage to address these two concerns.

17. If a necessary service facility that is a start or an end point of a combined-use route closes, the applicants shall be required to submit a revised application within 90 days from the date the business is closed. The County shall determine if an additional application is required.
18. If the County's monitoring of a combined-use route determines that undesirable impacts are being created by the route, the County shall have the authority by a vote of the Board of Supervisors to close a combined-use route. The County shall close the route by the removal of all signage within 90 days from the date of the Board action.

It is also recommended that the Implementing Procedures be revised by the inclusion of a reference to all of the mitigation measures described in the Mitigation and Monitoring Plan.

20. The Mitigation and Monitoring Plan for the Eastern Sierra Adventure Trails System Environmental Impact Report is included as part of the Implementing Procedures by reference.

It is also recommended that the Implementing Procedures be revised by the inclusion of a mitigation measure addressing public agency concerns about route proliferation. This revised measure reads:

21. The County shall monitor for the creation of new OHV routes along the proposed combined-use routes. The County shall coordinate with the property owner/land management agency and determine if corrective action is required. If necessary, barriers will be place to prevent further use of the new routes.

Number 13(c) of the Implementing Procedures states that "the County shall yearly collect at least week-long set of data..." County staff has contacted a consultant with expertise in traffic counts and the company indicated that to count vehicles by vehicle type may require a video count. Video traffic counts are difficult to install for more than three days. To make the Implementing Procedures more feasible, it is recommended that the length of the traffic count be changed from seven to three days and include two weekend days to reflect the most likely days for use of the combined-use routes by OHVs.

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Subsequent Approvals - LADWP approval of start and/or end points to combined-use routes

Several routes have start and/or end points on lands leased to lessees by the City of Los Angeles. LADWP is only willing to consider approving the start and end points after the County has acted on the proposed combined use applications. The Inyo County Implementing Procedures for AB 628 specify that any combined-use applications that start and/or end on private property must have the approval of the owner of that Assessor's Parcel Number. The table below shows a list combined-use routes that have a start or endpoint on an LADWP lease. The start and/or endpoints are described in the table below and are shown in **Bold**.

Route Name	Start Point	End Point
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs Resort
Lone Pine #2	Lone Pine Propane	BLM maintained road off of Dolomite Loop Rad
Bishop #2	Tri County Fairgrounds	Poleta Canyon OHV Recreation Area
Bishop # 3	Bishop Chamber of Commerce	Poleta Canyon OHV Recreation Area
Bishop #4	Pizza Factory	Poleta Canyon OHV Recreation Area
Bishop #5	Brown's Town	Poleta Canyon OHV Recreation Area
Bishop #6	Pleasant Valley Campground	BLM maintained road off of Horton Creek Rd
Bishop #7	Pleasant Valley Campground	BLM maintained road off of Tungsten City Rd
Bishop #8	Pleasant Valley Campground	BLM maintained road off of Casa Diablo Rod
Bishop # 9	Brown's Town	BLM maintained road off of Bir Rod

The lessees of the properties identified above have submitted letters to the County as a part of the combined use applications granting permission to use the above facilities. LADWP must approve the start and/or end points described in the table above before any of these routes can be opened to combined use.

Fiscal Impacts

State Parks Grant

The completion of the Environmental Impact Report is being funded as followed (1) 74% through a California State Parks Off Highway Motor Vehicle Motor Recreation (OHMVR) grant, and (2) 26% through planning funds administered by the Inyo County Local Transportation Commission (LTC).

Phase II of the OHMVR grant will cover 74% of the expenditure for three Road Department vehicles (the Road Department will provide a 26% match).

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Signage Grant

The installation of the signage required for the project is being funded through an agreement with the California State Parks OHVMD in the amount of \$100,000. It is anticipated that the cost for additional signage required as mitigation in the environmental document can be covered by the amount of the grant.

AB 628 Implementing Procedures Monitoring

The cost to monitor the combined-use routes, as set out by the Implementing Procedures, is covered by funds administered by the LTC. The LTC will include the monitoring as a task in its Overall Work Program. The Overall Work Program serves as a scope of work for work completed by the County and City for transportation planning. It is estimated that the monitoring of combined-use routes traffic volume by vehicle type will cost from \$30,000 to \$50,000 per year. This is a specialized service as it is difficult to measure the use of different vehicles without a camera.

Road Maintenance

There will be some ongoing cost to the County for the operation of any designated combined-use routes. The maintenance will be covered by the normal activities of the Road Department. This is not a significant cost as the roads are currently part of the maintained mileage system. This may create some change in the maintenance activities performed by the Road Department. The Road Department will have some additional work in the monitoring of the signage.

The designation of Bishop Area Routes No. 2, 3, & 4 may result in additional maintenance requirements for the Road Department. The "Haul Road" on the west side of the airport lease and easement south of Wye Road is not currently part of the County Maintained Mileage System. The Haul Road is not part of the county maintained mileage system. There is a possibility that increased use of this road could create whoop-de-doo. It is recommended that the Adventure Trails Group of the Eastern Sierra, LLC be encouraged to complete any future required maintenance.

Mitigation Measures

The funding for the mitigation measures not involving signage has not been identified. See the spreadsheets showing the applicability of the mitigation measures to different routes and the spreadsheet that describes the mitigation measures and the likely funding sources. It is assumed that some of the future activities related to the mitigation and maintenance of the combined-use routes will be eligible for future State Parks OHMVR grants, though the County will assume some of this expense. Mitigation and monitoring expenses are summarized in the Mitigation Measure Cost Summary. This table assumes that all signage expenses will be covered by the existing State Parks OHMVR signage contract.

Long Term Operation of the Adventure Trails of the Eastern Sierra System

The long term success of the system will require applying for future State Parks grants for future improvements, maintenance, maps, and educational materials. The completing of these grants will create an additional workload for the County. It is recommended that the County and City of Bishop reach an agreement with the project applicants where the

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applicant group takes the lead in working on applications to further the combined-use system and also to work on specific maintenance and monitoring activities. The Applicant based their application on the Paiute ATV Trail system in Central Utah. The Paiute ATV Trail itself is managed by the Fishlake National Forest and the BLM. The Paiute ATV Trail Committee, a non-profit organization consisting of government, city, Sheriff, business owners and local citizens aid in fund raising and management of the trail system. The applicant's would need to coordinate with the County/Inyo National Forest/BLM/LADWP to submit future State Parks grant applications.

Project Alternatives

As noted in Chapter 6 of the DEIR, six alternatives were considered for the project:

Alternative 1 – No Action Alternative

Under Alternative 1, no trail designation would occur, and any existing illegal use of County-maintained roads by non-street-legal vehicles would continue to occur. There are currently no designated sections of combined-use roads that are part of the City of Bishop or the County of Inyo maintained mileage systems. The use of County-maintained roads by green- and red-sticker vehicles is currently illegal. Existing illegal non-street-legal OHV activity would remain throughout the County. Ambiguity as to which roads in the Owens Valley area are legal for travel by OHVs would remain because the signage that would be installed under the project would not be installed. The amount of OHV use within Owens Valley communities would remain light and sporadic. The number of non-street-legal OHVs in and adjacent to area communities will continue to increase reflecting general recreation user trends.

Alternative 2 – Reduction of routes based on environmental constraints

This alternative would eliminate certain combined-use routes based on environmental constraints, such as air quality, biological resources, hydrology, etc. Routes that have three or more environmental constraints would also be entirely eliminated.

Alternative 3- California Highway Patrol (CHP) Safety Analysis

Under AB 628, routes may not be designated for combined use if they have not been approved by the California Highway Patrol (CHP). At the time the environmental document was released for public comment, the review of the proposed routes by the CHP was still pending. The CHP Safety Determinations have been submitted to the County. 36 of the 38 routes have been approved. Big Pine Route No. 2 and Independence No. 4 were denied and the alternative routes for Bishop Routes 2, 3, & 4 were denied. The alternative routes that were not approved use Hanby Avenue to access East Line Street and Poleta Road.

Alternative 4- Seasonal Route Closures

The Seasonal Route Closures alternative (Alternative 4) assumes that the proposed Project would restrict and/or disallow OHV travel on designated combined-use routes during certain seasons. This alternative assumes that the BLM seasonally closes roads on its

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boundaries because of the roads being defined as “limited use.” This is not the case. The BLM can close the roads if conditions warrant, however, this is seldom done in practice.

Alternative 5- Removal of routes that link to or cross Inyo National Forest land

This alternative would remove an entire route if it connects to or crosses USFS lands. This alternative would remove 22 of the proposed combined-use routes. As previously discussed, the Inyo National Forest does not acknowledge that roads part of the County Maintained Mileage System unless there is a formal jurisdictional agreement in place. The County has been maintaining these roads and installing regulatory signage since at least 1948. Forest Service staff maintains that the process to reach a jurisdictional agreement would trigger National Environmental Policy Act (NEPA) requirements.

Alternative 6- Phased Pilot Program

This alternative assumes that the proposed Project would proceed on an interim basis in the near term, initially designating a limited number of combined-use routes based on the feasibility of the route implementation, including environmental constraints. This alternative would only initially designate four routes. This alternative would provide that the County would monitor the limited number of routes prior to the sunset of the legislation enabling the pilot project. Information based upon the results of the monitoring of the impacts caused by the use of the designated routes would be available for consideration by State Legislature in determining whether to extend the legislation so that the Adventure Trails project could continue on an interim or permanent basis. The designation of combined-use routes would be based upon known areas of controversy, environmental constraints, and potential indirect impacts on surrounding lands.

Staff recommended Alternative – Version A

This option would designate 32 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use.

Staff recommended Alternative – Version B

This option would initially designate 12 combined-use routes. This designation is dependent on the City of Bishop approving 4 routes that have a start point in the City limits. This would designate County maintained roads on USFS land for combined-use, but condition that use upon the Forest Service approval of a jurisdictional agreement for 20 additional combined-use routes.

Environmental Review

- Draft EIR (DEIR)

A Draft Environmental Impact Report (DEIR) was prepared for the project based on potential impacts, as identified both in the Initial Study prepared for the project, and by commenters responding to the Notice of Preparation (NOP). The DEIR was released for a 45-day review period on July 17th that expired on September 2, 2014.

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- Public Comments

The County received about 137 comment letters from federal agencies, state agencies, local agencies, environmental organizations, and the general public. See the FEIR **Table 2.0-1, Commenters and Comment Letters**, which lists all commenters and shows the comment set identification number for each letter.

In addition, the County also received approximately 2,900 form letters. Because these letters are essentially the same and do not provide any unique information, they have been treated as a single letter. A sample of the form letter has been included in the Final EIR and bracketed to identify comments relating to environmental concerns; the remaining form letters are provided electronically.

- Final EIR (FEIR)

A Final EIR (FEIR) has been prepared for the project, consisting of public comment letters, staff responses to the comment letters, any amendments/corrections made to the DEIR, and the mitigation for the project – including a Mitigation Monitoring Plan. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department’s website (<http://www.inyocounty.us/ab628/>).

- Mitigation, Monitoring & Reporting Program (MMRP)

The mitigation measures outlined within the DEIR have been incorporated into an overall Monitoring, Mitigation & Reporting Program (MMRP) for the project, which outlines all mitigation proposed for the project and which is contained within the FEIR at Chapter 4. The FEIR, and the MMRP contained within Chapter 4, reflect changes made to project mitigation since the DEIR.

RECOMMENDED ACTIONS

The Planning Commission is being requested to:

1. Recommend certification of the EIR prepared for the project, and
2. Provide input to staff with respect to which alternative to move forward for the Board of Supervisors consideration of the individual combined-use applications.
3. Recommend to the Board of Supervisors that the Board revise the County’s Implementing Procedures for AB 628.

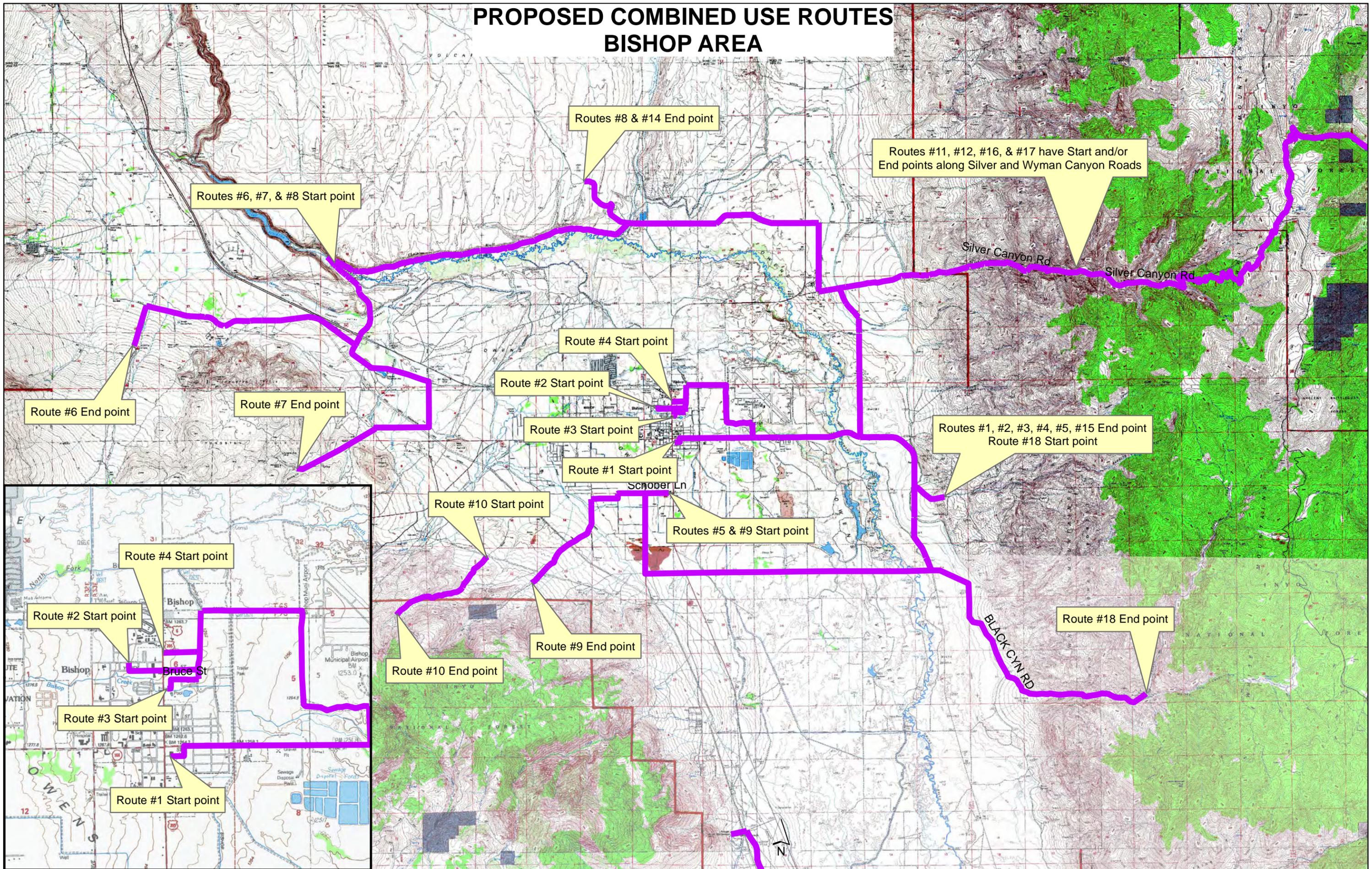
ATTACHMENTS

1. Site Map Set (Sheets 1-6)
2. Draft EIR (see <http://www.inyocounty.us/ab628/>)

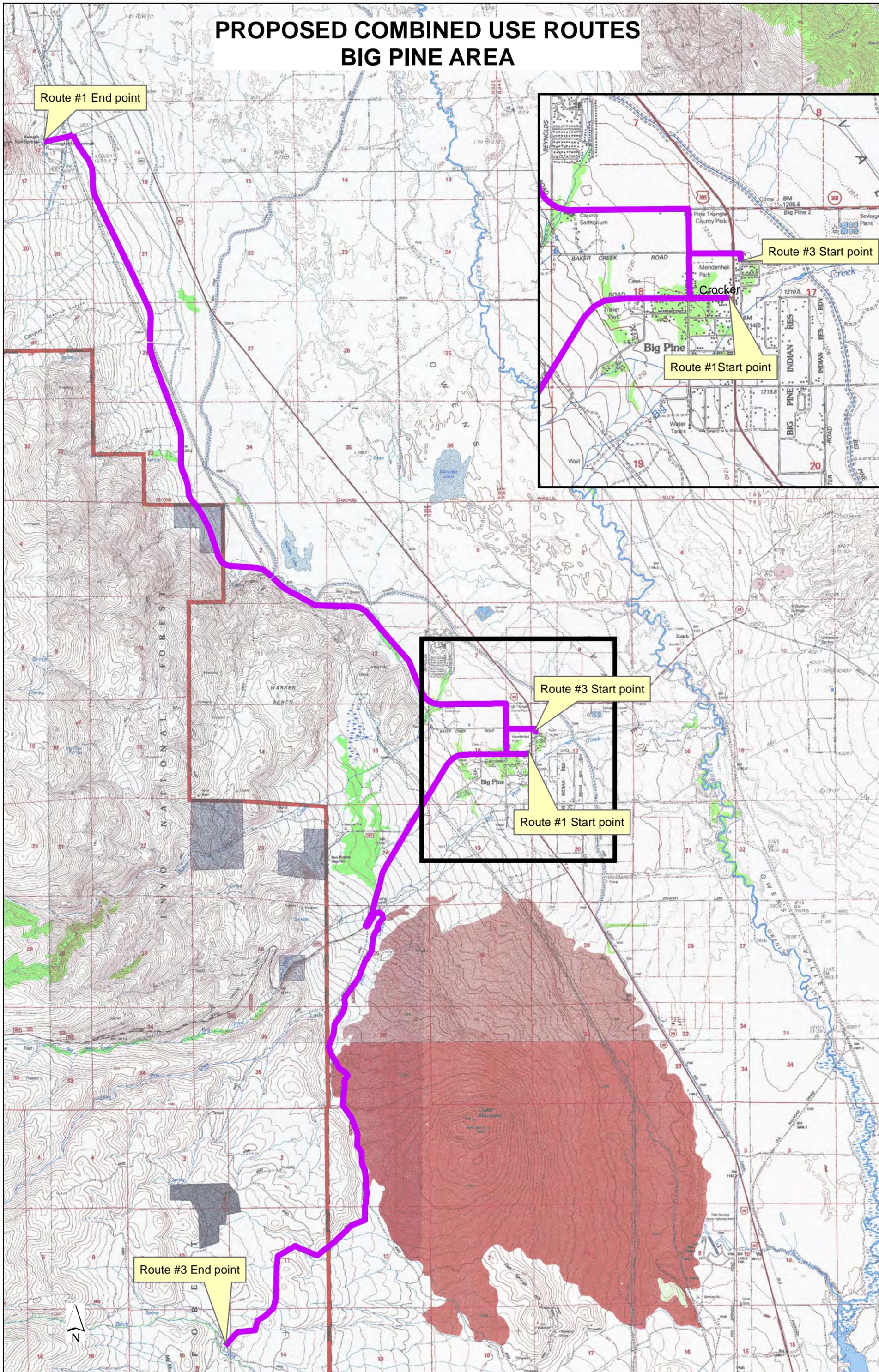
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3. Final EIR (see <http://www.inyocounty.us/ab628/>)
4. Project Mitigation: Mitigation Monitoring & Reporting Program (MMRP) (see <http://www.inyocounty.us/ab628/>)
5. Revised Inyo County AB 628 Implementing Procedures
6. Planning Commission Resolution
7. Mitigation Measure Cost Summary Spreadsheet
8. Mitigation Measure Applicability Spreadsheet
9. Staff Recommendation Spreadsheet
10. Public comment letters:
 - a. Tom Hardy
 - b. John Armstrong, President, Eastside Velo Bike Club – 10/6/14 and 10/19/14
 - c. Valerie Baldwin
 - d. Anita Jennings
 - e. Barbara Epstein and Family
 - f. Irv Tiessen
 - g. Sherrill Futrell

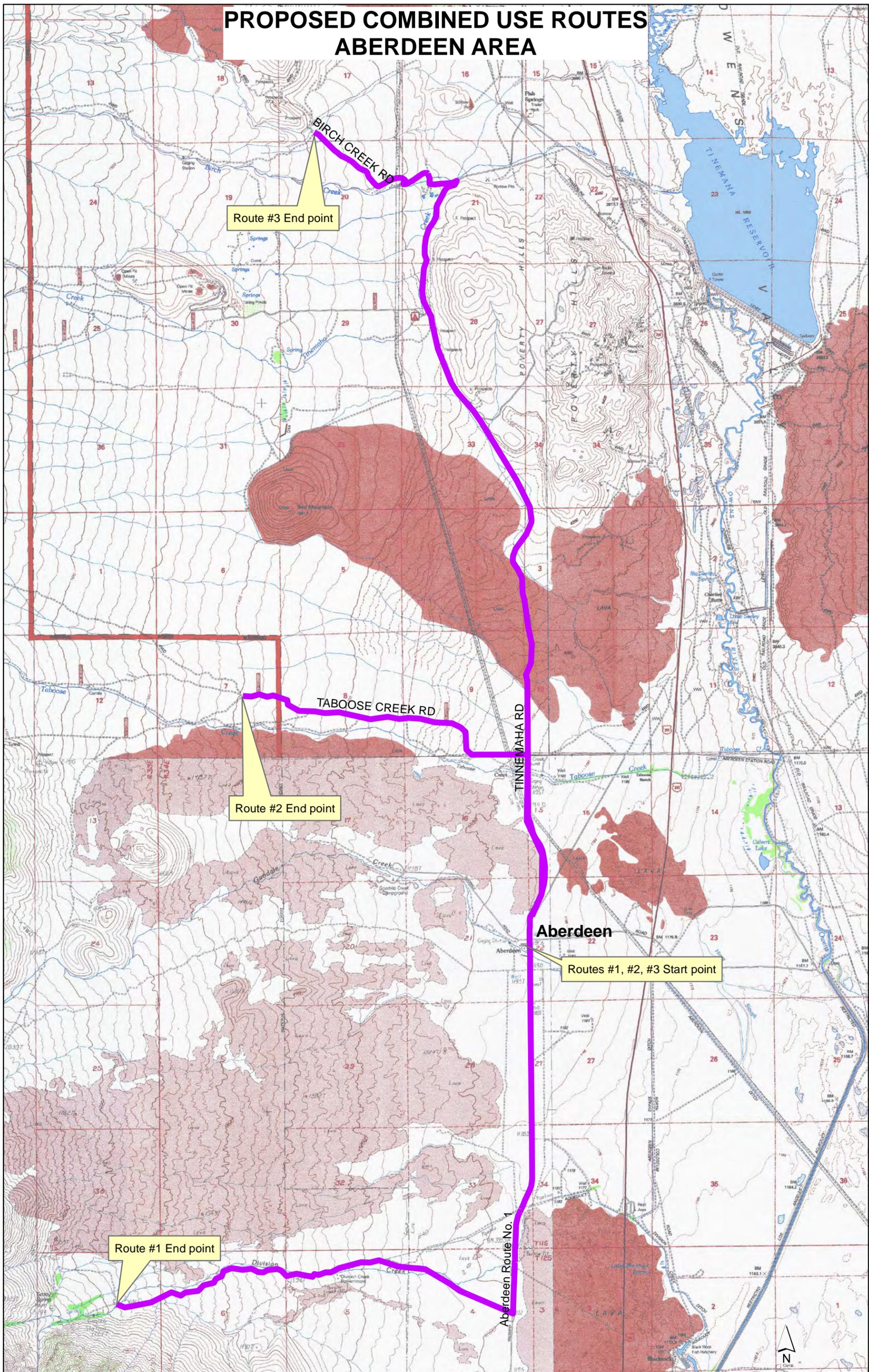
PROPOSED COMBINED USE ROUTES BISHOP AREA



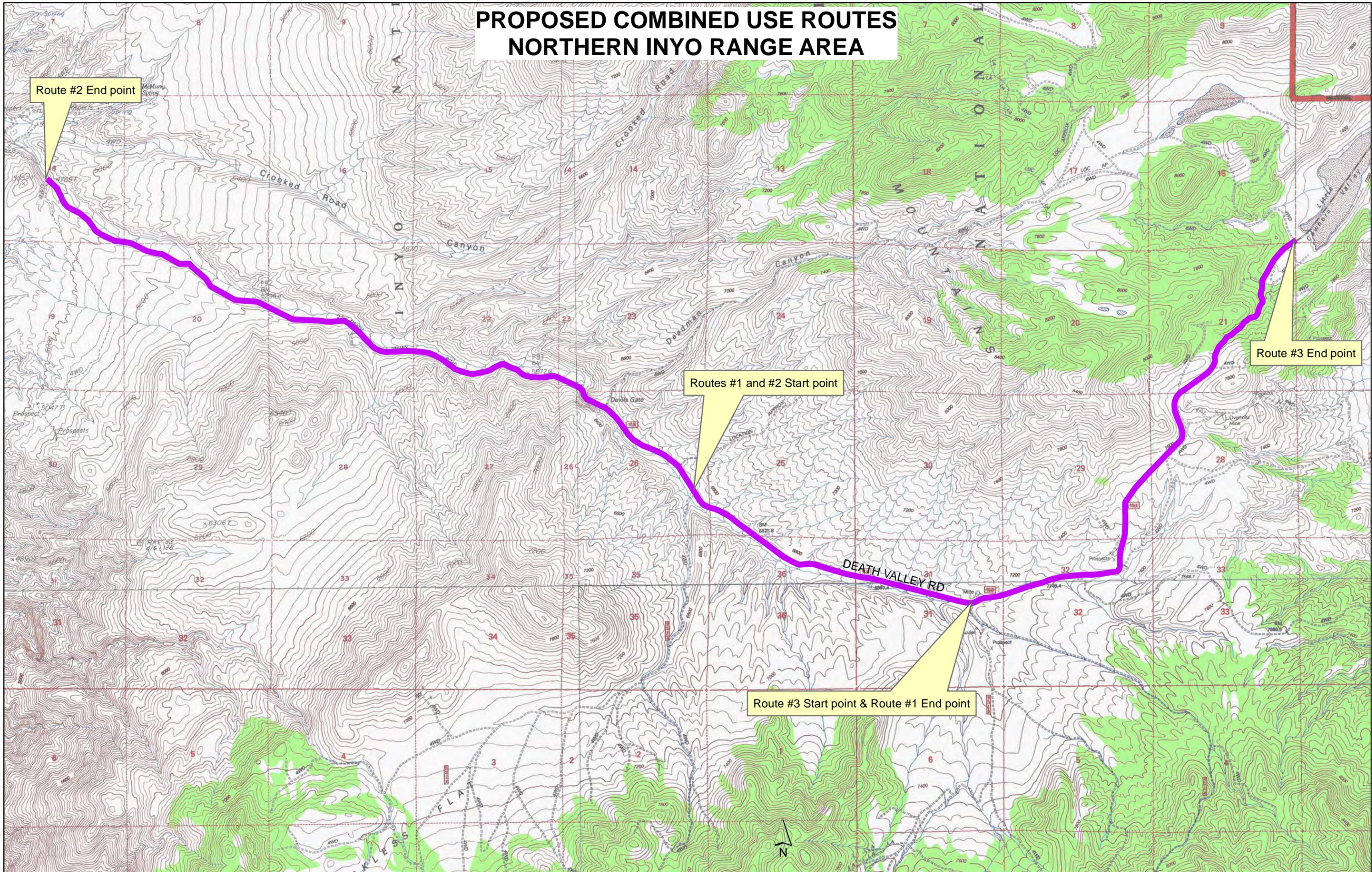
PROPOSED COMBINED USE ROUTES BIG PINE AREA



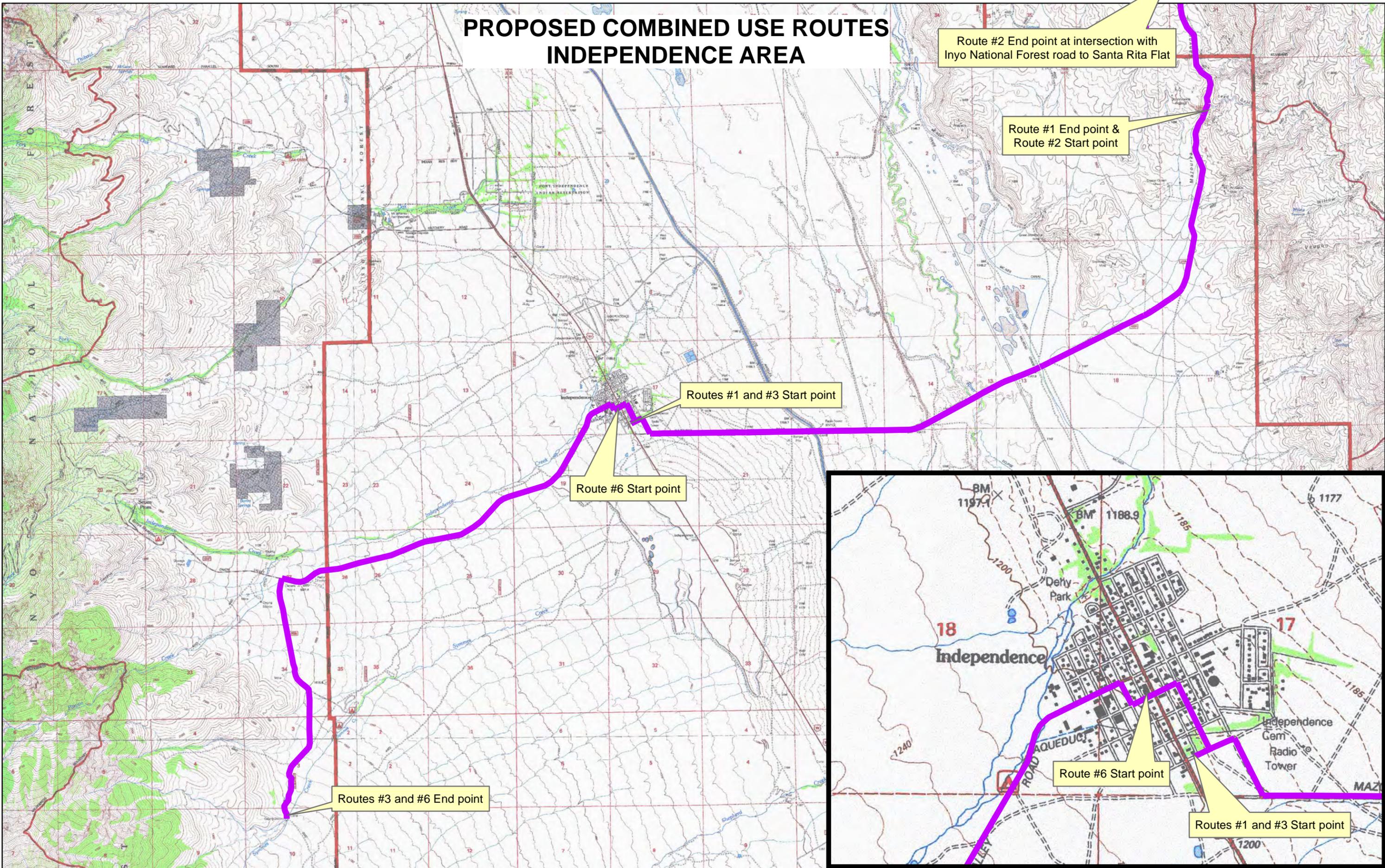
PROPOSED COMBINED USE ROUTES ABERDEEN AREA



PROPOSED COMBINED USE ROUTES NORTHERN INYO RANGE AREA



PROPOSED COMBINED USE ROUTES INDEPENDENCE AREA



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Mitigation Measure Applicability

Route Name	Start Point	End Point	Links to BLM	Links to Inyo NF	Links to LADWP	MM AGR-1	MM AQ-1	MM AQ-2	MM BIO-1	MM CUL-1(A)	Highly Sensitive Areas (Distance)	MM CUL-1(B-D)	MM GEO-1	MM HAZ-1	MM HAZ-2	MM HAZ-3	MM LU-1	MM NOI-1	MM NOI-2	MM NOI-3
Aberdeen #1	Aberdeen Store	Division Ck rd end		Yes		Yes	N/A	N/A	Yes	Yes	5.7	Yes	No	No	No	Yes		Yes	App.	
Aberdeen #2	Aberdeen Store	Taboose Ck rd end		Yes		Yes	N/A	N/A	Yes	Yes	4.0	Yes	Yes	No	No	Yes		Yes	App.	
Aberdeen #3	Aberdeen Store	Birch Ck rd end	Yes			Yes	Yes	Yes - 1 location	Yes	Yes	7.8 (overlaps with No. 2)	Yes	No	No	No	Yes		Yes	App.	
											Subtotal = 16.4 miles									
Northern Inyo Range #1	Harkless Flat turnoff	Papoose Flat turn		Yes		N/A	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		No	App.	
Northern Inyo Range #2 Revised June 21, 2013	Harkless Flat turnoff	Turn to Inyo NF No. 09S103	Yes	Yes		N/A	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		No	App.	
Northern Inyo Range #3	Papoose Flat turnoff	Little Cowhorn Valley turn		Yes		N/A	N/A	N/A	N/A	Yes	0	Yes	No	No	No	Yes		No	App.	
											Subtotal = 0 miles									
Independence #1	Independence Inn	Betty Jumbo Mine Rd turn	Yes			Yes	N/A	N/A	N/A	Yes	4.2	Yes	Yes	No	No	Yes		No	App.	
Independence #2	Betty Jumbo Mine Rd turn	Santa Rita Flat Rd turn	Yes	Yes		N/A	N/A	N/A	N/A	Yes	3.9	Yes	Yes	No	No	Yes		No	App.	
Independence #3 - Revised 5/28/13	Independence Inn	Foothill Rd end		Yes		Yes	N/A	N/A	Yes	Yes	0	No	Yes	No	No	Yes		Yes	App.	
Independence #4 - Denied by CHP	Ray's Den Motel	Foothill Rd end	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Independence #6	Still Life Café	Foothill Rd end		Yes		Yes	N/A	N/A	Yes	Yes	0	No	Yes	No	No	Yes		Yes	App.	
											Subtotal = 8.1 miles									
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs			Lease	Yes	N/A	N/A	N/A	Yes	0.7	Yes	Yes	No	No	Yes		Yes	App.	
Big Pine #2 - Denied by CHP	Big Pine Shell Station	McMurray Meadows Rd turn	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Big Pine #3 - Revised June 21, 2013	Big Pine Chevron Station	McMurray Meadows Rd turn		Yes		Yes	N/A	N/A	N/A	Yes	6.4	Yes	Yes	No	No	Yes		Yes	App.	
											Subtotal = 7.1 miles									
Lone Pine #1 - Revised on June 21, 2013	Boulder Creek RV Park	N. Fork Lubken Canyon BLM Rd	Yes			Yes	N/A	N/A	N/A	Yes	0.5 miles	Yes	No	No	No	Yes		No	App.	
Lone Pine #2	McDonalds'	Movie Rd	Yes			Yes	N/A	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.	
Lone Pine #3	Lone Pine Propane	Dolomite Road junction to BLM Rd	Yes		Lease	Yes	N/A	N/A	Yes	Yes	0	No	Yes	No	No	Yes		No	App.	
Lone Pine #4	Carl's Jr	Movie Rd	Yes			Yes	N/A	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.	
Lone Pine #5	Dave's Auto Parts	Movie Rd	Yes			Yes	N/A	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.	
Lone Pine #6 - Revised on June 21, 2013	Dow Villa Motel	N. Fork Lubken Canyon BLM Rd	Yes			Yes	Yes	N/A	Yes	Yes	0	No	No	No	No	Yes		Yes	App.	
Lone Pine #7	Movie Road	Hogback Canyon Rd at INF Road #15S01	Yes	Yes		N/A	N/A	N/A	N/A	Yes	0	No	Yes	No	No	Yes		No	App.	
											Subtotal = 0.5 miles									
Bishop #1	Golden State Cycles	Poleta OHV Recreation Area	Yes			Yes	N/A	N/A	N/A	Yes	3.9	Yes	No	No	No	Yes		Yes	App.	Yes
Bishop #2	Tri County Fairgrounds	Poleta OHV Recreation Area	Yes		Lease	Yes	Yes	Yes - 1 location	N/A	Yes	5.4 (overlaps with No. 1	Yes	Yes	No	Yes	Yes		Yes	App.	Yes

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Mitigation Measure Applicability

Route Name	Start Point	End Point	Links to BLM	Links to Inyo NF	Links to LADWP	MM AGR-1	MM AQ-1	MM AQ-2	MM BIO-1	MM CUL-1(A)	Highly Sensitive Areas (Distance)	MM CUL-1 (B-D)	MM GEO-1	MM HAZ-1	MM HAZ-2	MM HAZ-3	MM LU-1	MM NOI-1	MM NOI-2	MM NOI-3
Bishop #3	Bishop Chamber of Commerce	Poleta OHV Recreation Area	Yes		Lease	Yes	Yes	See Bish #2	N/A	Yes	5.4 (overlaps with No. 1	Yes	Yes	No	Yes	Yes		Yes	App.	Yes
Bishop #4	Pizza Factory	Poleta OHV Recreation Area	Yes		Lease	Yes	Yes	See Bish #2	N/A	Yes	5.4 (overlaps with No. 1	Yes	Yes	No	Yes	Yes		Yes	App.	Yes
Bishop #5	Brown's Town	Poleta OHV Recreation Area	Yes		Lease	Yes	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		Yes	App.	
Bishop #6	Pleasant Valley Campground	Horton Creek Campground	Yes		Lease	Yes	N/A	N/A	N/A	Yes	3.0	Yes	No	No	No	Yes		No	App.	
Bishop #7	Pleasant Valley Campground	Tungsten City	Yes		Lease	Yes	Yes	Yes - 1 location	N/A	Yes	4.8 (overlaps with No. 6)	Yes	Yes	No	No	Yes		No	App.	
Bishop #8	Pleasant Valley Campground	Casa Diablo Rd turn	Yes		Lease	Yes	N/A	N/A	Yes	Yes	7.9	Yes	Yes	No	No	Yes		No	App.	
Bishop #9	Brown's Town	Bir Road turn	Yes		Lease	Yes	N/A	N/A	N/A	Yes	0	No	No	No	No	Yes		No	App.	
Bishop #10	Coyote Valley Road turn	Coyote Valley Rd	Yes	Yes		N/A	N/A	N/A	N/A	Yes	0	No	Yes	No	No	Yes		No	App.	
Bishop #11	Silver Canyon Rd midway	Silver Cyn Rd top		Yes		N/A	N/A	N/A	Yes	Yes	1.6	Yes	Yes	Yes	No	Yes		No	App.	
Bishop #12	Silver Canyon Rd top	Wyman Canyon Rd midway		Yes		N/A	N/A	N/A	N/A	Yes	0	No	Yes	Yes	No	Yes		No	App.	
Bishop #14	Britt's Diesel	Casa Diablo Rd turn	Yes			Yes	N/A	N/A	Yes	Yes	4.2 (overlaps with No. 8	Yes	Yes	No	No	Yes		Yes	App.	
Bishop #15	Britt's Diesel	Poleta OHV Recreation Area	Yes			Yes	N/A	N/A	N/A	Yes	3.3 (overlaps with Nos. 1-4)	Yes	No	No	No	Yes		Yes	App.	
Bishop #16	Britt's Diesel	Silver Canyon Rd midway		Yes		Yes	N/A	N/A	Yes	Yes	0	No	Yes	Yes	No	Yes		Yes	App.	
Bishop #17 - Revised on June 21, 2013	Wyman Canyon Rd	Wyman Canyon Rd		Yes		N/A	N/A	N/A	Yes	Yes	0	No	Yes	Yes	No	Yes		No	App.	
Bishop #18	Redding Canyon Rd	Black Canyon Rd	Yes	Yes		Yes	N/A	N/A	N/A	Yes	0	No	Yes	No	No	Yes		No	App.	

Subtotal = 25.8 miles

Total = 3

Total Distance = 57.9

Total = 1.2 miles

Total = 14 locations

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Mitigation Measure Cost Summary**

Mitigation Measure	Description	Required Action(s)	Fund Source	Staff Time	Cost	Timeline
MM AGR-1	Where combined-use routes intersect with LADWP maintained roads that access LADWP grazing leases, a Carsonite post shall be installed. The post shall include an arrow pointing toward the start point and/or end point of the combined-use route to note the direction of the combined-use route and to direct OHV riders away from LADWP roads that access LADWP grazing leases.	1) Revise signage plan and 2) signage installed before route opens	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM AQ-1	Any combined-use routes that have unpaved intervals located within 0.5 miles of any residential unit shall have a posted speed limit for off-highway vehicles (OHV) of 15 miles-per-hour (mph).	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed	State -funding assumed to be adequate	After approval, before opening
MM AQ-2	Where designated combined-use routes transition from unpaved to paved roadway sections and are located within 0.5 miles of a residential unit, metal "knock-off" grates to knock off dust from vehicle tires to reduce dirt from accumulating on the paved roadway shall be installed.	1) Purchase equipment and 2) install equipment	County or Project Applicants	Installation assumed to take two Road Dept employees two days for each unit, total of 12 person days	Installation of three units @\$3,150 each for Grizzly track out device or equivalent, may also require 5 mph signage (six) at \$350 each, approximate total cost = \$11,550	After approval, before opening
MM BIO-1	The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph in an effort to reduce potential collisions with wildlife along biologically sensitive areas such as those that are adjacent to biologically sensitive areas that include riparian areas and designated sensitive habitat. These biologically sensitive areas include: <ul style="list-style-type: none"> • Bishop Route 8 adjacent to the Owens River • Bishop Routes 11 and 12 along Wyman Creek • Bishop Route 14 along Jean Blanc Road within 0.5 miles of the Owens River and habitat for the Bank Swallow, that utilizes riparian areas • Bishop Route 16 adjacent to riparian areas along Silver Canyon • Bishop Routes 17 adjacent to riparian areas along Wyman Creek • Unpaved portions of Aberdeen Routes 1, 2, and 3 that traverse areas of native habitat and travel adjacent to riparian corridors • Independence Routes 3, 4, and 6 that are within 500 feet of the end of the combined-use route because of riparian areas. • Lone Pine Route 3 adjacent to the Owens River and habitat for breeding and nesting of yellow-breasted chat and Least Bell's vireo • Lone Pine Routes 4, 5, and 6 adjacent to native habitat and riparian areas along Lone Pine Creek, Tuttle Creek, and other riparian areas including breeding and nesting habitat for yellow-breasted chat and Least Bell's vireo 	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM BIO-2	The Signage Plan shall be modified to include signage to restrict OHV speeds to 15 mph at unarmored stream crossings along Bishop Routes 11, 12, 16, and 17 within Silver Canyon and Wyman Canyon. Signage shall be placed at a distance of 500 feet on either side of the unarmored stream crossing.	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM CUL-1(A)	During the pilot program, a monitoring program shall be implemented as follows: <ul style="list-style-type: none"> • Before any County-maintained roads are opened for combined-use, the County shall map all roads or trails that transition to the combined-use routes. Prior to the County submitting a report on the Adventure Trails Program to the State Legislature under AB 628, the County shall repeat the mapping survey to determine if any new trails that transition to combined-use routes have been created since the original mapping. 	1) Map spur roads, identify which are in High sensitivity areas, 2) Resurvey before submitting report to legislature	County - LTC staff investigated using LTC-administered funds, State replied this task was not eligible to use those funds	Approximately two weeks of field time, one day of office time, total of 11 person days	Staff time only, no capital expenditure	After approval, before opening

Mitigation Measure Cost Summary

<p>MM CUL-1(B-D)</p>	<ul style="list-style-type: none"> • If any of the newly created OHV trails are located in areas designated “high archaeological sensitivity,” the County shall retain a Cultural Resources specialist to conduct a survey to determine if significant cultural resources located adjacent to any of the “new” trails have been damaged. The Cultural Resources specialist shall render an opinion regarding the cause of the damage, and if the damage resulted from people visiting the resource area via increased OHV use. • Based on the opinion rendered by the Cultural Resources specialist, if it is determined that significant cultural resources located along the routes have been negatively impacted by OHV use, then prior to the continuation of the project beyond the Pilot Program phase, barriers and/or signs shall be placed along the affected areas; placement of barriers and/or signs will be subject to the permission of the adjoining land owner(s). Barriers may include fencing or some other road obstacles (e.g., brush piles or large boulders) that would be positioned to close those affected areas and prohibit OHV activity from accessing the cultural resource site(s). • In the event that new trails transitioning to the combined-use routes have been created, the Signage Plan shall be modified to include additional signage to be installed stating “OHV Use Prohibited—All Vehicular Traffic Must Use Designated Routes.” Modifications to the signage plan shall be consulted and designed in accordance to Caltrans specifications. 	<p>If necessary, 1) hire a cultural resource specialist and 2) Mitigate any new routes by blocking the road</p>	<p>County funds and/or project applicants for volunteer labor to complete new route closure</p>	<p>Approximately one week per year of County staff, hiring archaeologist to complete survey would take one day; minimum of 5 person days per year</p>	<p>if new routes discovered expense for Cultural Resource specialist approximately \$5,000 to \$10,000 per incident; recommend making applicants responsible for closing new routes; previous archaeological surveys from flood damage indicate a likely rate of app. \$3,600 per mile of survey; the cost of any required mitigation would be site specific</p>	<p>After implementation</p>
<p>MM GEO-1</p>	<p>Implement a monitoring program throughout the month of March, during which time the peak wet-weather season corresponds with the peak OHV-use season, on the portions of unpaved roads susceptible to wet-weather damage by motor vehicles. Increased monitoring and associated route maintenance would reduce the rutting and subsequent channeling of surface water runoff that occurs predominantly during the monsoon season. If a route includes any unpaved segment or combination of unpaved segments exceeding 1 mile, the route would be subject to this mitigation measure. In the Bishop Area, Routes 2 (Alternative A), 3 (Alternative A), 4 (Alternative A), 7, 8, 10–12, 14, and 16–18 would require monitoring. All proposed routes in the Independence Area would need monitoring. Finally, Lone Pine Routes 3 and 7 would require monitoring. Based on the results of the monitoring program and should substantial soil erosion occur on said routes, the County would provide recommendations for soil treatment. Treatment would include but not be limited to the options of adding a surface treatment to the road to reduce erosion or decommissioning the combined-use routes by not allowing the continued use of OHVs.</p>	<p>Complete an annual survey during March of the routes described herein</p>	<p>County</p>	<p>This task would be completed by Road Dept. staff during the regular course of their maintenance activity. This would vary depending on how wet of a winter it has been; unable to access several County roads (Silver and Wyman Canyon until May in some years)</p>	<p>Staff time</p>	<p>After implementation</p>
<p>MM HAZ-1</p>	<p>Where combined-use routes have unarmored stream crossings, the Signage Plan shall be modified to include “No Stopping in Water” to reduce the potential of hazardous fluids spills directly entering the environment and waterways.</p>	<p>1) Revise signage plan and 2) install at time signage moved in place</p>	<p>1) Staff time & 2) State Parks signage grant</p>	<p>1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff</p>	<p>State -funding assumed to be adequate</p>	<p>After approval, before opening</p>
<p>MM HAZ-2</p>	<p>Prior to allowing the use of the Haul Road portion of Bishop Routes 2, 3, and 4 (Alternative A), security fencing (three strands of barbed wire) shall be installed along those portions of the combined-use routes inside of the County Airport Lease and/or Easement to prevent access to airport operational areas.</p>	<p>Construct 1.2 miles of fence with three gates (north, USFS, etc.)</p>	<p>Project Applicant</p>	<p>Approximately one day of staff time, 1/2 day before the work commences and then 1/2 day to inspect the completed product.</p>	<p>6,280 feet @ \$2.50 per linear ft; with 3 gates, = \$15,700</p>	<p>After approval, before opening</p>

Mitigation Measure Cost Summary

MM HAZ-3	In the event of a future wildfire on combined-use routes, the County will coordinate with the Inyo County Sheriff's Department Dispatch Center and City of Bishop Fire Department to evaluate wildfire risks within the Project Area and provide recommendations for treatment. Based on the results of the evaluation, recommendations may include temporary closures on routes with the highest potential for wildfires. Additional recommendations may include community and public outreach programs to educate OHV users with respect to safety and wildfire awareness.	In the event there are wildfire closures on BLM or USFS land, consider closure to OHVs	County	It is highly unlikely that this task will be triggered. Land management agencies have historically not restricted access during fire season	Staff time to modify signage for short or long term closure	After implementation
MM LU-1	Where combined-use routes are located near surrounding lands known to have critical habitat as defined by Section 17.96 of Title 50 of the Code of Federal Regulations, the Signage Plan shall be modified to include the posting of signs on County-designated combined-use roads to state "Critical Habitat Area: Stay on Designated Combined Use Routes." Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.	1) Revise signage plan and 2) install at time signage moved in place	State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM NOI-1	Where combined-use routes are located less than 100 feet from sensitive receptors, the Signage Plan shall be modified to include signage to reduce OHV speeds to 25 mph. Modifications to the Signage Plan shall be consulted and designed in accordance with Caltrans specifications.	1) Revise signage plan and 2) install at time signage moved in place	1) Staff time & 2) State Parks signage grant	1) Draft revised signage plan ready to be submitted to State pending Board action, 2) depends if work completed by contractor or Road Dept staff	State -funding assumed to be adequate	After approval, before opening
MM NOI-2	The Project Applicant shall conduct ongoing community and public outreach programs to work with local OHV groups and OHV-related businesses. The outreach program should include awareness with respect to aftermarket exhaust systems (e.g. mufflers), reducing noise emissions, and the importance of staying on designated combined-use routes. Community and/or public outreach should be conducted in the form of an educational program, including the use of informational brochures and pamphlets, posting brochures on existing kiosks, and providing OHV vendors (such as rental companies) with brochures to be distributed to OHV users during safety orientations as part of OHV rental registration.	The applicant shall conduct a community and public outreach program and work with local OHV groups & businesses	Project Applicants and/or State Parks	Staff shall coordinate with applicant regarding public outreach	Project Applicants	After Implementation
MM NOI-3	Upon implementation of the proposed Project, the County of Inyo or the City of Bishop shall implement a noise-monitoring program for routes located within their respective jurisdictions within 100 feet from sensitive receptors to determine if increased noise from OHV use exceeds acceptable standards over a 24-hour period (60-65 Ldn). If noise levels are exceeded, then the County or City, depending on jurisdiction, shall close the combined-use routes to travel by OHVs.	1) Hire a consultant to monitor 14 locations	County - LTC staff investigated using LTC-administered funds, State replied this task was not eligible to use those funds	Staff time to generate Agenda Request to hire consultant, approximately 1 person day	Estimated to cost \$10,000 to \$20,000 per year, consider combining traffic counts in same contract	After implementation
Total				23 person days the first year, approximately 7 person days per year of Pilot Program afterward	For County \$11,550 from County for the first year; annual monitoring cost of \$10,000 to \$20,000; depending on impacts cost could increase significantly; For applicants, initial cost of \$15,700 to install fencing around Bishop airport, applicant responsible for future maintenance of fence as long as combined-use road exists	

Attachment No. 3

From: [John and Lynette Armstrong](#)
To: [ab628](#)
Subject: ATV Adventure Trails of the Eastern Sierra Project
Date: Monday, October 06, 2014 2:07:40 PM

Inyo County

Dear Sirs,

I notice that Eastside Velo Bicycle Club was not notified of the EIR proceedings or consulted for the project. Since our members use some of the highways mentioned in the program this would have been relevant and useful. In particular I would like to ask:

1. What measures are being made to ensure that ATV drivers are being made aware of their responsibilities regarding cyclists on the highways mentioned?
2. What responsibilities of ATV operators are being discussed when they encounter mountain bike operators on roads and trails within this network?

Thanks,

John Armstrong

President

Eastside Velo Bike Club

PO Box 2752

Mammoth Lakes CA 93546

Attachment No. 3

From: [John and Lynette Armstrong](#)
To: [ab628](#)
Subject: ATV Adventure Trails of the Eastern Sierra Project
Date: Sunday, October 19, 2014 1:44:33 PM

October 19 2014

Inyo County

Dear Sirs,

Since writing to you on October 6th I have been able to learn a lot more about the AT program and its purpose. If I am correct this program allows ATV operators the opportunity to drive their vehicles from their residence, or possible campground, to the backcountry roads they like to use and be within the law. This seems like a way in which recreation in the Eastern Sierra may be made more convenient and accessible, without essentially changing too much regarding highway use in and around Bishop, at least so far as cyclists are concerned.

As a point of information, in the winter months there are numerous road cyclists that use the roads in Round Valley, Pleasant Valley Dam area, Paradise, Rock Creek, Pine Creek, SH 168, East Line St, Warm Springs, Eastside Road, the Laws area and the Wilkerson area for winter exercise. In addition cyclists also use Waucoba Road out to the end of the pavement as a training area. These cyclists are generally from Inyo and Mono Counties, as well as some out of town visitors.

As you may know, Inyo and Mono Counties are becoming well known for cycling. The Mammoth Fall Century ride in early September recently attracted 1250 riders, 95% of whom are from out of our area. The Bishop Round Valley area was featured on the cover of "Bicycling" Magazine, a national publication, in August 2014.

If the cyclists of our area can be considerate to road traffic in riding single file, as far as practicable to the right of the pavement when traffic is present, this will be legal, respectful and appropriate behavior. If motorists, both regular motor vehicles and ATV's, can understand and respect the new "Three feet for Safety" rule in California, then this will be respectful of cyclists on the highway.

There is more than enough room in the Eastern Sierra for many different types of recreation and in the spirit of "Share The Road" let's see if we can all make this work.

Sincerely,

John Armstrong

President

Eastside Velo Bike Club

PO Box 2752

Attachment No. 3

Mammoth Lakes CA 93546

(760)914-0396.

October 6th 2014.

Inyo County

Dear Sirs,

I notice that Eastside Velo Bicycle Club was not notified of the EIR proceedings or consulted for the project. Since our members use some of the highways mentioned in the program this would have been relevant and useful. In particular I would like to ask:

1. What measures are being made to ensure that ATV drivers are being made aware of their responsibilities regarding cyclists on the highways mentioned?
2. What responsibilities of ATV operators are being discussed when they encounter mountain bike operators on roads and trails within this network?

Thanks,

John Armstrong

President

Eastside Velo Bike Club

PO Box 2752

Mammoth Lakes CA 93546

Attachment No. 3

From: [Elaine Kabala](#)
To: [Courtney Smith](#)
Subject: FW: AB628
Date: Friday, October 24, 2014 8:28:17 AM

From: Anita Jennings [mailto:anitajennings@hotmail.com]
Sent: Thursday, October 23, 2014 5:12 PM
To: InyoPlanning
Subject: AB628

Are the coverage of costs for road maintenance really available to the city of Bishop. Are you really paying attention to spark and noise suppression. Do the unincorporated area have citizen input or just those persons whose businesses will benefit?

Thank you! anitajennings@hotmail.com

Attachment No. 3

From: [Elaine Kabala](#)
To: [Courtney Smith](#)
Subject: FW: Adventure Trails Program
Date: Friday, October 24, 2014 8:27:36 AM

From: Valerie Baldwin [mailto:valbaldwin@yahoo.com]
Sent: Thursday, October 23, 2014 8:19 PM
To: InyoPlanning
Subject: Adventure Trails Program

Dear Sirs:

I am totally against this proposal to link ATV trails to one another. Its bad enough that these vehicles tear up our BLM land that is we should be trying to preserve, but by linking them together it only encourages this activity.

Please, so not approve this use.

Thank you for your attention,

Valerie Baldwin
243 Echo Lane
Portola Valley, Ca 94028

Attachment No. 3

From: [InyoPlanning](#)
To: [Courtney Smith](#)
Subject: FW: Adventure Trails
Date: Monday, October 27, 2014 8:12:42 AM

FYI – I will write a letter of receipt.

From: Barbara Epstein [mailto:justbarb56@gmail.com]
Sent: Sunday, October 26, 2014 1:01 PM
To: InyoPlanning
Subject: Adventure Trails

I would like to protest the environmental impact this “Adventure Trails” project would have in the areas involved. As long time recreational participants in the area, we do not consider the noise, pollution, and physical hazards that would result from Adventure Trails would be good for anyone living in, or visiting, the areas displayed in the map.

We’re certain the business interests who are promoting this project have no conscience when it comes to the public good.

Barbara Epstein and Family

Attachment No. 3

From: [InyoPlanning](#)
To: [Courtney Smith](#)
Subject: FW: Adventure Trails
Date: Monday, October 27, 2014 8:13:27 AM

-----Original Message-----

From: Irvin Tiessen [<mailto:tiessen@mindspring.com>]
Sent: Friday, October 24, 2014 8:12 PM
To: InyoPlanning
Subject: Adventure Trails

Inyo County Planning Dept.,

Dear Sir's:

I've been a guest of the desert and it's surrounding flora fauna since the 1940's. Through high school, college and many post graduate degrees, my freedom of thought and expression have always been in the solitude of the ancient pines of the White Mountains and the arid high altitude of the surrounding area of Bishop, Ca. My post graduate work was with General Motors Corp. and finally into the education of our school children. My complaint of the proposed "Adventure Trails" is quite simply the name itself... "Adventure Trails". How corporate. Fun for the children... wheeeee, isn't this fun??? To destroy an entire eco system to placate the corporate greed of the "all terrain vehicle" manufacturers group? I have attended meetings where "agents", obsessed with bottom line agendas for vehicle sales, have actually written out remarks for persons to say at public meetings. As a representative of General Motors, since retired, I was privy to much of this type of public "outcry", for goals that are industry directed B.S., which is supposed to represent true public opinion. The strategy of the Honda's, etc. is to create, which they have, a network of "Clubs", which will advocate the "need" to have more and more space to operate their vehicles. This is what they, the corporations, are advocating with their "Adventure Trails",.... go out and ravage a stretch of beautiful American heritage to satisfy some corporate bottom line, And... there are always those distressed Americans, who have no vision beyond their joy and hilarity of the moment, as they ravage 10,000 years of history in a burst of gas and churning wheels.... wheeeee! As some of your information stipulates, "noise cannot be mitigated" in 38 combined use permits for the destruction of a huge area. It galls me to know, that I will not be permitted to enjoy the serenity of the purposed "Trails", because vehicle registration, or the "lost" possible revenue generated from unknown area businesses. will dominate local thinking. All of California is strapped financially, due to extremely short sighted politicians, but the remembrance and love of your beautiful area, cannot be subjected to a short sighted view of tomorrow. Since most of the money that would be generated by the sale of future vehicles to trash the environment would go to foreign countries, please make a decision to keep America and it's environs safe for our future use. I could have said so much more, but seriously, I'm getting pessimistic about who we are as Americans and if we can value anything beyond immediate gratification.

My best friend Sam, who is ninety years old, as a young man trained over your sky's and eventually qualified to fly P-38's over Germany in WW11... some of his practice rounds of 50. cal can still be found in your area. After the war he returned to your environs and trained many generations of youngsters to appreciate the White Mountains, Saline Valley, Papoose Flats, Squaw Valley, Death Valley, Mohave, the Sonoran and so many other locations. Sam is still alive. I would hope that some individual might rise to honor Sam in his fading years. Thank you for listening.

Irv Tiessen A frequent traveller to your area.

Attachment No. 3

From: [Elaine Kabala](#)
To: [Courtney Smith](#)
Subject: FW: NO ON ATV trails
Date: Wednesday, October 29, 2014 9:24:14 AM

-----Original Message-----

From: Sherrill Futrell [<mailto:safutrell@ucdavis.edu>]

Sent: Tuesday, October 28, 2014 4:11 PM

To: InyoPlanning

Cc: wcglen@aol.com; mpaulson@garlic.com; krandig@msn.com; larosdol@aol.com;
dzikibill@yahoo.com; safutrell@ucdavis.edu; laura.knitpixie@gmail.com; daddios@me.com;
cathy.billings@gmail.com; metsaalune@yahoo.com; greg.wm@hotmail.com; tarehn@comcast.net;
bngkestrel@msn.com; Adam.Kapp@sierraclub.org; mdickes@blm.gov

Subject: NO ON ATV trails

I have just spent a lot of money in Bishop and poured sweat for a week removing tamarisk from Saline Valley with 16 other Sierra Club service volunteers, and I guarantee you that I will never do it again, or spend a nickel in Inyo County again, if you let ATVs destroy the little bit of peace remaining in your area. I mean it. - Sherrill Futrell, Davis

Attachment No. 3

Tom Hardy
286 May Street
Bishop, CA 93514

October 27, 2014



Inyo County Planning Commission
P.O. Box L
Independence, CA 93526

RE: Proposed "Adventure Trails" Project
Public Comment

Dear Honorable Members of the Inyo County Planning Commission:

I am writing to voice my opposition to the proposed Adventure Trails Project, at least to the extent that it would allow Off Highway Vehicle (OHV) access to residential areas in Bishop. At the outset, I wish to be clear that my opposition is expressed in my capacity as a private citizen and a resident of the "east side" of the City of Bishop, and not in any other way. I was raised in Bishop and have lived and worked in Inyo and Mono Counties for the vast majority of my adult life.

I have withheld judgment on the proposed Adventure Trails project for some time for many reasons. I believe that the Eastern Sierra should be home to many different kinds of recreation, and that we have room to accommodate many different ways for individuals and families to enjoy the outdoors. There are many areas in Inyo County where off road enthusiasts can enjoy their hobby, and that is appropriate. However, the proposed Adventure Trail project, if adopted, would do more than simply allow one class of recreationists to enjoy their past-time—it would force that past-time on the rest of us and permanently damage the qualities that make me want to live in Bishop. My wife and I choose to live in the City of Bishop for many reasons, but chief among them is that we enjoy the quiet, residential "feel" of our neighborhood. Off road vehicles driving on our streets, even nearby streets, would likely destroy that residential feeling that we so enjoy and risk turning our neighborhood into a motorized playground for people who do not live here.

I am also concerned because it has been my recent observation that operators of off road vehicles near the City of Bishop are becoming increasingly rude and obnoxious. I frequently walk and run on the roads east of the City, and it used to be common practice for motorcyclists and other off road vehicle operators to slow down, wave and then pass at a respectful and polite speed. Now, I find myself being required to dodge out of the way of OHVs and "eat their dust" as they blow past at unsafe speeds. Just this past weekend I observed two young people on dirt bikes drive right past a DWP sign stating "no motor vehicle traffic" and continue on their way. I know that it is often said that "most OHV users are polite"; while that used to be the case, it does not seem to be that way anymore. When my wife and I purchased our home, we did not intend to live in an OHV recreation area. It is completely inappropriate to turn it into one now.

I have also not seen any compelling evidence that the proposed Adventure Trail project would be an overall economic benefit to the County of Inyo. Undoubtedly, it will benefit a few who cater to this particular market. However, it seems to me that visitors bringing their OHVs are, of necessity, bringing them on trailers or other

Attachment No. 3

Inyo County Planning Commission

October 27, 2014

Page 2

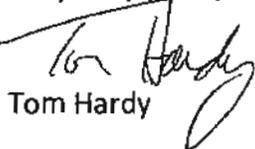
street-legal vehicles and have ample opportunities to drive to downtown businesses in appropriate vehicles. I would expect that most are going to be camping, and other than spending some money on gas, very little economic benefit will actually flow to most locals, but we will pay the price of increased noise and decreased safety.

I am also concerned that the potential negative impact on tourism has not been thoroughly examined. Many people visit our area for wilderness and near-wilderness experiences. As someone who hikes and enjoys the outdoors on foot and on a bike, I know first-hand that large numbers of visitors come here for a non-motorized experience. Towns "buzzing" with OHV vehicles are not conducive to the visitors seeking something else, and we could risk driving away a large number of tourists who otherwise would come. I know that I would not choose to visit a town that I knew had a large contingent of OHV users (in fact, on various trips, we have avoided those types of locations).

I want to emphasize that there is a place for OHV use. I am not opposed to OHV use in general. Portions of the Adventure Trails project outside of our populated areas that link existing off road use areas might be appropriate. However, OHVs simply do not belong in our towns and in the City of Bishop. The supposed benefits are few or none, and the costs on the citizens who have chosen to live in our towns and City are simply inappropriate. OHVs as a recreational outlet are unique in that while they can be fun for those who choose to use them, they also impose huge aesthetic and quality of life costs on the many of us who do not. To adopt a policy or plan that imposes potentially significant negative costs on our communities with little to no demonstrated benefit is bad public policy. It is fundamentally unfair to those of us who live in the communities to be impacted.

I urge you to decline to recommend the adoption of the proposed Adventure Trails System, at least as to the proposed portions passing through residential areas.

Very truly yours,


Tom Hardy

Attachment No. 4

Planning Commission Meeting Notes

November 5th, 2014

ATV Adventure Trails of the Eastern Sierra

The following attendees spoke in support of the project: Lefty Irwin, Bruce Cotton, Mike Johnston, Lynne Greer, Jack Sutherland, and Sam Dean. The primary themes of their comments included the following: Mr. Irwin expressed his support for the project and the efforts of the ATV of the Eastern Sierra Group; Bruce Cotton (State Coordinator for Veterans and Disabled Veteran) expressed the enthusiasm of elderly and disabled for OHV access, and expressed support for this project and its economic benefits; Mike Johnston (President of the Eastern Sierra 4-Wheel Drive Club) expressed support for increased access, while noting that this project would not impact his user group which uses street-legal vehicles. Mr. Johnston also expressed that there was sufficient wilderness to accommodate multiple recreation groups, and that the mitigations identified in the EIR were sufficient; Ms. Greer expressed her support for the project and her belief that this project would benefit the local economy because OHVs are being pushed out of other areas; Mr. Sutherland shared his experience of traveling to other communities that have successfully implemented similar combined-use programs; Mr. Dean provided clarification that the project does not impact dirt bikes.

The applicants, Dick Noles and Randy Gillespie, spoke in support of the project. Mr. Noles explained that the project is intended to create a management system for ATV and OHV enthusiasts who are already using these roads. He added that private property owners should not be able to dictate the use of public roads. Mr. Gillespie added that green sticker funding has already been leveraged through this process. He requested the Planning Commission let the Pilot Project move forward so that the public can make a determination as to whether or not the program has negative consequences on residents.

The following attendees voiced concerns about the project: Bill Mitchell, Nancy Hardy, Daniel Pritchett, Steve McLaughlin, Larry Nahm, Dan Connor, Ilene Anderson, and Constance Spenger. The primary themes of their comments included the following: concerns regarding funding for mitigation, monitoring and on-going law enforcement, specifically regarding unreliable funding from Green Sticker funds; concerns regarding existing law enforcement for illegal ATV behavior; concerns that increasing ATV tourism is a poor economic and tourism strategy for Inyo County and will displace existing tourism; concerns that the project would disproportionately benefit a single recreation group, while displacing others; concerns that the economic assumptions are overstated, and that no economic analysis has been done for the project; requests that the County look at alternative methods for increasing tourism besides ATVs; concerns regarding the Final EIR, including that the EIR is biased in support of the project, that comments were inadequately addressed by the Topical Responses; concerns regarding the effectiveness of identified mitigation measures; concerns that the EIR does not analyze indirect impacts to surrounding areas; requests that the project be given more opportunity for public comment; concerns that the initial project is too broad to be considered a pilot project, and that the pilot project should be more scaled back to minimize potential impacts during the pilot phase; concerns that the project could be considered a nuisance and will decrease property values of properties adjoining the proposed route; safety and noise concerns regarding routes that transect residential neighborhoods;

concerns that there are insufficient campground facilities for the anticipated increased usage; and concerns that the project will degrade the quality of life by inflicting traffic and noise impacts on residents.

Ms. Anderson spoke as a representative of the Center for Biological Diversity, and expressed the concerns that the FEIR does not analyze indirect use, trespass, or impacts at the end of the route. She requested that a joint EIS/EIR document be prepared pursuant to the request of the U.S. Forest Service. She also expressed concern that the proposed routes are in sum greater than ten miles in length, which is inconsistent with AB 628. She concluded with concerns regarding the unfunded liability the County would assume for monitoring, mitigations and potential accidents associated with the combined-use routes. Ms. Anderson expressed concern regarding incompatibility between user groups, such as equestrians and pedestrians, insufficient law enforcement for the project, and concerns that the project could have detrimental effects to local businesses.

The following attendees spoke on behalf of their governmental land management agency: Marty Hornick of the Inyo National Forest and Becca Brooke of the Bishop District of the Bureau of Land Management. Mr. Hornick expressed the support of the U.S. Forest Service for the project generally, but indicated concern that the project needs to be in compliance with proper procedures and laws. Mr. Hornick indicated support for a project alternative that allows for Inyo County to obtain jurisdiction over roads that are currently being disputed, with subsequent NEPA analysis. The U.S. Forest Service also has concerns regarding cultural resources and monitoring, specifically regarding insufficient baseline data and monitoring protocols. Mr. Hornick also stated his concern that the U.S. Forest Service had been inadequately consulted regarding cultural resources. The U.S. Forest Service suggests the County move forward with a smaller pilot project.

Ms. Becca Brooke provided clarification on the Bureau of Land Management's (BLM) comments addressing Bishop Routes #8 and #14. BLM's concern is the termination point for the two routes, which is a dead-end road. She does not believe that the roads being linked to do not meet the definition of a recreational use area.

Planning Commission Deliberation

Commissioner Corner provided his opinion as a real estate professional that the proposed routes could be considered a nuisance by some, and any routes would need to be disclosed as part of a real estate sale. Commission Stoll commented that owning a home adjacent to the proposed routes could also be considered a positive attribute for some homebuyers. Commissioner Wahrenbrock commented that the proposed project is a pilot program, and not necessarily permanent. She remarked that the size of pilot project could be reduced in the initial phase as well. She also expressed the need to accommodate all recreation groups. Commissioner Corner expressed his concerns about underage drivers and ensuring that all participants are insured. Commissioner Gentry asked for clarification on the concerns from the U.S. Forest Service regarding road jurisdiction and cultural resources. Mr. Clint Quilter, Public Works Director, explained that until recently, a feasible, long term solution for resolving road jurisdiction issues had not been identified. Mr. Joe Gibson of Meridian Consultants explained the interaction Meridian Consulting had with the Inyo National Forest regarding the development of the Cultural Resources

portion of the DEIR. Mr. Corner commented that he prefers to see a smaller pilot project that did not include routes through residential neighborhoods, and that it is his preference to see the jurisdictional issues resolved. Commissioner Switzer inquired as to whether the project included restroom facilities along the proposed routes. Commissioner Stoll expressed concern that the project will require financial support from the County. Commissioner Wahrenbrock inquired as to whether green sticker funding was also used to pay for law enforcement staff, and concluded by reiterating that implementing the pilot project would provide the best information on whether the project has project is a positive or negative impacts.

Courtney Smith

From: Kathy Behrens <kathybehrens@verizon.net>
Sent: Monday, November 10, 2014 2:58 PM
To: ab628
Subject: Adventure Trails Project EIR

Can you answer this question for us - the material we received does not make it clear what is being requested.

It appears that "an adventure trail system" is going to be developed. It seems also that the trails will be on existing roads. Is it the case that the issue before us is just whether or not "off-road" vehicles will be able to use these roads?

Or is the issue that "off-road" vehicles will be going "off roads" in the Sierra backcountry, where they currently do not?

I would have no great objection to sharing a county-maintained road with the occasional non-street-legal vehicle. I would object greatly to having folks ride around making tracks all over the open country.

So the answer to this question is very important to me.

Additionally, it's not possible to determine from the map on the web site which roads are being proposed for these adventure trails. The pink lines are too large to see anything under them. Is there a better map somewhere?

Thank you,

Kathy Behrens
Property owner in Lone Pine

Kathy Behrens
310-871-3791

Courtney Smith

From: Allison Levin <gonative@sonic.net>
Sent: Tuesday, November 11, 2014 5:13 PM
To: Pat Gunsolley
Subject: Re: Public Hearing Notice - ATV Adventure Trails of the Eastern Sierra

Re ATV Adventure Trails System of the Eastern Sierra hearing.

As someone who visits the Eastern Sierras for the natural beauty and quiet, I object to the ATV adventure trails of the Eastern Sierra Project/Inyo County. The negative impacts that the EIR report lists are significant and have a longterm destructive effect on the area.

More urgently, I am concerned that wild areas such as these should be protected for the habitat they provide for wildlife , including birds, plants and endangered species. Noise and water pollution seriously harm such wildlife.

Sincerely,

Allison Levin

258 Glen Dr, Sausalito, CA94965

Courtney Smith

From: Cynthia Hathaway <doorways@aloha.net>
Sent: Tuesday, November 11, 2014 8:06 AM
To: Pat Gunsolley
Subject: ATV Adventure Trails opposition

Dear Inyo County Board of Supervisors,

I object to granting ATV Adventure Trails System of Eastern Sierra the requested permit. We have all seen the damage to natural terrain due to the use of off-road recreational vehicles. Irresponsible drivers seem compelled to blaze their own trails for fun, at the expense of fragile environment that does not belong to them. Especially in areas that are remote and not easily patrolled. The negative impact and scars will last far beyond the January of 2017.

Thank you.

Cynthia Hathaway

Courtney Smith

From: pol1@rosenblums.us
Sent: Tuesday, November 11, 2014 1:18 PM
To: Pat Gunsolley
Subject: Comments on Final EIR for the ATV Adventure Trails System of the Eastern Sierra

Dear Inyo County Board of Supervisors:

I have read the final EIR and object to the conclusion that Alternative 6 is not the preferred alternative because OHV users will be encouraged to break the law and thus cause more environmental impact than modified Alternative 2. This is an issue of law enforcement and not a true environmental concern. I would suggest that the CHP and local law enforcement could arrange to have surprise enforcement days with high fines for offenders to eliminate this lawless behavior. As the EIR makes clear, these OHV combined use roads have severe environmental impacts. As there is no other higher public purpose served by these roads than recreation, I think it is prudent to start out with a small project and evaluate the results over time to see if further expansion is warranted. Once these fragile environments have been damaged by OHV use they will take centuries to recover if at all. I strongly recommend that you consider Alternative 6 as the recommended project.

Stephen Rosenblum
Palo Alto, California

Courtney Smith

From: anya.beswick@gmail.com
Sent: Tuesday, November 18, 2014 9:35 AM
To: ab628
Subject: "Adventure Trails Project EIR"

Please do NOT allow this project to go ahead without full consideration of the environmental impact on the area. Thank you.

Sent from Windows Mail

Courtney Smith

From: Mark McGuire <mamcgu@hughes.net>
Sent: Monday, November 10, 2014 8:55 PM
To: Pat Gunsolley
Subject: "Adventure Trails"

This is a comment on the designation of roads and trails form use by off-roaders in the desert areas. My experience, and the experience of many others, is that those who ride these vehicles care nothing about the environment, but on the other hand are bent on destroying it. It is well known that these vehicles can be made much quieter, yet those fail to sell, since the buyers demand the ability to disturb and annoy people who come to the desert and wilderness to enjoy silence. They refuse to stay on designated trails but continually make new ones. They create a hazard for hikers. They discard trash and start fires.

They should be banned entirely from unincorporated lands, and confined to small fenced areas. Enforcement of exclusion should be increased.

Thank you for considering my comments, which are based on personal experience.

Mark McGuire
Pob 53
20543 Cap Canyon Road
Onyx CA 93255
760-378-4800

Courtney Smith

From: earl frounfelter <efrounfelter@yahoo.com>
Sent: Monday, November 10, 2014 5:27 PM
To: Pat Gunsolley
Subject: Trail use

To Whom it may concern,
Every time you designate any portion of a wilderness trail for the use of motorized vehicles, you destroy that trail and all that surrounds it as wilderness. There is no shortage in this country of places to go where fun is defined as noisy use of internal combustion engines. What we do not have enough of and cannot have too much of is wild places to walk and see, hear, smell and enjoy only those sights, sounds and smells that are endemic to and intrinsic to nature. Wilderness refreshes the mind, body and spirit and can only do so insomuch as it is protected from the incursion of the noise, smell and general heedlessness that comes with internal combustion engines. I implore you to keep what wilderness we have wild and free of such vehicles and the people who use them.

Thank you.

Earl Frounfelter
Santa Maria, CA

Courtney Smith

To: ab628
Subject: Comment on Adventure Trails EIR

For the Inyo County Board of Supervisors:

Comment on the Adventure Trails EIR

The ATV provision to AB 628 sounds like a bill to permit greater use of men's toys to be voted on by male county supervisors. Therefore, if you receive no comment from any other female, I hope you will weight my letter at 50% to all the comments and letters you receive from men. In return, I will attempt to represent the position of most women that I know, not just my own.

Regarding Environmental Impact to Nature, the plants and animals:

It's hard to see much if the vehicles stay on the roads. The roads already exist. They've already made their pre-existing negative impact.

Regarding Environmental Impact to Humans, the community environment:

1. That would be a whole other kettle of fish. ATVs make more noise and spew more pollution in the air than most cars. And, depending on the vehicle and how it is driven, generate more dust. All of these are negative impacts that folks out walking their dogs, riding their bicycles or airing their houses will have to bear. And that is not fair. This, I think, is the point underlying that flyer that went out warning homeowners that their property values might diminish if the ATV provision were passed.
2. The other awful impact of ATVs is litter. Litter, litter everywhere. Somehow, men can take a full can of beer out on their ATV Adventure Trail jaunt but cannot return the same empty can back to their own garbage can. Instead, they use Mother Nature as their infinite potty. Well guess what? Mother Nature can't handle it. A human has to come along and pick up after them---as though they were children!

Because I walk up to Aberdeen campground from Aberdeen Resort almost every day, I have adopted that stretch of road. Before the popularity of ATVs, there was virtually no litter even though plenty of cars and trucks used the road to access the camp site. Now, with the advent of ATVs, I am picking up beer cans, juice boxes, glass bottles, and styrofoam boxes all the time, in season and out because the paved road has two sandy shoulders that the ATVs use.

Litter, litter, litter, noise, diesel pollution and dust will be your biggest environmental impact to humans if the ATV bill is passed. BUT!

Human Community Environmental Mitigation Ideas:

1. Women are not against bills that overwhelmingly favor men. But we do not want to bear the environmental brunt of such bills. All women want is fair consideration that the needs of both men and women are considered in the laws you pass. It is piggy actions of men, who believe their macho status allows them to be inconsiderate, that women cannot abide. Yet women love men and know that they can be "trained." For example, men used to toss litter from their cars. Then there was an anti litter campaign. Auto litter bags were distributed. Women placed them in cars, women reminded their men to use them and women emptied the bags. We have made a huge impact that *proves* litter can be curbed when explicit attention is paid to it. We could do the same thing with the ATV bill.

2. Noise, diesel pollution and dust are best handled by severe speed limits around houses and frequently walked roads.

Camel's Nose Under the Tent:

The Camel's nose under the tent in this ATV bill is that what guys *really* want is to drive their ATVs into town. That potential seemed to me to have the greatest appeal in the comments I read in recent news accounts of the Adventure Trails initiative. It isn't tourists versus locals as characterized by some officials. Tourists don't care about dirt roads. All they do is beeline it on paved roads. The ATV bill is strictly a local issue with a local, community impact. The majority of the comments I read from locals were more along the lines of: "Oh boy! let's drive 'em into town!" Increased multi purpose road use is not attractive as a means to go "out there." People are already doing that even without this bill. The attraction is to "go into town."

Therefore, unless Inyo County is willing to put a whole lot more policemen on the beat, you will see ATVs in town to go shopping. The ATV'er mantra will become: "Sin and if you are caught, ask for forgiveness or claim ignorance....But chances are, you won't be caught." Of course, they will be run over by huge trucks who don't see them. But 'the guys' are not thinking that far ahead right now. That's up to you to do.

The biggest problem with the ATV bill is that it will foster so much momentum to drive into town that the best policing efforts will always be working against an overwhelming gradient and never really prevailing...unless we become a police state (which we can't afford anyway.)

But, apart from the obvious danger of being run over, the "to town concept" has some merit and is worth exploring. (Guys are not 100% crazy.) If separate, safe routes could be designed with separate safe parking lots, many people might give up their cars for this less expensive option. IF there was no littering and IF speed limits were respected, ATV access to town could be a colossally wonderful option for the local residents and make Owens Valley unique. Kind of the 21st century equivalent of riding your horse into town. Some of the trails might even be fenced with scenic split rail equestrian fencing. What we have going for us is that our population is not so huge that such a vision could not become a reality with some planning.

Recommendations on behalf of women to be weighted at 50% of all your comments from men:

Structure the ATV bill into 2 phases with phase I including a sunset clause.

1. Part I: TRIAL & TRAINING: ATV'ers are not to litter and are to go the posted low speed limit around houses to cut down on noise, pollution and dust.

Provide a positive carrot incentive for this training by mentioning a future vision for separate trails into town, IF ALL GOES WELL IN PHASE I. Provide a negative stick incentive by adding a sunset clause to Phase I. If all does *not* go well and people do ride into town and there *is* littering, noise, pollution and dust, then the whole "ATF Adventure Trails" initiative will be cancelled. Give Phase I two years. Take photographs before and after. Create a big anti-littering campaign. Give out ATV litter bags just as we did with cars. Set up a hotline where people can call in any negative impact/infraction they are exposed to. Publish articles in the paper about how well the ATV'ers are doing or not doing as a means of feed back to them. Get the entire valley involved. This trial period will allow you to learn a lot.

2. Part II: REWARD: With discipline established, the next step should be designs for safe access to and parking in towns. The sunset provision is not invoked for ATV Adventure Trails after Phase I. ATV'er would thus, have much to gain and much to lose if the bill were structured in this fashion. Remember, men *can* be trained to become good stewards of our community environment, especially if it's in their interest. I believe that most women, half of your electorate, would also approve of the structured recommendations presented above because they are fair to all and they address the community environmental issues that we care about. Last, but not least, property values of houses that have direct access to "to town trails" might actually go up because now they are an amenity, not a blight.

Sincerely,

Christine Speed
150 Tinnemaha Road
Independence, CA
949-500-4842

Attachment No. 5 - i

Steven P. McLaughlin and Janice E. Bowers
P.O. Box 819
Big Pine, CA 93513
Phone: (760) 938-3140
Email: spmieb@qnet.com
janbowers819@gmail.com

RECEIVED
2014 NOV 21 AM 8:54
INYO COUNTY
ADMINISTRATOR
CLERK M. T. JOHNSON

November 21, 2014

Patricia Gunsolley, Clerk
Inyo County Board of Supervisors
P.O. Box N
Independence, CA 93526

Dear Ms. Gunsolley:

This letter is in response to the Public Hearing Notice regarding the December 2, 2014, meeting of the Board to address the Adventure Trails Systems project. This Notice directs Inyo County residents to submit their "written objections and protests" to you.

I live on Birch Creek Road which is on the proposed Aberdeen #3 route. My concerns focus on the *process* of approving this project, not its merits. I want to address two issues: (1) the specific application for this route, and (2) public input into the CEQA process for this project.

1. Aberdeen Route #3 Application.

The County approved the Assembly Bill Implementing Procedures on May 8, 2012, according to a presentation made to the Planning Commission on August 6, 2014. Section 2.a.ix states in part that the application must include:

"ix. A list of property owners adjacent to any and all combined-use routes from the Inyo County Assessor's Department."

I downloaded a copy of the application on November 6, 2014. The first page of this application indicates that the Date Application Complete was December 3, 2012. This application does **not** provide the list of residents, as required by the Implementing Procedures.

Since this application was not correctly filed, it seems to me that Aberdeen #3 should not have been included in the CEQA analysis, and that the Board of Supervisors should not take any action on this application on December 2, 2014, including selecting any alternative that includes Aberdeen #3. There may be similar problems with other proposed routes.

This apparent violation of the Implementing Procedures is indicative of the applicants' consistent disregard for the concerns of residents along these routes. Up to this point, the County has also failed to fully acknowledge and address the concerns of residents. I hope this will

change at the December 2 meeting.

2. Public input (particularly from residents).

While CEQA guidelines prescribe that public comments must be “considered,” I’ve seen almost no evidence that the County has acknowledged many of the concerns of residents or responded to them in a conscientious way.

I have given oral comments at two Planning Commission meetings, August 6 and November 5, 2014. At these meetings members of the public are limited to 3 minutes, and commissioners are bombarded with a long series of these 3-minute sound bites. I’ve seen the same thing at other public hearings. Residents don’t have time to adequately address their concerns and commissioners don’t have time to adequately understand and assess the input. This is not meaningful public input.

I have submitted written comments at each opportunity: in response to the Mitigated Negative Declaration, Notice of Preparation (Scoping comments) for an environmental impact report (EIR), on the draft EIR (DEIR), and now on the final EIR (FEIR). Meaningful input can not occur when decision makers (Board of Supervisors) do not read these comments. There must be a couple of thousand pages in the scoping comments letters, DEIR, and FEIR, and it is unrealistic (and unreasonable) to expect each supervisor to have read all of this material. In practice, the BoS depends on staff, who in turn depend on the consultants who actually prepare the CEQA documents. (Although I hope at least a few of you have read this letter.)

There is also no meaningful input when (a) FEIR responses to DEIR comments are false, superficial, or incomplete, or (b) the FEIR ignores comments, i.e. does not consider them at all, and thus fails to comply with CEQA guidelines. I will provide examples of each.

(a) False, superficial, or incomplete responses.

Example 1. Establishing a baseline for noise.

Comment on DEIR: “Ambient noise levels were monitored on a single day, March 13, 2014, a Thursday Apparently noise levels after implementation will also be measured only on a single day (p. 1.0-19 of DEIR). In order to understand noise impacts of the Adventure Trail, the County should have measured noise levels on a busy weekend (e.g., Memorial Day, July 4, or Labor Day).”

FEIR Response simply refers to other responses (69-1, 84-13), neither of which address the problem of an inadequate baseline for evaluating Adventure Trail impacts on noise levels in residential areas.

Example 2. Fire risk.

Comment on DEIR (p. 2.0-296): I commented that during periods of peak use “OHV groups are likely to camp on the periphery of existing campgrounds or on unauthorized/undeveloped sites near the routes,” which will produce an increased risk of fire from campfires or the vehicles themselves. “There is dense, highly flammable sagebrush and rabbitbrush surrounding existing campsites, and the bed of Tinnemaha [sic] Creek is full of dense willow Fire rings currently in use occur within 15-20 feet of dry rabbitbrush on the north end of the campground. A fire started at or around the edges of Tinnemaha Campground during the frequent periods of strong southerly winds would run rapidly from the campground area onto the Birch Creek neighborhood, in much the same way that the March 18, 2011, Center Fire quickly spread from the Bernasconi Center into Big Pine.”

FEIR response (p. 2.0-299): “Refer to response to comment 57-4 regarding fire impacts.” Response 57-4 (p. 2.0-241) states “local fire protection services are equipped to handle a temporary increase in OHV accidents that may arise from the proposed Project.”

My comment addressed fires associated with illegal campsites—not accidents. This response ignores information provided on specific risk factors along Aberdeen #3, and does not acknowledge that local fire protection efforts are not always successful, as in the inability to protect some residences and structures during the Center Fire, which were much closer than Birch Creek residences are to a fire station.

Several residents on Birch Creek Road expressed concerns about increased fire risks associated with the Adventure Trail. If the County continues to ignore these concerns and a wildfire spreads from an unauthorized OHV campsite on a busy weekend and damages or destroys nearby properties, the County could (and should) be held liable for all damages.

Example 3. Economic impacts on residents.

Comment on DEIR (p. 2.0-297): “In the likely scenario of expanded, irresponsible, and unregulated use of these routes, some residents could experience a decrease in their property values.”

FEIR response (p. 2.0-300): “With respect to economic impacts of the Project, CEQA Guidelines Section 15131 states that ‘economic or social effects of a project shall not be treated as significant effects on the environment.’ Therefore, it is neither necessary nor required that they be evaluated.”

This is highly disingenuous. One of the objectives of the Project is to “Provide increased economic activity to Inyo County-based businesses from OHV users utilizing the

surrounding public and private recreation areas” (DEIR p. 1.0-5), and all of the alternatives are evaluated for how well they accomplish this objective. It seems that the only positive economic impacts can be considered—why does that not contradict CEQA Guideline Section 15131?

My original comment in fact understated the negative economic impact of the Adventure Trail. At the November 5, 2014 meeting of the Planning Commission, Chairman Ross Corner did acknowledge that the Adventure Trail is a “nuisance” that must be disclosed if residents list their properties for sale, and that being on an Adventure Trail route would adversely impact property values. Our real estate agent made a similar comment to us.

(b) Comments that are not considered at all, a failure to comply with CEQA guidelines.

Example 1. Peak use of campgrounds.

Comment on DEIR: “On many spring weekends the Tinnemaha [sic] Campground appears to be full. For example, on May 17, 2014 there were 25 groups at the campground, 39 groups on May 23, 53 groups on May 25, 42 groups on August 2, and 29 groups on August 30. The campground was closed on June 11-14 for a group with a special use permit.”

FEIR Response (p. 2.0-299). “The County includes 139 acres of parkland ... in addition to more than 5 million acres of public lands ... that provides ample recreational space and opportunities for all visitors. Therefore, the Project would not result in substantially exceeding campground capacity.”

The FEIR response does not respond to the issue of *peak* use, and neither acknowledges nor responds to the comment on current conditions on Aberdeen #3. Furthermore, this response contradicts the response I received in commenting on the Negative Mitigated Declaration: “Further correspondence with the Inyo County Parks and Recreation Department confirms that these campgrounds [Tinemaha and Taboose Creek] are full on spring and early summer weekends” (p. 4).

Example 2. Enforcement.

Comment: In my comments on the DEIR I wrote “If the County and the Applicant maintain that reckless and illegal behavior on Adventure Trail Routes can be controlled by signs, THEN THEY MUST PROVIDE SOME EVIDENCE THAT SIGNS ARE EFFECTIVE IN PREVENTING ILLEGAL AND/OR IRRESPONSIBLE BEHAVIOR.” I provided two specific examples where signs are ineffective along Aberdeen #3: exceeding a posted 15 mph speed limit on Birch Creek Road, and not paying campground fees at Tinemaha Campground.

FEIR response (p. 2.0-298): The reply simply repeats language from the DEIR that signs will be posted. The FEIR ignored the request for *any* example of signs being effective in preventing or reducing illegal or irresponsible behavior by OHV operators.

Elsewhere the FEIR (p. 2.0-385) states in response to a similar comment that "... it is the County's opinion that signage is sufficient mitigation for the Project" Mitigation is *not* enforcement. Without effective enforcement of laws and AT rules, noise, dust, safety of residents, and damage to cultural resources all become significant and unmitigable impacts.

Because the EIR appears to have included one or more routes that did not have properly completed applications, and because it failed to consider several public comments, I urge the Board to not certify the EIR. Applicants should be directed to follow *all* implementation guidelines in preparing their applications, and seek to acquire additional funding to initiate a new environmental impact report.

Sincerely,

A handwritten signature in cursive script that reads "Steven P. McLaughlin". The signature is written in dark ink and is positioned above the printed name.

Steven P. McLaughlin

Courtney Smith

To: ab628
Subject: Adventure Trails Project: Proposed Route

From: MICKY CARR [<mailto:frank-micky@msn.com>]
Sent: Saturday, November 22, 2014 12:25 PM
To: Pat Gunsolley
Subject: Adventure Trails Project: Proposed Route

Inyo County Board of Supervisors
Department of Public Works

In regards to the upcoming meeting to discuss the approved routes of the Adventure Trail system proposal:

Our residence is directly adjacent to one of the proposed routes of the system, and we as homeowners we will be directly affected by such, and would like to express the following concerns.

First we would like to note that in general we are not opposed to the Adventure Trail System as a whole and see it as something that could be a great thing for our tourist economy, however we are deeply concerned about the proposed route that includes East Line Street all the way to Sneden Street.

Having lived directly on this street at 111 Johnston Drive for over 10 years we can assure you that the amount of both commercial and private traffic on this part of the route is extremely busy. Fed Ex, UPS, 711 Cement mixers, school busses, ambulances and recreationists for the Owens River use it constantly. This particular stretch of road is also somewhat of a no mans land when it comes to traffic enforcement. We have long been concerned about the 25 mile an hour speed limit which is almost never enforced.

There is also a lot of pedestrian traffic and many kids who spend a lot of time fishing and swimming at the nearby canal. There have been many times when a youngster has dashed across that road paying little or no attention to the traffic.

If then you decide to allow the ATV's , dirt bikes etc. to be a part of this traffic flow, (which by the way some of them already do) we feel it is only a matter of time before something tragic happens.

Also, we were told that this route to Sneden was chosen, for the purpose of people being able to get these types of vehicles rented from the former Golden State Cycle business. What happens if another rental business in another part of town decides to open? Do you then allow these types of vehicles to go on other residential streets? Or are you creating a special route for one business alone?

Finally, we would really like it to be clearly defined....Who is responsible for the traffic enforcement once these adventure trails are implemented? Will they be more likely to do that enforcement or will it remain a safety issue.

And lastly, consider this: How would you feel about these types of vehicles driving by your house mixed in with all the other traffic? What would your concerns be? Put yourselves in our position before you make this part of the route a reality.

Thank you for taking the time to consider our concerns,

Sincerely,

Frank and Micky Carr
111 Johnston Drive
Bishop, CA 93514
email: FRANK-MICKY@msn.com

Courtney Smith

To: ab628
Subject: adventure trails proposal

-----Original Message-----

From: ddholland@cebridge.net [mailto:ddholland@cebridge.net]
Sent: Sunday, November 23, 2014 7:03 AM
To: Pat Gunsolley
Subject: adventure trails proposal

I would like to go on record as opposing the proposed plan for the following reasons;

1) As a retired Caltrans employee I am very aware of the resources required to maintain this type of route designation. As the County already has budget issues, I do not see how they can absorb the added burden of sign repair and lane striping required by this proposal. While currently the proponents may state that the work will be done by volunteers and the funds supplied by the State, this will not likely continue and then the County will get "stuck" with the responsibility of maintenance.

2) The premise that this will bring added tourist dollars to the County is pure folly. While it is true that those that desire to come this area to camp and operate off road vehicles will continue to do so, the idea that the ability to drive said vehicle downtown to shop at Kmart will draw more people here is ridiculous. Those that tow their \$100,000 fifth wheel "toy hauler" with their \$40,000 Dodge truck are not going to leave said Dodge at the campground to drive a quad into town for supplies. They will continue to purchase supplies either on their way in or during their stay but the use of a small, poor handling, inefficient machine such as a quad will NOT be their choice of vehicles.

3) The proponents keep referring to the accepted use of quads in "Utah and elsewhere". It is true that quads are being used in small rural areas such as Chalfant Valley, Benton and Silver Peak. This practice is common and so long as the riders use them as they would any small car, it works fine. However, the same premise cannot be applied to more urban areas such as Bishop. Simply stated, there is no need for this plan. The areas that currently have quad use in their small rural "towns" can continue to do so and the areas such as Bishop do not need the plan as it is inappropriate.

4) As has been pointed out by many opponents, the liability to the County is real and serious. Recently Laws Museum, a County facility, was named in a lawsuit filed by quad riders that simply stopped at the museum to have lunch before riding on. They eventually had an accident miles away from the museum and are now seeking restitution from the County. As the law pertaining to this proposal clearly places the liability on the County, I cannot imagine why any County would willingly accept such risk.

In conclusion, this proposal is misleading and ill-conceived. I would ask the Supervisors to reject this plan on the grounds that the benefits are overblown and overstated while the risks and liability are huge.

Thank you.

Daniel Holland
412 S Tumbleweed
Bishop
873-5514

Tom and Nancy Hardy
286 May Street
Bishop, CA 93514

November 24, 2014

Inyo County Board of Supervisors
P.O. Box N
Independence, CA 93526

RE: Proposed "Adventure Trails" Project
Public Comment

RECEIVED
2014 NOV 24 AM 11:35
INYO COUNTY
ADMINISTRATIVE
SERVICES
DEPT

Dear Honorable Members of the Inyo County Board of Supervisors:

We are writing to voice our opposition to the proposed Adventure Trails Project, at least to the extent that it would allow Off Highway Vehicle access to residential areas in Bishop and the Bishop City Park. At the outset, we wish to be clear that our opposition is expressed in our capacity as private citizens and residents of the "east side" of the City of Bishop, and not in any other way. We have both lived in the Bishop area for many years, and in our current home since 2004.

We believe that the Eastern Sierra should be home to many different kinds of recreation, and that we have room to accommodate many different ways for individuals and families to enjoy the outdoors. There are many areas in Inyo County where off road enthusiasts can enjoy their hobby and that is appropriate. However, the proposed Adventure Trail project, if adopted, would do more than simply allow one class of recreationists to enjoy their past-time—it would force that past-time on the rest of us and permanently damage the qualities that make us want to live in Bishop. We choose to live in the City of Bishop for many reasons, but chief among them is that we enjoy the quiet, residential "feel" of our neighborhood. Off road vehicles driving on our streets, even nearby streets, would destroy that residential feeling that we so enjoy and risk turning our neighborhood into a motorized playground for people who do not live here.

We have not seen any compelling evidence that the proposed Adventure Trail project would be an overall economic benefit to the County of Inyo. Undoubtedly, it will benefit a very few who cater to this particular market. In fact, the entire project seems to be an effort to use government power to benefit a very few individuals. It also seems that one argument in favor of the project is disingenuous—that being that the project will somehow make it easier for visitors to enjoy Bishop and other communities. The fact is that visitors bringing their OHVs are, of necessity, bringing them on trailers or in other "street legal" vehicles. They certainly will not be driving OHVs from Southern California. It is already very easy for these visitors to use their properly licensed and regulated trucks, trailers, and RVs to visit Bishop's attractions and businesses.

It is especially concerning that the alleged purpose of the project is to link "OHV recreation areas" with "necessary service and lodging facilities", but only one proposed route into Bishop does that—the link to the Tri-County Fairgrounds camping facility. None of the proposed routes now links to any kind of "service" facility. One proposed route, being East Line to Sneden to Short, no longer serves an OHV sales and service center. If approved now, that route would only benefit one business that apparently rents OHVs. If approved, that route is simply a subsidy to one business, to the detriment of any potential competitors, and which imposes negative economic costs on the residents of the east side of Bishop. By any reasoned economic

analysis, it appears to be nothing more than a “giveaway” for the limited benefit of one entity. Another route appears to lead to a single restaurant, and another will only direct OHV traffic through our otherwise busy City Park, raising obvious safety concerns. As pointed out above, the premise that any links are “necessary” is a fiction—any visitors coming to Bishop will be required to transport their OHVs by means of street legal vehicles, and should have no difficulty reaching desired “services” by using street legal vehicles.

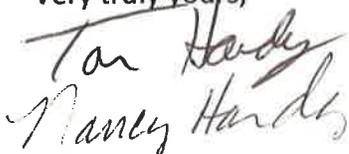
We are also concerned that the potential negative impact on tourism has not been examined in a meaningful way. Many people visit our area for many different types of outdoor experiences. As residents who hike and enjoy the outdoors on foot and on bicycle, we know first-hand that large numbers of visitors come here for a non-motorized experience. Towns “buzzing” with OHV vehicles are not conducive to the visitors seeking something else, and we risk driving away a large number of tourists who otherwise would come. We know that we would not choose to visit a town that we knew had a large contingent of OHV users (in fact, on various trips, we have avoided those types of locations). Recent letters to the editor in the *Inyo Register* confirm that this would be the case. This proposed project would forever change the character of our County from one welcoming a wide diversity of recreation to one favoring only one—recreation with engines, tires, pollution, and noise.

We are also concerned because it has been our recent observation that operators of off road vehicles near the City of Bishop are becoming increasingly rude and obnoxious. We frequently walk and exercise on the roads east of the City, and it used to be common practice for motorcyclists and other off road vehicle operators to slow down, wave and then pass at a respectful and polite speed. Now, we find ourselves being required to dodge out of the way of OHVs and “eat their dust” as they blow past at unsafe speeds. We frequently see dirt bike riders ignore speed and directional signs. I know that it is often said that “most OHV users are polite”; while that used to be the case, it does not seem to be that way anymore.

We want to emphasize that there is a place for OHV use. We are not opposed to OHV use in general. Portions of the Adventure Trails project outside of our populated areas that link existing off road use areas may well be appropriate. However, OHVs do not belong in our towns and in the City of Bishop. The supposed benefits have not been demonstrated, and the costs to the citizens who have chosen to live in our towns and City are inappropriate. OHVs as a recreational outlet are unique in that while they can be fun for those who choose to use them, they also impose huge aesthetic and quality of life costs on the many of us who do not. To adopt a policy or plan that imposes significant negative social and economic costs on our communities with little to no demonstrated benefit is bad public policy. It is fundamentally unfair to those of us who live in the communities to be impacted. When we purchased our home, we did not intend to live in an OHV recreation area, and it is inappropriate to turn our neighborhood into one now.

We urge you to decline to adopt the proposed Adventure Trails System, at least as to the proposed portions passing through residential areas. Thank you for considering our input on this critical issue.

Very truly yours,

Handwritten signatures of Tom Hardy and Nancy Hardy in cursive script.

Tom and Nancy Hardy



**California Association of 4 Wheel Drive Clubs
Natural Resources Consultant - South**

Over 50 years advocating for recreation

November 24, 2014

Inyo County Board of Supervisors
P.O. Box N
Independence, California 93526

Inyo County Board of Supervisors;

This letter is submitted on behalf of the California Association of 4 Wheel Drive Clubs (CA4WDC) and its membership. CA4WDC represents clubs and individuals within the State of California that are part of the community of four-wheel drive enthusiasts. CA4WDC members are active recreation visitors to the Eastern Sierra Nevada Mountains and are very interested and concerned about actions that deal with OHV recreation opportunity in the area.

While the main focus of CA4WDC is to protect, promote, and provide for motorized recreation opportunities on public and private lands, many of our members participate in multiple forms of recreation; including but not limited to hunting, fishing, camping, hiking, horseback riding, bicycle riding, and gem and mineral collection.

We recognize the positive health and social benefits that can be achieved through outdoor activities. We also recognize that motorized recreation provides the small business owners in the local communities a significant financial stimulus. And, our members are directly affected by management decisions concerning public land use.

Our members subscribe to the concepts of: 1) public access to public lands for their children and grandchildren; 2) condition and safety of the environment; and 3) sharing our natural heritage. The general public desires access to public lands now and for future generations. Limiting access today deprives our children the opportunity to view the many natural wonders of public lands. The general public is deeply concerned about the condition of the environment and personal safety. They desire wildlife available for viewing and scenic vistas to enjoy. They also want to feel safe while enjoying these natural wonders. Lastly, the public desires to share the natural heritage with friends and family today as well as in the future. How can our children learn and appreciate our natural heritage when native species are allowed to deteriorate and historic routes are routinely blocked or eradicated from existence?

CA4WDC supports the concept of managed recreation and believes it is prudent and appropriate management to identify areas where off-highway vehicle use is appropriate. Such use must be consistent with the public lands management plans, as well as local, state, and federal regulations. Recreation, especially recreation off of paved or gravel roads, is the leading growth in visitors to public lands. The planning processes help minimize conflicts and potential resource damage while providing for recreation access to public lands.

CA4WDC endorses the ATV Adventure Trails System of the Eastern Sierra being considered by the Inyo County Planning Commission for combined-use routes pursuant to Assembly Bill 628 (AB 628).

The ATV Adventure Trails System is a proposed project consisting of 38 combined-use routes within County- and City-maintained roads, located in and around the unincorporated communities of Aberdeen,

Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The EIR identifies potentially significant effects from the project: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Of these, impacts to air quality cannot be mitigated to less than significant levels.

CA4WDC has reviewed the Environmental Impact Report and concurs with the findings. We also believe that the air quality issues noted are not in excess of existing air quality issues.

CA4WDC supports the concept of managed recreation and believes it is prudent and appropriate management to identify areas where off-highway vehicle use is appropriate. Such use must be consistent with the public lands management plans, as well as local, state, and federal regulations.

CA4WDC endorses the ATV Adventure Trails System of the Eastern Sierra as a viable project that will enhance the recreation opportunity and provide a significant positive economic impact within the region.

We encourage the Board of Supervisors to approve this proposed project.

Thank-you for the opportunity to comment on this important proposal.

Thank-you,

A handwritten signature in black ink, appearing to read "John Stewart". The signature is fluid and cursive, with a large initial "J" and "S".

John Stewart
Natural Resources Consultant
California Association of 4 Wheel Drive Clubs

Attachment No. 6

Total Distance of Proposed Combined Use Route			
Route Name	Paved Distance (miles)	Dirt Distance (miles)	Total Distance (miles)
Aberdeen #1	3.7	2.1	5.8
Aberdeen #2	1.6	2.6	4.2
Aberdeen #3	2.8	5.4	8.2
Death Valley Rd #1	2.1		2.1
Death Valley Rd #2	5.8		5.8
Death Valley Rd #3	3.8		3.8
Independence #1	6.7	1.8	8.5
Independence #2		4.0	4.0
Independence #3	4.9	2.8	7.7
Independence #6	4.6	2.8	7.4
Big Pine #1	8.0	1.0	9.0
Big Pine #3	2.9	5.9	8.8
Lone Pine #1	4.3		4.3
Lone Pine #2	7.7		7.7
Lone Pine #3	3.3	5.3	8.6
Lone Pine #4	7.7		7.7
Lone Pine #5	7.8		7.8
Lone Pine #6	7.2		7.2
Lone Pine #7		9.2	9.2
Bishop #1	5.3	0.6	5.9
Bishop #2	5.9	1.8	7.7
Bishop #3	5.6	1.8	7.4
Bishop #4	5.5	1.8	7.3
Bishop #5	9.0	0.6	9.6
Bishop #6	6.2		6.2
Bishop #7	3.7	2.7	6.4
Bishop #8	0.8	7.3	8.1
Bishop #9	3.7		3.7
Bishop #10		2.1	2.1
Bishop #11		7.1	7.1
Bishop #12	1.9	7.4	9.3
Bishop #14	1.1	5.0	6.1
Bishop #15	5.4	0.6	6.0
Bishop #16	0.7	5.9	6.6
Bishop #17		3.2	3.2
Bishop #18	1.7	6.2	7.9
Total	141.4	97.0	238.4

Attachment No. 7

California Vehicle Code Consistency Analysis

Route Name	Start Point	End Point	Link between OHV trail segments	Link between OHV Recreational Use Area & Necessary Service Facilities	Link between Lodging Facilities & OHV Recreational Facility	Evaluation
Aberdeen #1	Aberdeen Store	Division Ck rd end			X	Aberdeen Resort provides RV Camping opportunity, USFS road beyond end of County road legal for use by OHVs
Aberdeen #2	Aberdeen Store	Taboose Ck rd end			X	Aberdeen Resort provides RV Camping opportunity, USFS road beyond end of County road legal for use by OHVs
Aberdeen #3	Aberdeen Store	Birch Ck rd end			X	Aberdeen Resort provides RV Camping opportunity, USFS road beyond end of County road legal for use by OHVs
Northern Inyo Range #1	Harkless Flat turnoff	Papoose Flat turn	X			USFS acknowledges trail segments being linked to are open for OHVs, routes provide link to extensive road system.
Northern Inyo Range #2	Harkless Flat turnoff	Turn to Inyo NF No. 09S103	X			USFS recommended different link than original application; applicants revised application per input from the USFS
Northern Inyo Range #3	Papoose Flat turnoff	Little Cowhorn Valley turn	X			USFS acknowledges trail segments being linked to are open for OHVs, routes provide link to extensive road system.
Independence #1	Independence Inn	Betty Jumbo Mine Rd turn			X	Trail segment being linked to acknowledged by BLM. Independence Inn qualifies as loding facility.
Independence #2	Betty Jumbo Mine Rd turn	Santa Rita Flat Rd turn	X			Trail segments on BLM & USFS land open for use by OHVs
Independence #3 - Revised 5/28/13	Independence Inn	Foothill Rd end			X	Trail segment being linked to legal for use by OHVs. Independence Inn qualifies as loding facility.
Independence #4 - Denied by CHP	Ray's Den Motel	Foothill Rd end	N/A	N/A	N/A	Proposed combined-use route denied by California Highway Patrol Safety Determination
Independence #6	Still Life Café	Foothill Rd end		X		Trail segment being linked to legal for use by OHVs. Still Life Café is service facility, though lack of onsite parking focuses uses in front of other businesses
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs			X	Bristlecone Motel lodging facility. Keough's questionable as OHV recreation facility. Route appears to direct users to LADWP roads and not Federal land
Big Pine #2 - Denied by CHP	Big Pine Shell Station	McMurray Meadows Rd turn	N/A	N/A	N/A	Proposed combined-use route denied by California Highway Patrol Safety Determination
Big Pine #3 - Revised June 21, 2013	Hi Country Market / Chevron Station	McMurray Meadows Rd turn		X		Hi Country Market and Chevron qualify as service facilities, end point legal for use by OHVs
Lone Pine #1 - Revised on June 21, 2013	Boulder Creek RV Park	N. Fork Lubken Canyon BLM Rd			X	Boulder Creek RV Park questionable as Lodging Facility, though it could be considered a necessary service facility.
Lone Pine #2	McDonalds'	Movie Rd		X		McDonalds service facility, endpoint legal for OHVs on BLM land. Increasing touristic use in the Alabama Hills
Lone Pine #3	Lone Pine Propane	Dolomite Road junction to BLM Rd		X		Propane qualifies as service facility though access via service entrance questionable. Short BLM road to mining operation not ideal link. Route appears to direct users to LADWP roads and not Federal land
Lone Pine #4	Carl's Jr	Movie Rd		X		See Lone Pine No. 2
Lone Pine #5	Dave's Auto Parts	Movie Rd		X		See Lone Pine No. 2
Lone Pine #6 - Revised on June 21, 2013	Dow Villa Motel	N. Fork Lubken Canyon BLM Rd			X	Dow Villa Motel qualifes as loding. Road being linked to on BLM legal for OHVs, though fairly limited opportunities
Lone Pine #7	Movie Road	Hogback Canyon Rd at INF Road #15S01	X			Routes on BLM and USFS land qualify as OHV trail segments. USFS concerned about limited opportunity at Hogback Canyon. Numerous OHV legal routes along route.
Bishop #1	Golden State Cycles	Poleta OHV Recreation Area		X		City of Bishop will need to determine ATV Rental business qualifies as necessary service facility. End point OHV recreational use area.
Bishop #2	Tri County Fairgrounds	Poleta OHV Recreation Area			X	City of Bishop will need to determine RV spaces at Fairgrounds qualifies as necessary service facility. End point OHV recreational use area.

California Vehicle Code Consistency Analysis

Route Name	Start Point	End Point	Link between OHV trail segments	Link between OHV Recreational Use Area & Necessary Service Facilities	Link between Lodging Facilities & OHV Recreational Facility	Evaluation
Bishop #3	Bishop Chamber of Commerce	Poleta OHV Recreation Area		X		City of Bishop will need to determine Bishop Chamber of Commerce qualifies as necessary service facility. End point OHV recreational use area.
Bishop #4	Pizza Factory	Poleta OHV Recreation Area		X		City of Bishop will need to determine Pizza Factory qualifies as necessary service facility. End point OHV recreational use area.
Bishop #5	Brown's Town	Poleta OHV Recreation Area		X		Browns Town a necessary service facility and end point an OHV Recreational Use Area.
Bishop #6	Pleasant Valley Campground	Horton Creek Campground			X	A campground can be considered an OHV Recreational Facility though its questionable to consider a campground to meet the definition of a lodging facility.
Bishop #7	Pleasant Valley Campground	Tungsten City			X	The Campground is required to be considered a lodging facility. The BLM road at the end of Tungsten City Rd is considered an OHV recreational facility
Bishop #8	Pleasant Valley Campground	Casa Diablo Rd turn			X	The Campground is required to be considered a loding facility. The BLM road at the end must then be considered an OHV recreational facility.The BLM has expressed concern about the shortness of the trail being linked to.
Bishop #9	Brown's Town	Bir Road turn		X		Browns Town a necessary service facility and end point an OHV Recreational Use Area.
Bishop #10	Coyote Valley Road turn	Coyote Valley Rd	X			Trail segments on BLM & USFS land open for use by OHVs
Bishop #11	Silver Canyon Rd midway	Silver Cyn Rd top	X			Trail segments on USFS land open for use by OHVs, though short opportunity, OHV recreation likely to center on main roads
Bishop #12	Silver Canyon Rd top	Wyman Canyon Rd midway	X			Trail segments on USFS land open for use by OHVs.
Bishop #14	Britt's Diesel	Casa Diablo Rd turn			X	Britt's Diesel is considered a necessary service facility and the link off of Casa Diablo Road is considerd to be an OHV Recreational Use Area. This is a short road being linked to and the BLM recommends against the use of this road.
Bishop #15	Britt's Diesel	Poleta OHV Recreation Area			X	Britt's Diesel is considered a necessary service facility and the link to Poleta OHV Open Area is considered to be an OHV Recreational Use Area.
Bishop #16	Britt's Diesel	Silver Canyon Rd midway			X	Britt's Diesel is considered a necessary service facility and the link off of Silver Canyon Road is considered to be an OHV Recreational Use Area.
Bishop #17 - Revised on June 21, 2013	Wyman Canyon Rd	Wyman Canyon Rd	X			Trail segments on USFS land open for use by OHVs.
Bishop #18	Redding Canyon Rd	Black Canyon Rd	X			Trail segments on USFS land open for use by OHVs.

Attachment No. 8



DEPARTMENT OF PUBLIC WORKS

P.O. DRAWER Q
INDEPENDENCE, CA 93526
PHONE: (760) 878-0201
FAX: (760) 878-2001

COUNTY
OF
INYO

Clint Quilter, Director

November 20, 2014

Seth Kinmont
3212 S. Bentley Ave.
Los Angeles, CA 90034

Notice of Combined-Use Application

Mr. Kinmont:

The County is considering the approval of 36 combined-use routes at a public hearing on December 2, 2014 at 1:30 p.m. at the Board of Supervisors chambers in Independence. One of the proposed routes, Bishop Area Route No. 18 that has a start point on Redding Canyon Road at the Poleta Canyon OHV Open Area and an end point at the end of the County maintained portion of Black Canyon Road that appears to be on Assessor's Parcel Number (APN) 016-140-02. At that point where the County maintained road ends, a road continues on up into Black Canyon from there. Section 5(a) of the Inyo County AB 628 Implementing Procedures requires the County to send you this letter of notification.

Submit copies of the application to responsible State and/or land management agencies for confirmation of the validity of any trail segment and/or general comments, requesting that the requested information be provided within 60 days. The County shall provide copies of the application to pertinent land management agencies or owners to ensure conformance with the land manager's Land Use Plan. "Pertinent agencies or owners" are defined as those which own, manage, or have jurisdiction for 1) road segments which connect to County roads identified in the application, 2) the land crossed by a County road identified in the application, or 3) the land adjacent to a combined use segment;

The County is requesting your input with respect to the proposed combined-use route and the existing road up Black Canyon that crosses APN 016-140-02. Any feedback that you send to the Inyo County Public Works Department will be included in the information provided to the Board of Supervisors.

Background

The Adventure Trails System of the Eastern Sierra, Inc. (Applicant) submitted an application packet for the proposed ATV Adventure Trails of the Eastern Sierra Project (proposed Project) to Inyo County on October 12, 2012. The application packet was filed in accordance with both Assembly Bill (AB) 628, which allows for such a pilot project, and the Inyo County AB 628

Implementing Procedures. The application was revised in response to County and public agency comments on June 21, 2013. The application requested the County of Inyo to undertake a project to designate, until January 1, 2017, when the legislative authorization provided by AB 628 for the pilot project is automatically repealed, several combined-use routes up to 10 miles long on certain unincorporated County roads; and it requested the City of Bishop to undertake a project to designate several combined-use routes of up to 3 miles long on certain roads maintained by the City of Bishop.

Pursuant to the California Environmental Quality Act (CEQA) and the County's CEQA Procedures, Inyo County (Lead Agency) prepared a DEIR which addressed the implementation of the 36 combined-use routes within County- and City-maintained roads, located within portions of Death Valley Road, outside and west of Death Valley National Park; routes in and around the unincorporated communities of Aberdeen, Big Pine, Independence, Lone Pine; and routes in and around the City of Bishop. The DEIR for the project was released for a 45-day public comment period that ended on September 2, 2014.

Following the receipt of comments on the DEIR, the FEIR was prepared. A Final EIR (FEIR) has been prepared for the project, consisting of public comment letters, staff responses to the comment letters, any amendments/corrections made to the DEIR, and the mitigation for the project – including a Mitigation Monitoring Plan. The FEIR was circulated to affected county departments and other agencies, and made available to the public at all County libraries and via the Planning Department's website (<http://www.inyocounty.us/ab628/>).

The purpose of the FEIR is to inform decision makers and the public of any significant environmental impacts that may result from the Project, and of the mitigation measures and alternatives that may be adopted to reduce these impacts. The FEIR identifies the following potentially significant effects from the project: biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise. Of these, impacts to air quality cannot be mitigated to less than significant levels.

Please do not hesitate to contact me if you have questions or concerns regarding this matter.

Sincerely,

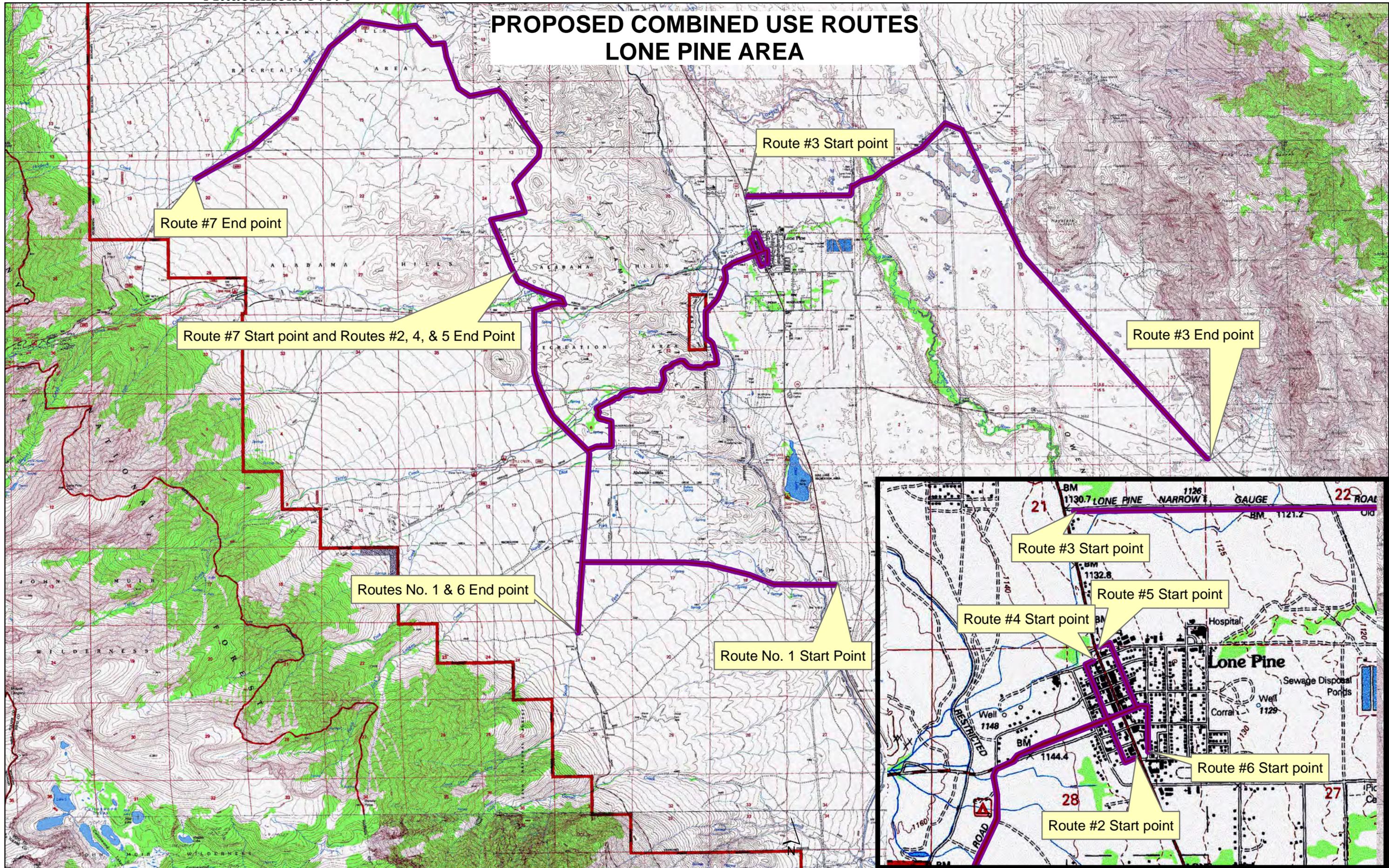
-s-

Courtney Smith
Transportation Planner

attachments:

- Bishop Area Combined Use Application No. 18
- Route Characterizations Submitted to the California Highway Patrol for Bishop Area Route No. 18
- Vicinity Map for Bishop Area proposed routes

PROPOSED COMBINED USE ROUTES LONE PINE AREA



Attachment No. 10

Staff Recommended Alternatives

Route Name	Start Point	End Point	Links to Inyo NF	Links to LADWP	Alt. No. 1	Alt No. 2	Alt No. 3	Alt No. 4	Alt No. 5	Alt No. 6	Comments	Staff Recommendation Including USFS	Staff Recommendation Not Including USFS	USFS land that may require NEPA
Aberdeen #1	Aberdeen Store	Division Ck rd end	Yes		No	No	Yes	Yes	No	No	LADWP concerned about OHV trespass	Yes	No	Yes
Aberdeen #2	Aberdeen Store	Taboose Ck rd end	Yes		No	No	Yes	Yes	No	No		Yes	No	Yes
Aberdeen #3	Aberdeen Store	Birch Ck rd end			No	No	Yes	Yes	Yes	No	Residents concerned about dust and noise; residents concerned about dust and more directly affected by dust than other locations	Yes	Yes	No
Northern Inyo Range #1	Harkless Flat turnoff	Papoose Flat turn	Yes		No	Yes	Yes	Yes	No	No		Yes	No	Yes
Northern Inyo Range #2	Harkless Flat turnoff	Turn to Inyo NF No. 09S103	Yes		No	Yes	Yes	Yes	No	No		Yes	No	Yes
Northern Inyo Range #3	Papoose Flat turnoff	Little Cowhorn Valley turn	Yes		No	Yes	Yes	Yes	No	No	DVNP concerned about illegal use inside of National Park, special signage	Yes	No	Yes
Independence #1	Independence Inn	Betty Jumbo Mine Rd turn			No	No	Yes	Yes - S	Yes	Yes		Yes	Yes	No
Independence #2	Betty Jumbo Mine Rd turn	Santa Rita Flat Rd turn	Yes		No	Yes	Yes	Yes - S	No	No		Yes	No	Yes
Independence #3 - Revised 5/28/13	Independence Inn	Foothill Rd end	Yes		No	No	Yes	Yes - S	No	No	High speed leaves this road poorly suited for combined-use routes	Yes	No	Yes
Independence #4	Ray's Den Motel	Foothill Rd end	Yes		N/A	N/A	N/A	N/A	N/A	N/A	CHP Safety Determination denies route	N/A	N/A	N/A
Independence #5 - Withdrawn	Jenny's Café	Foothill Rd end	Yes		N/A	N/A	N/A	N/A	N/A	N/A	Application withdrawn	N/A	N/A	N/A
Independence #6	Still Life Café	Foothill Rd end	Yes		No	No	Yes	Yes - S	No	No	No onsite parking at this business, parking effectively in front of other businesses	No	No	Yes
Big Pine #1	Hi Country Market / Bristlecone Motel	Keough's Hot Springs	Crosses INF land	Lease	No	Yes	Yes	Yes	No	No	Route may focus use on LADWP land - route doesn't link to Federal land - Keough's marginal as an "OHV facility"	Yes	No	Yes
Big Pine #2	Big Pine Shell Station	McMurray Meadows Rd turn	Yes		N/A	N/A	N/A	N/A	N/A	N/A	CHP Safety Determination denies route.	N/A	N/A	N/A
Big Pine #3 - Revised June 21, 2013	Big Pine Chevron Station	McMurray Meadows Rd turn	Yes		No	Yes	Yes	Yes	No	No	Crossing of US 395 puts liability on County	Yes	No	Yes
Lone Pine #1 - Revised on June 21, 2013	Boulder Creek RV Park	N. Fork Lubken Canyon BLM Rd			No	No	Yes	Yes - S	Yes	Yes	Limited OHV opportunity	Yes	Yes	No
Lone Pine #2	McDonalds'	Movie Rd	Crosses INF land		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Lone Pine #3	Lone Pine Propane	Dolomite Road junction to BLM Rd		Lease	No	No	Yes	Yes - S	Yes	No	BLM concerned about limited nature of road being line to off Owenyo Rd, Lone Pine Propane primary access requires turn onto US 395. Route appears to not meet AB 628 criteria.	No	No	No
Lone Pine #4	Carl's Jr	Movie Rd	Crosses INF land		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Lone Pine #5	Dave's Auto Parts	Movie Rd	Crosses INF land		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Lone Pine #6 - Revised on June 21, 2013	Dow Villa Motel	N. Fork Lubken Canyon BLM Rd	Crosses INF land		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Lone Pine #7	Movie Road	Hogback Canyon Rd at INF Road #15S01	Yes		No	No	Yes	Yes - S	Yes	No		Yes	No	Yes
Bishop #1	Golden State Cycles	Poleta OHV Recreation Area			No	No	Yes	Yes	Yes	Yes	Residents concerned about noise and traffic hazards, City has joint authority with this route	Yes (City)	Yes	No
Bishop #2	Tri County Fairgrounds	Poleta OHV Recreation Area		Lease	No	No	Yes	Yes - S	Yes	No	City has joint authority, CHP denies Hanby alternatives	Yes (City)	Yes	No

Route Name	Start Point	End Point	Links to Inyo NF	Links to LADWP	Alt. No. 1	Alt No. 2	Alt No. 3	Alt No. 4	Alt No. 5	Alt No. 6	Comments	Staff Recommendation Including USFS	Staff Recommendation Not Including USFS	USFS land that may require NEPA
Bishop #3	Bishop Chamber of Commerce	Poleta OHV Recreation Area		Lease	No	No	Yes	Yes - S	Yes	No	Congestion at parking area for Chamber, debatable if Chamber provides "goods and services" - City has joint authority, CHP denies Hanby alternatives	Yes (City)	Yes	No
Bishop #4	Pizza Factory	Poleta OHV Recreation Area		Lease	No	No	Yes	Yes - S	Yes	No	City has joint authority, CHP denies Hanby alternatives	Yes (City)	Yes	No
Bishop #5	Brown's Town	Poleta OHV Recreation Area		Lease	No	Yes	Yes	Yes	Yes	No		Yes	Yes	No
Bishop #6	Pleasant Valley Campground	Horton Creek Campground		Lease	No	Yes	Yes	Yes - S	Yes	No	This route requests to provide a link between a lodging facility and an OHV recreational facility. It is questionable if a campground meets the definition of a lodging facility.	Yes	Yes	No
Bishop #7	Pleasant Valley Campground	Tungsten City		Lease	No	Yes	Yes	Yes - S	Yes	No		Yes	Yes	No
Bishop #8	Pleasant Valley Campground	Casa Diablo Rd turn		Lease	No	No	Yes	Yes - S	Yes	No	BLM concerned about limited nature of road being linked to off of Casa Diablo Rd. Route focuses use in a small area and does not meet AB 628 goal to link OHV facilities.	No	No	No
Bishop #9	Brown's Town	Bir Road turn		Lease	No	Yes	Yes	Yes - S	Yes	No	This route is linked with Bishop #10 an is intended to link visitors to Coyote Valley Road	Yes	Yes	No
Bishop #10	Coyote Valley Road turn	Coyote Valley Rd	Yes		No	Yes	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #11	Silver Canyon Rd midway	Silver Cyn Rd top	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #12	Silver Canyon Rd top	Wyman Canyon Rd midway	Yes		No	No	Yes	Yes	No	No		Yes	No	Yes
Bishop #13 - Withdrawn	Bishop Shell "Y" Mart	Poleta OHV Recreation Area		Lease	N/A	N/A	N/A	N/A	N/A	N/A		N/A	N/A	N/A
Bishop #14	Britt's Diesel	Casa Diablo Rd turn			No	No	Yes	Yes - S	Yes	No	BLM concerned about limited nature of road being linked to off of Casa Diablo Rd. Route focuses use in a small area and does not meet AB 628 goal to link OHV facilities.	No	No	No
Bishop #15	Britt's Diesel	Poleta OHV Recreation Area			No	No	Yes	Yes - S	Yes	No		Yes	Yes	No
Bishop #16	Britt's Diesel	Silver Canyon Rd midway	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #17 - Revised on June 21, 2013	Wyman Canyon Rd	Wyman Canyon Rd	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes
Bishop #18	Redding Canyon Rd	Black Canyon Rd	Yes		No	No	Yes	Yes - S	No	No		Yes	No	Yes

0 11 36 36 15 3
 S = possible seasonal closures

28 routes 8 routes

32 routes with City approval Initially 12 Routes with City approval

Compliance with Section 38026.1 of the California Vehicle Code

Section 38026.1 of the California Vehicle Code is shown in *italics*. The response to each general section is shown with regular font.

(a) Except as provided in subdivision (e), the County of Inyo may establish a pilot project to designate combined-use highways on unincorporated county roads in the county for no more than 10 miles so that the combined-use highways can be used to link existing off-highway motor vehicle trails and trailheads on federal Bureau of Land Management or United States Forest Service lands, and to link off-highway motor vehicle recreational-use areas with necessary service and lodging facilities, in order to provide a unified system of trails for off-highway motor vehicles, preserve traffic safety, improve natural resource protection, reduce off-highway vehicle trespass on private land, and minimize impacts on county residents.

(b) The pilot project shall do all of the following:

(1) Prescribe a procedure for highway, road, or route selection and designation. The procedure shall be approved by a vote of a majority of the Inyo County Board of Supervisors.

Compliance: The County approved its AB 628 Implementing Procedures at a public hearing on May 6, 2012 and further revisions are being requested as a part of the approval of proposed combined-use routes.

(2) Prescribe a procedure for the county to remove a combined-use designation, including a designation that is removed as a result of the conclusion of the pilot program.

Compliance: Sections 15, 16, 17, and 18 of the Implementing Procedures have prescribed a procedure for the County to close a combined-use route. The closure of the combined-use route could be for a variety of reasons, including the end of the Pilot Program with further legislative action, the desire of the County, the desire of a business owner who is the owner of a necessary service or lodging facility that is a start or an end point of a combined-use route, or the closure of a business that is an end point.

(3) In cooperation with the Department of Transportation, establish uniform specifications and symbols for signs, markers, and traffic control devices to control off-highway motor vehicles, including, but not limited to, the following:

(A) Devices to warn of dangerous conditions, obstacles, or hazards.

(B) Designations of the right-of-way for regular vehicular traffic and off-highway motor vehicles.

(C) A description of the nature and destination of the off-highway motor vehicle trail.

(D) Warning signs for pedestrians and motorists of the presence of off-highway motor vehicle traffic.

Compliance: The County has worked with the Department of Transportation and gained approval of the signage program for the project. The County shall insure that all signage included as mitigation for the project is approved by the Department of Transportation.

(4) Require that off-highway motor vehicles subject to the pilot project meet the safety requirements of federal and state law regarding proper drivers' licensing, helmet usage, and the requirements pursuant to Section 38026.5.

Compliance: The Inyo County Sheriff's Department will be responsible for enforcement of the Vehicle Code. To further the awareness of this requirement, the Implementing Procedures have been revised to include language requiring State law.

(5) Prohibit off-highway motor vehicles from traveling faster than 35 miles per hour on highways designated under this section.

Compliance: The maximum speed limit for non-street legal vehicles on combined-use routes is 35 mph. In some areas, the speed limit is less than that.

(6) Include an opportunity for public comment at a public hearing held by the county in order to evaluate the pilot project.

Compliance: The County will hold a public hearing in the development of a report on the combined-use routes designated pursuant to the Pilot Program as required by AB 628.

(c) The pilot project may include use of a state highway, subject to the approval of the Department of Transportation, or any crossing of a highway designated pursuant to Section 38025.

(d) (1) By selecting and designating a highway for combined use pursuant to this section, the County of Inyo agrees to defend and indemnify the state against any and all claims, including legal defense and liability arising from a claim, for any safety-related losses or injuries arising or resulting from use by off-highway motor vehicles of a highway designated as a combined-use highway by the Inyo County Board of Supervisors pursuant to this section.

Compliance: The County is designating crossing of US 395 in six locations and US 6 in one location. There are no proposed combined-use routes that travel along the State Highway. The County agrees to the above clause for those roads that cross the State Highway in unincorporated areas. The proposed crossings of the State Highway are described in the following table.

Community and Route #	State or Federal Highway Proposed to be Crossed	County or City Road Crossing Location
Lone Pine #1	US Highway 395	Lubkin Canyon Road / Boulder Creek RV Park
Lone Pine #5 and #6	US Highway 395	Whitney Portal Road

Independence #3	US Highway 395	Kearsarge Street
Big Pine No. 2	US Highway 395	Poplar Street / Baker Creek Road
Bishop #5	US Highway 395	Warm Springs Road
Bishop #6 and #7	US Highway 395	Pleasant Valley Dam Road
Bishop #14	US Highway 6	Jean Blanc Road

Bishop Area Route No. 2 crosses US 395 at Yaney Street. A portion of the route is in an unincorporated part of the County. However, the portion of the route that crosses US 395 that crosses Yaney Street is inside of the City of Bishop. Therefore, this crossing is not the responsibility of the County.

(2) This subdivision does not alter the requirements of subdivision (e).

(e) The County of Inyo shall not designate a highway for combined use pursuant to this section unless the Commissioner of the Department of the California Highway Patrol finds that designating the highway for combined use would not create a potential traffic safety hazard.

Compliance: The County has received Safety Determinations for all of the proposed combined-use routes being considered for designation. The Safety Determinations were received in two letters dated January 10, 2014, and May 13, 2014. Two routes (Independence No. 4 and Big Pine Area No. 2) and alternatives to three other routes (Bishop Area Routes Nos. 2, 3, & 4) were eliminated from further consideration. Only 36 combined-use routes are now being considered for combined-use designation.

(f) Not later than January 1, 2016, the County of Inyo, in consultation with the Department of the California Highway Patrol, the Department of Transportation, and the Department of Parks and Recreation, shall prepare and submit to the Legislature a report evaluating the pilot project, and containing both of the following:

(1) A description of the road segments designated to allow combined use for over three miles, as approved or adopted by a majority vote of the members of the Inyo County Board of Supervisors.

(2) An evaluation of the overall safety and effectiveness of the pilot project, including its impact on traffic flows, safety, off-highway vehicle usage on existing trails, incursions into areas not designated for off-highway vehicle usage, and nonmotorized recreation.

(3) A description of the public comments received at a public hearing held by the county in regards to an evaluation of the pilot project.

- (g) (1) A report submitted pursuant to subdivision (f) shall be submitted in compliance with Section 9795 of the Government Code.

Compliance: The County is prepared to complete this report and has memorialized this requirement in Section 14 of its AB 628 Implementing Procedures.

(2) This section shall remain in effect only until January 1, 2017, and as of that date is repealed, unless a later enacted statute, that is enacted before January 1, 2017, deletes or extends that date.

Compliance: The County shall comply with State Code.

Each combined-use route must provide a connecting link between one of the following:

1. A connecting link between off-highway motor vehicle trail segments,
2. An off-highway motor vehicle recreational use area and necessary service facilities, or
3. Lodging facilities and an off-highway motor vehicle recreational facility.

The applications submitted specified which of the above were being met by the proposed combined-use routes. The terms specified as start and end points for combined-use routes in the above three instances are not specified in the California Vehicle Code. The County, in approving the combined-use routes, is required to confirm whether or not the start and end point of each proposed route meets a reasonable definition of each of the terms for the start and/or end point. See the attached California Vehicle Code Consistency Analysis for a review of each proposed combined-use route.

OFFICE OF THE
SHERIFF
INYO COUNTY, CA



38
WILLIAM R. LUTZE
SHERIFF

KEITH HARDCASTLE
UNDERSHERIFF

"A Professional Service Agency"

Date: 11/21/14

To: Sheriff Lutze

From: Doug Richards, Inyo County Jail Sargent

Subject: Inmate Welfare Fund Expenditures FY 13/14

Please find attached the itemized list of expenditures for the Inmate Welfare Fund for the period beginning July 1, 2013 through June 30, 2014. This is in accordance with Penal Code Section 4025(e), "An itemized report of these expenditures shall be submitted annually to the Board of Supervisors."

Doug Richards #655, 11/21/14
Doug Richards, Inyo County Jail Sargent
Inyo County Sheriff Department

CC: Undersheriff Hardcastle
Lt. Prichard

OFFICE OF THE
SHERIFF
INYO COUNTY, CA



WILLIAM R. LUTZE
SHERIFF

KEITH HARDCASTLE
UNDERSHERIFF

"A Professional Service Agency"

INMATE WELFARE FUND

Statement of Expenditures for Fiscal year July 1, 2013 –June 30, 2014

EXPENDITURES:

Inmate Commissary	\$ 32,515.35
Inmate Ingredient (personnel hygiene and welfare, eye glasses, clothes)	\$ 9,882.57
Jail Maintenance	\$ 2,053.97
Printing/Inmate Handbooks/Inmate forms/publications	\$2,716.20
Inmate postage/Post Office box rental	\$147.00
GED Testing	\$140.00
Inmate Car Wash/Detailing Program supplies	\$1152.08
Inmate Television (cable/dish subscriptions)	\$3,151.60
Inmate Gardening/Landscape Program supplies	\$5,876.64
TOTAL INMATE WELFARE EXPENDITURES	\$57,635.41