



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AMENDED AGENDA

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

NOTICES TO THE PUBLIC: (1) This meeting is accessible to the public both in person and, for convenience, via Zoom webinar. The Zoom webinar is accessible to the public at <https://us06web.zoom.us/j/81412627121>. The meeting may also be accessed by telephone at the following numbers: (669) 900-6833; (346) 248-7799; (253) 215-8782; (929) 205-6099; (301) 715-8592; (312) 626-6799. Webinar ID: 814 1262 7121. Anyone unable to attend the Board meeting in person who wishes to make either a general public comment or a comment on a specific agenda item may do so by utilizing the Zoom "hand-raising" feature when appropriate during the meeting (the Chair will call on those who wish to speak). Generally, speakers are limited to three minutes. Remote participation for members of the public is provided for convenience only. In the event that the remote participation connection malfunctions for any reason, the Board of Supervisors reserves the right to conduct the meeting without remote access. Regardless of remote access, written public comments, limited to 250 words or fewer, may be emailed to the Assistant Clerk of the Board at boardclerk@inyocounty.us. (2) 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). (3) 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).

REGULAR MEETING

October 13, 2026

8:30 A.M.

1) Public Comment on Closed Session Item(s)

Comments will be accepted at this time related strictly to items on the Closed Session portion of the agenda. Comments will be limited to three minutes.

CLOSED SESSION

2) Conference with County's Labor Negotiators – Pursuant to Government Code §54957.6 –

Regarding employee organizations: Deputy Sheriff's Association (DSA); Inyo County Correctional Officers Association (ICCOA); Inyo County Employees Association (ICEA); Inyo County Probation Peace Officers Association (ICPPOA); IHSS Workers; Law Enforcement Administrators' Association (LEAA). Unrepresented employees: all. County designated representatives – Acting County Administrative Officer Denelle Carrington, Assistant Personnel Director Keri Oney, County Counsel John-Carl Vallejo, and Assistant County Counsel Christy Milovich.

3) Conference with Legal Counsel – Existing Litigation – Pursuant to paragraph (1) of subdivision (d) of Government Code §54956.9 –

Names of cases: *County of Inyo et al. v. Amerisourcebergen Drug Corporation et al* (National Prescription Opiate Litigation – Northern District of Ohio, MDL 2804); and *In Re Purdue Pharma, L.P., et al.*, Case No. 19-23649 (RDD) (Bankr. S.D.N.Y.).

- 4) **Conference with Legal Counsel – Anticipated Litigation** – Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9. Number of potential cases: 1
- 5) **Public Employment – Pursuant to Government Code §54957** – Title: County Administrator.
- 6) **Public Employment – Pursuant to Government Code §54957** – Title: Public Works Director.
- 7) **Public Employment – Pursuant to Government Code §54957** – Title: Planning Director.

OPEN SESSION

(With the exception of timed items, which cannot be heard prior to their scheduled time, all open-session items may be considered at any time and in any order during the meeting in the Board's discretion.)

- 10 A.M.**
- 8) **Pledge of Allegiance**
 - 9) **Report on Closed Session as Required by Law**
 - 10) **Public Comment**
Comments will be accepted at this time related to subjects not included on the agenda. Comments will be limited to three minutes. Per the Ralph M. Brown Act, the Board is prohibited from responding to or taking action on items not included on the agenda.
 - 11) **Board Member Reports**
The Board will provide updates on recent or upcoming meetings, important issues discussed or to be discussed at those meetings, and any projects being explored.
 - 12) **County Department Reports**
 - 13) **Presentation** - Inyo County Office of Education will provide a brief presentation on the new "Community Compass" website.

CONSENT AGENDA

(Items that are considered routine and are approved in a single motion; approval recommended by the County Administrator)

- 14) **Proposed Vessel Tax Ordinance**
Assessor | David Stottlemire, Assessor

Recommended Action:

Approve a proposed ordinance titled, "An Ordinance of the Board of Supervisors of the County of Inyo, State of California, to Repeal and Replace Ordinance 1195 Exempting Low Value Personal Property from Property Taxation."

15) Approval of Minutes from the Regular Board of Supervisors Meeting of September 29

Clerk of the Board | Assistant Clerk of the Board

Recommended Action:

Approve the minutes from the regular Board of Supervisors meeting of September 29, 2026.

16) Right-of-Way Amendment with Bureau of Land Management Barstow Office

Public Works | Ashley Helms

Recommended Action:

Approve Resolution No. 2026-37, titled, "A Resolution of the Board of Supervisors, County of Inyo, State of California, Authorizing Submittal of an Application to the BLM Amending the Right of Way for Certain Roads in the Tecopa Area," and authorize the Chairperson to sign.

17) Proposed Fiscal Year 2025 Homeland Security Grant Program (HSGP) Application and Resolution

Sheriff | Lindsey Stine

Recommended Action:

- A) Approve the submittal of the Federal Fiscal Year 2025 HSGP Application and authorize the Assistant CAO, as the designated Authorized Agent, to sign the grant application, as well as any and all accompanying documents, by approving the "Governing Board Resolution No. 2026-38;" and
- B) Authorize the Chairperson to sign the addendum letter.

REGULAR AGENDA

18) Resolution Approving Sale of Tax-Defaulted Property at Public Auction

Treasurer-Tax Collector | Christie Martindale

5 minutes

Recommended Action:

Adopt Resolution No. 2026-39 approving the sale of tax-defaulted properties described in the "List of Properties for Delinquent Tax Sale" at public internet auction starting on or after February 10, 2027, at 10:00 a.m. and authorizing the Treasurer-Tax Collector to re-offer the parcels, which did not obtain the minimum bids during the previous tax sale, at a price which is deemed appropriate by the Treasurer-Tax Collector pursuant to Revenue and Taxation Code sections 3692(e), 3698.5(c) and 3698.7(c).

19) State of the Parks: Inyo County's Park Improvement Plan

County Administrator | Meaghan McCamman, Jorge Briceno
20 minutes (10min. Presentation / 10min. Discussion)

Recommended Action:

- A) Conduct workshop on Inyo County's Park Improvement Plan; and
- B) Provide any follow-up direction to staff as necessary.

20) Approval of the Extreme Heat & Community Resilience Early Infrastructure Grant application "*Empowering Tecopa: Safeguarding a Desert Community During Outages*"

County Administrator | Meaghan McCamman
10 minutes

Recommended Action:

Approve submission of Inyo County's application to the LCI Extreme Heat & Community Resilience Early Infrastructure Grant program and authorize the County Administrator or designee to sign and submit the application "*Empowering Tecopa: Safeguarding a Desert Community During Outages*" and all related documentation.

21) Presentation on the Bishop Commercial Service Terminal Facility Requirements Report

Public Works | Ashley Helms
15 minutes

Recommended Action:

- A) Receive a presentation on the Terminal Facility Requirements for the proposed commercial service terminal at the Bishop Airport; and
- B) Approve the letter to the FAA, titled "*Support for Three-Gate Commercial Service Terminal at Bishop Airport (BIH)*," and authorize the Chairperson to sign.

22) Agreement between the County of Inyo and LSC Transportation Planning Consultants of Tahoe City, CA for the Provision of Transportation Planning Services

Public Works | Justine Kokx
3 minutes

Recommended Action:

- A) Amend the Fiscal Year 2026-2027 Local Transportation Planning Commission Budget 504605 as follows: increase appropriation in Professional Services Object Code 5265 by \$125,000 (*4/5ths vote required*); and
- B) Ratify and approve the Master Services Agreement between the County of Inyo and LSC Transportation Planning Consultants, Inc. of Tahoe City, CA for the provision of transportation planning services for an initial amount not to exceed \$199,937 for the period of September 29, 2026, through June 30, 2029, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

23) Contract Amendment No. 1 between the County of Inyo and Pahrump Valley Disposal

Public Works - Recycling & Waste Management | Richard Shore
3 minutes

Recommended Action:

Ratify and approve Amendment No. 1 to the Contract between the County of Inyo and Pahrump Valley Disposal of Pahrump, NV, decreasing the contract to an amount not to exceed \$672,119.00 for the period of July 1, 2026, through June 30, 2031, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

24) Contract Amendment No. 1 between the County of Inyo and Geo-Logic Associates, Inc.

Public Works - Recycling & Waste Management | Richard Shore
3 minutes

Recommended Action:

Ratify and approve Amendment No. 1 to the agreement between the County of Inyo and Geo-Logic Associates of Grass Valley, CA, increasing the contract by \$46,854.60 to an amount not to exceed \$1,008,221.00 for the period of July 1, 2026 through June 30, 2031, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

Addendum

24A) Authorization for an Early Purchase of the Quilter Consolidated Office Building and Related Budget Amendment

County Administrator | Denelle Carrington, Amy Shepherd, John Vallejo
10 minutes

Recommended Action:

- A) Authorize the CAO to exercise the County's option to purchase the Quilter Consolidated Office Building (COB) prior to the end of the lease term and authorize the CAO to enter into any agreements necessary, within the Purchasing Agent's fiscal authority, to effectuate the early purchase, including, but not limited to, an amendment of the Lease Agreement and/or an amendment of the Loan Agreement;
- B) Amend the Fiscal Year 2026-2027 LATCF Budget #640299 as follows: increase appropriation in Operating Transfers Out #5801 by \$5,030,000; and amend the Fiscal Year 2026-2027 Consolidated Office Building Budget #011809 as follows: increase estimated revenue in Operating Transfers In #4998 by \$5,030,000 and increase appropriation in Structures & Improvements #5640 by \$5,030,000 *(4/5ths vote required)*; and
- C) Direct staff to return at a future Board Meeting to report on any final agreement consummating the early purchase of the Quilter COB.

11:30 A.M. (Or any time thereafter) **25) Capital Asset Leasing Corporation** - The Board will recess and reconvene as the Capital Asset Leasing Corporation for its annual meeting (separate agenda attached).

ADDITIONAL PUBLIC COMMENT

26) Public Comment

Comments will be accepted at this time related to subjects not included on the agenda. Comments will be limited to three minutes. Per the Ralph M. Brown Act, the Board is prohibited from responding to or taking action on items not included on the agenda.

CORRESPONDENCE - INFORMATIONAL

27) Auditor-Controller - An actual count of money in the hands of the Treasurer made October 2, 2026.



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DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-680

Proposed Vessel Tax Ordinance

Assessor

ACTION REQUIRED

ITEM SUBMITTED BY

Assessor

ITEM PRESENTED BY

David Stottlemyre, Assessor

RECOMMENDED ACTION:

Approve a proposed ordinance titled, "An Ordinance of the Board of Supervisors of the County of Inyo, State of California, to Repeal and Replace Ordinance 1195 Exempting Low Value Personal Property from Property Taxation."

BACKGROUND / SUMMARY / JUSTIFICATION:

On July 28, 2015, Ordinance 1195 was adopted to exempt low value personal property from taxation. Specifically, it established an exemption for any vessel valued at \$1,300 or less. If the Board elects to adopt the newly proposed ordinance, Ordinance 1195 would be repealed and replaced. The new ordinance would raise the exemption threshold from \$1,300 to \$5,000, effective as of the January 1, 2027 lien date. Waiving of the first reading of this ordinance took place September 29, 2026.

FISCAL IMPACT:

There are no fiscal impacts associated with this item.

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board could decline this request.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Not Applicable

APPROVALS:

Darcy Israel	Created/Initiated - 09/11/2026
Darcy Israel	Approved - 09/11/2026
David Stottlemyre	Approved - 09/13/2026
Amy Shepherd	Approved - 09/22/2026
Eric Chilton	Approved - 09/22/2026
John Vallejo	Approved - 09/22/2026

ATTACHMENTS:

1. Vessel Tax Ordinance

ORDINANCE

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF INYO, STATE OF CALIFORNIA, TO REPEAL AND REPLACE ORDINANCE 1195 EXEMPTING LOW VALUE PERSONAL PROPERTY FROM PROPERTY TAXATION

The Board of Supervisors of Inyo County ordains as follows:

SECTION I. PURPOSE.

The purpose of this Ordinance is to increase the exemption amount from One Thousand Three Hundred Dollars (\$1,300.00) to Five Thousand Dollars (\$5,000.00) as authorized by Section 155.20 of the California Revenue and Taxation Code.

SECTION II. FINDINGS.

The Board of Supervisors finds, upon information presented to it in connection with its consideration of this Ordinance, that when the full cash value of a vessel owned, possessed, or controlled by a single taxpayer (or group of taxpayers) does not exceed Five Thousand Dollars (\$5,000.00) in any fiscal or tax year, the cost of assessment and collection exceeds the taxes and related revenue to be collected. Raising the exemption threshold will reduce unnecessary costs and improve efficiency.

SECTION III. REPEAL AND REPLACEMENT OF ORDINANCE 1195

A. Repeal.

Ordinance 1195 is hereby repealed in its entirety as of the effective date of this Ordinance.

B. Application.

For any lien date or fiscal year to which Ordinance 1195 applied prior to the effective date of this Ordinance, Ordinance 1195 shall continue to govern. For lien dates on and after this Ordinance's effective date, this Ordinance applies.

SECTION IV. EXEMPTION.

A. Definitions.

(1) The term "vessel" as used in this Ordinance is as defined in Revenue and Taxation Code section 130(a).

(2) The terms "owner(s) or taxpayer(s)" as used in this Ordinance mean any natural person, persons, entity or entities which have a duty to pay property taxes pursuant to the California Constitution, statutory law, case law, or private or public contract, and includes, but is not

limited to, corporations, partnerships, joint ventures, or other legal entities as well as trusts and trustees.

B. Exemption.

Any vessel, if the total full cash value of such vessel owned, possessed or controlled by any one owner or taxpayer, or by any one group of owners or taxpayers, does not exceed Five Thousand Dollars (\$5,000.00) for any one fiscal or tax year, shall be exempt from property taxation for that fiscal or tax year.

C. Validity.

This Ordinance is only intended to apply when the value of any vessel of a single taxpayer, or group of taxpayers, on any one lien date does not exceed Five Thousand Dollars (\$5,000.00).

SECTION V. SEVERABILITY.

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The Board hereby declares that it would have passed this Ordinance and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of this Ordinance would be subsequently declared invalid or unconstitutional.

SECTION VI. EFFECTIVE DATE.

This ordinance shall take effect and be in full force and effect thirty (30) days after its adoption. Before the expiration of fifteen (15) days from the adoption hereof, this ordinance shall be published as required by Government Code Section 25124. The Clerk of the Board is hereby instructed and ordered to so publish this ordinance together with the names of the Board members voting for or against the same.

PASSED AND ADOPTED this _____ day of October, 2026 by the following vote:

AYES: _____
NOES: _____
ABSTAIN: _____
ABSENT: _____

TRINA ORRILL, Chairperson
Inyo County Board of Supervisors

ATTEST: David Fraser
Clerk of the Board

By: _____
Darcy Israel
Assistant Clerk of the Board



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ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-729

Approval of Minutes from the Regular Board of Supervisors Meeting of September 29

Clerk of the Board

ACTION REQUIRED

ITEM SUBMITTED BY

Clerk of the Board

ITEM PRESENTED BY

Assistant Clerk of the Board

RECOMMENDED ACTION:

Approve the minutes from the regular Board of Supervisors meeting of September 29, 2026.

BACKGROUND / SUMMARY / JUSTIFICATION:

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 webpage, www.inyocounty.us.

FISCAL IMPACT:

There is no financial impact associated with this agenda item.

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board may request changes or edits, or decline to approve but the latter option is not recommended.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Not Applicable

APPROVALS:

Darcy Israel	Created/Initiated - 10/06/2026
Darcy Israel	Final Approval - 10/06/2026

ATTACHMENTS:

1. Draft September 29, 2026 Minutes

MINUTES



County of Inyo Board of Supervisors

September 29, 2026

The Board of Supervisors of the County of Inyo, State of California, met in regular session at 8:34 a.m., on September 29, 2026, in the Board of Supervisors Room, County Administrative Center, Independence, with the following Supervisors present: Chairperson Trina Orrill, presiding, Will Wadelton, Jeff Griffiths, Jennifer Roeser and Scott Marcellin. Also present: Acting CAO Denelle Carrington, County Counsel John-Carl Vallejo, and Assistant Clerk of the Board Darcy Israel.

Public Comment I

The Chairperson asked for public comment related to closed session items and comment was received from David Tanksley.

Closed Session

Chairperson Orrill recessed open session at 8:37 a.m. to convene in closed session with all Board members present to discuss the following item(s): No. 2 **Conference with County's Labor Negotiators – Pursuant to Government Code §54957.6** – Regarding employee organizations: Deputy Sheriff's Association (DSA); Inyo County Correctional Officers Association (ICCOA); Inyo County Employees Association (ICEA); Inyo County Probation Peace Officers Association (ICPPOA); IHSS Workers; Law Enforcement Administrators' Association (LEAA). Unrepresented employees: all. County designated representatives – Acting County Administrative Officer Denelle Carrington, Assistant Personnel Director Keri Oney, County Counsel John-Carl Vallejo, and Assistant County Counsel Christy Milovich; No. 3 **Conference with Real Property Negotiators – Pursuant to paragraph (1) of subsection (b) of Government Code §54956.8** – Property: County Service Area No. 2. Agency Negotiators: Denelle Carrington, John-Carl Vallejo. Negotiating parties: Inyo County and U.S. Forest Service. Under negotiation: price and terms of payment; No. 4 **Public Employee Performance Evaluation – Pursuant to Government Code §54957** – Title: Health & Human Services Director; No. 5 **Public Employment – Pursuant to Government Code §54957** – Title: County Administrator; No. 6 **Conference with Legal Counsel – Existing Litigation – Pursuant to Government Code §54956.9** – Name of case: *Matthew Blankers v. Inyo County, Shaw HR Consulting, Inc. and Does 1-25 Inclusive* (Case No. 1:25-cv-01005-JLT-CDB); No. 7 **Conference with Legal Counsel – Existing Litigation – Pursuant to Government Code §54956.9(d)(1)** – Name of case: *Inyo v. Wolverine/Inyo, LLC et. al.* (Case No. 23UC70164); No. 8 **Conference with Real Property Negotiators – Pursuant to paragraph (1) of subsection (b) of Government Code §54956.8** – Property: 1360 N. Main St., Bishop, CA 93514. Agency Negotiators: Denelle Carrington, John-Carl Vallejo, Amy Shepherd. Negotiating parties: Inyo County and Western Alliance Business Trust and Wolverine/Inyo LLC. Under negotiation: price and terms of payment; No. 9 **Public Employment – Pursuant to Government Code §54957** – Title: Public Works Director; and No. 10 **Public Employment – Pursuant to Government Code §54957** – Title: Planning Director.

Open Session

Chairperson Orrill recessed closed session and reconvened the meeting in open session at 10:02 a.m. with all Board members present.

Pledge of Allegiance

Supervisor Wadelton led the Pledge of Allegiance.

Report on Closed Session

County Counsel Vallejo said that the Board received staff reports and authorized his office to move forward with engaging outside counsel to support the real property negotiations under Item No. 8.

Public Comment II

The Chairperson asked for public comment related to items not calendared on the agenda and comments were received from Leslie Chapman, Becky Taylor, Mary Roper, an unidentified gentleman from the community of Aberdeen, Trevor Warner, Sandy Lund, Nat

Rumph, Felicia Ranard, Lauren Rose, and Jen Roeser.

Board Member Reports

Supervisor Orrill reported attending the Eastern Sierra Council of Governments (ESCOG) Strategic Planning meeting as well as the Rural County Representatives of California (RCRC) Annual Conference.

Supervisor Marcellin stated that he attended meetings of the Inyo Associates and the Local Transportation Commission (LTC), along with the Integrated Preparedness Planning (IPP) Workshop, the RCRC Annual Conference, and the Pabanamanina Pow Wow hosted by the Bishop Paiute Tribe. He also said he got to ride on a hydrogen bus being considered by the Eastern Sierra Transit Authority (ESTA).

Supervisor Wadelton reported attending meetings of the Indian Wells Valley Groundwater Authority and the LTC, along with the RCRC Annual Conference, a meeting of the National Association of Counties (NACo) Veterans Working Group, an Integrated Preparedness Planning Workshop (IPPW), and the California State Association of Counties (CSAC) SGMA Working Group. He also participated in the Lone Pine Toiyabe Suicide Awareness Walk, and attended the Second Annual Lone Pine Youth Chess Tournament, the Olancha Community Potluck, and the Pabanamanina Pow Wow. He shared information on several upcoming events, including a local film shoot, and the Lone Pine Film Festival.

Supervisor Roeser reported attending several constituent meetings, the RCRC Conference, a NACo Public Lands Committee meeting, and both the RCRC and California State Association of Counties Sustainable Groundwater Management Act (SGMA) meetings. She expressed appreciation to staff for assembling Inyo's gift basket for the RCRC Charity Auction as well as all who contributed items and thanked County Counsel Vallejo in advance for his upcoming presentation at the RCRC SGMA Working Group meeting. She also announced that the After-Action Review meeting for the Cinder Fire will take place tomorrow.

County Department Reports

Auditor-Controller Amy Shepherd reported on the Bureau of Land Management's geothermal lease auction, noting that if the lease is successfully awarded, the County is expected to receive at least 25% of the bid amount through rents and royalties, with minimum projected revenues of approximately \$11,000.

Clerk-Recorder-Registrar of Voters Danielle Sexton provided election updates, stating that voter information guides have been mailed and ballots will be mailed on October 5. She also announced the installation of a new ballot drop box in Independence and noted that the department will host a Halloween marriage event on October 31.

Deputy CAO Meaghan McCamman-Ostrander offered a follow-up to the Ag Activation Plan presentation given at the August 11 Board meeting with Plena Planning & Design consultant Lindsay Gucker and provided copies of the final plan to the Board. She also announced a workshop series scheduled for October 27 through November 10 aimed at turning ideas into actionable, collaborative efforts informed by the UC system's work.

Clerk of the Board – Approval of Minutes

The Assistant Clerk of the Board reported the need for a correction to page 5 of the August 25, 2026 minutes. Moved by Supervisor Roeser and seconded by Supervisor Marcellin to approve the minutes from the regular Board of Supervisors meetings of August 25, 2026 – as amended – and September 8, 2026. Motion carried unanimously.

Clerk-Recorder – Special District in-lieu of Election Candidate Appointments

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to appoint, in-lieu of election, nominees who filed Declarations of Candidacy during the filing period for the November 3, 2026, General Election, and/or interested qualified candidates who did not submit Declarations of Candidacy as indicated on the attached Clerk's Certificates, pursuant to Elections Code §10515. Motion carried unanimously.

Environmental Health – Annual Fee Schedule Adjustments

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to adopt the revised Environmental Health Fee Schedule for calendar year 2027, reflecting a 3.4% CPI-U/COLA (cost-of-living) adjustment. Motion carried unanimously.

HHS-Health &

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to approve payment of

***Prevention –
PATH Round 3
Reduction of Funding***

the invoice between the County of Inyo Health and Human Services and Public Consulting Group for recoupment of Providing Access and Transforming Health (PATH) Justice-Involved (JI) Round 3 funds in the amount of \$439,414.10. Motion carried unanimously.

***HHS-Behavioral
Health –
HHAPP Round 2
Amendment No. 3***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to approve Amendment No. 3 to the agreement between the County of Inyo and California Department of Housing and Community Development of Sacramento, CA, extending the term end date from June 30, 2026 to June 30, 2027, contingent upon the Board's approval of the Fiscal Year 2026-2027 budget, and authorize the Health and Human Services director to sign. Motion carried unanimously.

***Public Works –
Bishop Airport
Perimeter Fencing
Project/ Bryte Valley
Construction Contract***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to:

- A) Award the contract for the Bishop Airport Perimeter Fencing Replacement Project to Bryte Valley Construction of Tehachapi, CA as the successful bidder;
- B) Approve the construction contract between the County of Inyo and Bryte Valley Construction of Tehachapi, CA in the amount of \$167,500, and authorize the Chairperson to sign, contingent upon the approval of the Fiscal Year 26/27 Budget; and
- C) Authorize the Public Works Director to execute all other project contract documents, including contract change orders, to the extent permitted by Public Contract Code Section 20142 and other applicable laws.

Motion carried unanimously.

***Public Works –
Parcel Map 433***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to approve Parcel Map No. 433. Motion carried unanimously.

***Public Works-
Recycling & Waste
Management –
Owens River Cleanup
Event Fee Waiver***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to consider approval of waiver of solid waste disposal and gate fees up to \$100 for trash and litter removed at the Lower Owens River Cleanup event on October 3, 2026. Motion carried unanimously.

***Public Works-
Recycling & Waste
Management –
Tire Amnesty Event
Fee Waivers***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to:

- A) Waive all gate and disposal fees associated with the Tire Amnesty Events; and
- B) Authorize payment from Recycling & Waste Management to American Refuse, the County's tire hauler, for pickup for these events only, in addition to their existing contract for tire hauling for waste management.

Motion carried unanimously.

***Public Works –
Temporary Road
Closure***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to approve the temporary road closure of Tuttle Creek Road, just west of U.S. 395, to allow Deadpan Productions LLC to stage and use the area for filming on October 5, 2026. Motion carried unanimously.

***HHS-Behavioral
Health –
FY 25-26 BHAB
Annual Report***

Moved by Supervisor Roeser and seconded by Supervisor Marcellin to approve the filing and acceptance of the Behavioral Health Advisory Board's (BHAB) Fiscal Year 2025-2026 annual report. Motion carried unanimously.

***CAO –
FY 26-27 Budget
Adoption/Resolution
No. 2026-35***

Acting CAO Carrington provided a brief overview of the Final Approved Budget for Fiscal Year 2026–2027. Chairperson Orrill opened the floor for Board discussion.

Supervisor Roeser said she had revisited the September 9 budget discussion, particularly the recommendation to consider using Transient Occupancy Tax (TOT) funds for community contributions. She proposed directing Board members' TOT funds toward the Bishop High School Rodeo Association and the Bishop Chamber's fish planting efforts and asked Board members whether they would support contributing \$2,000 each to both initiatives.

Following discussion, the Board reached consensus on the following allocations:

- A total of \$4,000 from Supervisor Griffiths' District 2 TOT funds and \$4,000 from Supervisor Roeser's District 4 TOT funds will be contributed to the Bishop High

- School Rodeo Association to help cover fairgrounds rental and ambulance fees.
- A total of \$10,000 from Supervisor Wadelton's District 5 TOT funds will be contributed to the Bishop Chamber to support fish planting in the Bishop Creek area.

Moved by Supervisor Roeser and seconded by Supervisor Griffiths to:

- Adopt the Fiscal Year 2026–2027 Budget as recommended by the County Administrator and as amended at the direction of the Board of Supervisors; and
- Approve Resolution No. 2026-35, titled "A Resolution of the Board of Supervisors, County of Inyo, State of California, Adopting a Final Budget for Fiscal Year 2026–2027," and authorize the Chairperson to sign.

Motion carried unanimously.

**Assessor –
Proposed Vessel Tax
Ordinance**

Moved by Supervisor Marcellin and seconded by Supervisor Roeser to waive the first reading of a proposed ordinance titled, "An Ordinance of the Board of Supervisors of the County of Inyo, State of California, to Repeal and Replace Ordinance 1195 Exempting Low Value Personal Property from Property Taxation," and set adoption for October 13, 2026 in the Board of Supervisors Chambers, 224 N. Edwards St., Independence. Motion carried unanimously.

**Sheriff –
Lenco Bearcat
Purchase/ Budget
Amendment**

Sheriff Rennie requested authorization to purchase the Lenco Bearcat, noting that the armored vehicle is critically needed and would be shared by the Inyo County Sheriff's Office, the Mono County Sheriff's Office, and the Bishop Police Department.

Supervisors Griffiths and Roeser requested that Sheriff Rennie continue efforts to secure contribution funding from Mono County and the City of Bishop.

Moved by Supervisor Wadelton and seconded by Supervisor Roeser to:

- Amend the Fiscal Year 2026-2027 Sheriff General Budget (Budget 022700) as follows: increase estimated revenue in operating transfers in Revenue Code No. 4998 by \$34,973.00 and increase appropriation in Equipment Object Code 5650 by \$34,973.00 (4/5ths vote required);
- Declare Lenco Armored Vehicles of Pittsfield, MA a sole-source provider of Lenco Bearcat Armored Vehicle; and
- Authorize the issuance of a purchase order in an amount not to exceed \$484,973.00 payable to Lenco Armored Vehicle of Pittsfield, MA for Lenco Bearcat Armored Vehicle.

Motion carried unanimously.

**HHS-Behavioral
Health –
Sierra Health
Foundation Agreement**

Moved by Supervisor Griffiths and seconded by Supervisor Marcellin to ratify and approve the agreement between the County of Inyo and Sierra Health Foundation: Center for Health Program Management of Sacramento, CA for the provision of Prop 36 Implementation of Behavioral Health Requirements in an amount not to exceed \$263,582.40 for the period of March 1, 2026, through March 31, 2028, contingent upon the Board's approval of future budgets, and authorize the Health and Human Services Director to sign. Motion carried unanimously.

**HHS-First 5 –
Small Population
County Funding
Augmentation Grant
Award Notification
Amendment**

Moved by Supervisor Marcellin and Griffiths to ratify and approve the amended agreement between the County of Inyo and First 5 California of Sacramento, CA for the provision of Small Population Count Funding Augmentation services in an amount not to exceed \$565,585 for the period of July 1, 2026 through June 30, 2028, contingent upon the Boards' approval of future budgets, and ratify authorization for the Health and Human Services director to sign. Motion carried unanimously.

**CAO-Personnel –
Personal Services
Contract/Resolution
No. 2026-36**

Moved by Supervisor Griffiths and seconded by Supervisor Roeser to:

- Ratify and approve the contract between the County of Inyo and Juan Martinez for the provision of personal services as the Undersheriff at Grade U SE, Step F, \$15,634.66 per month effective, August 27, 2026, and authorize the Chairperson to sign;
- Approve Resolution No. 2026-36 titled, "A Resolution of the Board of Supervisors, County of Inyo, State of California, Rescinding and Replacing Resolution 2026-18 and Setting Salary and/or Terms and Conditions of Employment for Management

- Employees Employed in the Several Offices or Institutions of the County of Inyo," and authorize the Chairperson to sign; and
- C) Approve the new Undersheriff salary structure and direct staff to update the publicly available pay schedule accordingly.

Motion carried unanimously.

***Clerk of the Board –
2026-2027 CSAC
Board Appointments***

Moved by Supervisor Marcellin to appoint Supervisor Orrill as director and Supervisor Griffiths as alternate to serve on the California State Association of Counties (CSAC) Board of Directors for year 2026-2027. Motion carried unanimously.

***Clerk of the Board –
Fish and Wildlife
Commission Letter***

Supervisor Roeser thanked Assistant Clerk of the Board Israel for her work in preparing the letter to the Department of Fish and Wildlife, as requested at the September 8 Board meeting.

Supervisor Griffiths informed the Board and attendees of his intention to abstain from voting, noting his belief that wildlife management decisions should be made by wildlife managers and that government, local or otherwise, should avoid overreach.

Moved by Supervisor Roeser and seconded by Supervisor Wadelton to approve a letter from the Board of Supervisors to the California Department of Fish and Wildlife regarding the "Three Strikes Rule" related to mountain lion depredation permits. Motion carried 4-0-1, with Supervisor Griffiths abstaining.

Public Comment III

The Chairperson asked for public comment related to items not calendared on the agenda and comment was received from Linda Chapman.

Recess/Reconvene

The Chairperson recessed the meeting at 11:34 a.m. to return to closed session and reconvened in regular session at 3:37 p.m. with all Board members present.

***Report on Closed
Session***

County Counsel Vallejo reported that no action was taken during closed session that is required to be reported.

Adjournment

The Chairperson adjourned the meeting at 3:37 p.m. to 8:30 a.m. Tuesday, October 13, 2026, in the County Administrative Center in Independence.

Chairperson, Inyo County Board of Supervisors

Attest: **DENELLE CARRINGTON**
Acting Clerk of the Board

by: _____
Darcy Israel, Assistant



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-650

Right-of-Way Amendment with Bureau of Land Management Barstow Office

Public Works

ACTION REQUIRED

ITEM SUBMITTED BY

Ashley Helms, Deputy Public Works Director -
Airports

ITEM PRESENTED BY

Ashley Helms, Deputy Public Works Director -
Airports

RECOMMENDED ACTION:

Approve Resolution No. 2026-37, titled, "A Resolution of the Board of Supervisors, County of Inyo, State of California, Authorizing Submittal of an Application to the BLM Amending the Right of Way for Certain Roads in the Tecopa Area," and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

On October 8, 2019, the Board approved the submittal of a facility application to the Bureau of Land Management (BLM) for public road right-of-way for Inyo County District 5 roads crossing BLM land. In Road District 5, Inyo County maintains many roads that cross land managed by the Barstow Office, and because neither the Road Department nor the BLM were in possession of a legal document defining Inyo County's right of way for the roads, the BLM requested that the County submit an *Application For Transportation and Utility Systems and Facilities on Federal Lands* to document the County's right to continue maintenance the roads. This formalized right of way document for the roads was finalized in 2022, granting the County the authority to maintain these roads in perpetuity.

Inyo County Public Works is currently pursuing two projects within road right of ways across BLM land in this region - the Stateline Road project, funded and carried out by the Federal Highway Administration (FHWA) under the Federal Lands Access Program; and the Connecting Tecopa - Bicycle and Pedestrian Safety Corridor Project, funded by the FHWA's Active Transportation Program. Because these projects go beyond normal road maintenance, the Barstow BLM Office has requested an amendment to the existing road authorization. This amendment provides the BLM with details on each project, and will allow the BLM to incorporate these roadway improvements into the existing right of way authorization. The County is not requesting additional right of way width for either project, only the authorization for improvements.

FISCAL IMPACT:

Funding Source	Non-General Fund	Budget Unit	034600
Budgeted?	N/A	Object Code	5311

Recurrence	N/A	Sole Source?	N/A
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If Sole Source, provide justification below

Current Fiscal Year Impact

No costs are anticipated for this application, however if the BLM did determine that an application fee was required, it would likely be around \$600, and would be paid from the Road Department budget.

Future Fiscal Year Impacts

N/A

Additional Information

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board could choose not to approve the submittal of the Right of Way application, however this is not recommended, as it could delay the design process for the two federally funded construction projects planned for these roads.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Enhanced Transportation Services

APPROVALS:

Ashley Helms	Created/Initiated - 08/27/2026
Darcy Israel	Approved - 08/28/2026
Ashley Helms	Approved - 09/22/2026
John Vallejo	Approved - 09/22/2026
Amy Shepherd	Approved - 09/22/2026
Denelle Carrington	Final Approval - 09/23/2026

ATTACHMENTS:

1. Authorizing Resolution
2. Application for Transportation, Utility Systems, Telecommunications and Facilities on Federal Lands and Property

RESOLUTION NO. 2026-XX

A RESOLUTION OF THE BOARD OF SUPERVISORS, COUNTY OF INYO, STATE OF CALIFORNIA, AUTHORIZING SUBMITTAL OF APPLICATIONS AMENDING THE RIGHT OF WAY FOR CERTAIN ROADS IN THE TECOPA AREA

WHEREAS, on October 10, 2022, pursuant to Title V of the Federal Land Policy and Management Act of October 21, 1976, the Bureau of Land Management (BLM) granted Inyo County Right of Way for 15 roads within the BLM's Barstow field office; and

WHEREAS, the granted Right of Way was issued for Inyo County's existing roadways, and did not propose any changes to those existing roadways; and

WHEREAS, Inyo County has two projects in the preliminary engineering phase in this region, which require an amendment to the existing Right of Way Grants: the Stateline Road Reconstruction and the Connecting Tecopa: Bicycle and Pedestrian Safety Corridor Project, on Tecopa Hot Springs Road and Old Spanish Trail; and

WHEREAS, the BLM requires a resolution by the governing Board authorizing the filing of the Standard Form 299 *Application for Transportation and Utility Systems and Facilities on Federal Lands*;

NOW, THEREFORE, BE IT RESOLVED that the Public Works Department is authorized to submit the application for amendment of existing road right of way to the Barstow Field Office of the BLM;

PASSED AND ADOPTED on this ____ day of _____ 2026, by the Inyo County Board of Supervisors, County of Inyo, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Trina Orrill, Chairperson
Inyo County Board of Supervisors

ATTEST:

Denelle Carrington
Clerk of the Board

By: _____
Darcy Israel, Assistant Clerk of the
Board

APPLICATION FOR TRANSPORTATION, UTILITY SYSTEMS, TELECOMMUNICATIONS AND FACILITIES
ON FEDERAL LANDS AND PROPERTY

FORM APPROVED
OMB Control Number: 0596-0249
Expiration Date: 1/31/2027

FOR AGENCY USE ONLY

NOTE: Before completing and filing the application for an authorization (easement, right-of-way, lease, license or permit), the applicant should completely review this package, including instructions, and schedule a pre-application meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the pre-application meeting.

Application Number

Date Filed

1. Name and address of applicant

County of Inyo
168 N Edwards St
Independence CA
93526

2. Name and address of authorized agent if different from item 1

3. Applicant telephone number and email:

760-878-0200
ahelms@inyocounty.us

Authorized agent telephone number and email:

Same

4. As applicant are you? (check one)

- a. ☐ Individual
b. ☐ Corporation*
c. ☐ Partnership/Association*
d. ☐ State Government/State Agency
e. ☒ Local Government
f. ☐ Federal Agency

* If checked, complete supplemental page

5. Specify what application is for: (check one)

- a. ☐ New authorization
b. ☐ Renewing existing authorization number
c. ☒ Amend existing authorization number
d. ☐ Assign existing authorization number
e. ☐ Existing use for which no authorization has been received *
f. ☐ Other*

* If checked, provide details under item 7

6. If an individual, or partnership, are you a citizen(s) of the United States? ☐ Yes ☐ No

7. Project description (describe in detail): (a) Type of use or occupancy, (e.g., canal, pipeline, road, telecommunications); (b) related structures and facilities; (c) physical specifications (Length, width, grading, etc.); (d) term of days/years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for activity/construction (Attach additional sheets, if additional space is needed.)

See attached sheets

8. Attach a map covering area and show location of project proposal.

9. State or Local government approval: ☒ Attached ☐ Applied for ☐ Not Required

10. Nonrefundable application fee: ☐ Attached ☐ Not required ☒ To be determined by agency

11. Does project cross international boundary or affect international waterways? ☐ Yes ☒ No (if "yes," indicate on map)

12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

See attached.

13a. Describe other alternative locations considered.

See attached.

b. Why were these alternatives not selected?

c. Give explanation as to why it is necessary to use or occupy Federal assets (lands or buildings).

14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. (Specify number, date, code, or name)

N/A

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (construction, operation, and maintenance); (b) estimated cost of next best alternative; and (c) expected public benefits.

See attached.

16. Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

See attached.

17. Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability; and, (g) historic or archaeological resources or properties.

See attached.

18. Describe the probable effects that the proposed project will have on (a) populations of fish, plant life, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

See attached.

19. State whether any hazardous material, as defined in this paragraph, would be used, produced, transported or stored on or in a federal building or federal lands or would be used in connection with the proposed use or occupancy. "Hazardous material" shall mean (a) any hazardous substance under section 101(14) of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. § 9601(14); (b) any pollutant or contaminant under section 101(33) of CERCLA, 42 U.S.C. § 9601(33); (c) any petroleum product or its derivative, including fuel oil, and waste oils; and (d) any hazardous substance, extremely hazardous substance, toxic substance, hazardous waste, ignitable, reactive or corrosive materials, pollutant, contaminant, element, compound, mixture, solution or substance that may pose a present or potential hazard to human health or the environment under any applicable environmental laws. The holder shall not store any hazardous materials at the site without prior written approval from the authorized officer. This approval shall not be unreasonably withheld. If the authorized officer provides approval, this permit shall include (or in the case of approval provided after this permit is issued, shall be amended to include) specific terms addressing the storage of hazardous materials, including the specific type of materials to be stored, the volume, the type of storage, and a spill plan. Such terms shall be proposed by the holder and are subject to approval by the authorized officer.

See attached.

20. Name all the Federal Department(s)/Agency(ies) where this application is being filed.

BLM Barstow Field Office

I HEREBY CERTIFY, That I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and believe that the information submitted is correct to the best of my knowledge.

Signature of Applicant

Date

Title 18, U.S.C. Section 1001, makes it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

SUPPLEMENTAL

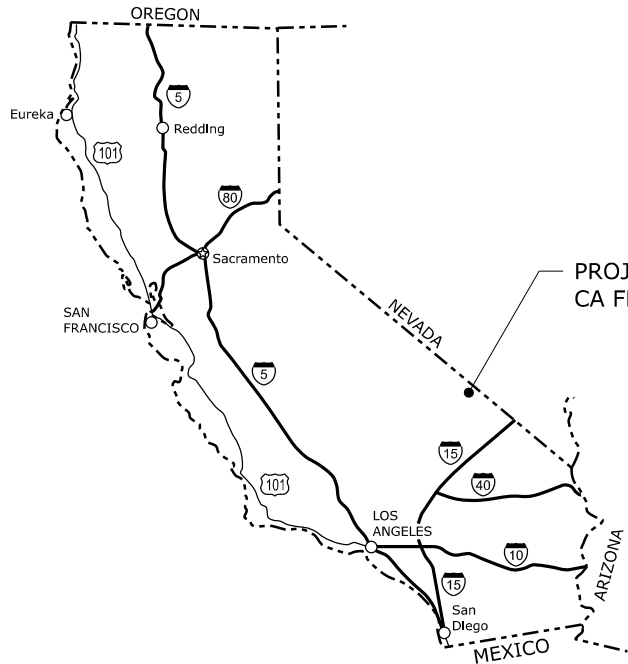
NOTE: The responsible agency(ies) will provide instructions	CHECK APPROPRIATE BLOCK	
I - PRIVATE CORPORATIONS	ATTACHED	FILED *
a. Articles of Incorporation	☐	☐
b. Corporation Bylaws	☐	☐
c. A certification from the State showing the corporation is in good standing and is entitled to operate within the State	☐	☐
d. Copy of resolution authorizing filing	☐	☐
e. The name and address of each shareholder owning 3 percent or more of the shares, together with the number and percentage of any class of voting shares of the entity which such shareholder is authorized to vote and the name and address of each affiliate of the entity together with, in the case of an affiliate controlled by the entity, the number of shares and the percentage of any class of voting stock of that affiliate owned, directly or indirectly, by that entity, and in the case of an affiliate which controls that entity, the number of shares and the percentage of any class of voting stock of that entity owned, directly or indirectly, by the affiliate.	☐	☐
f. If application is for an oil or gas pipeline, describe any related right-of-way or temporary use permit applications, and identify previous applications.	☐	☐
g. If application is for an oil and gas pipeline, identify all Federal lands by agency impacted by proposal.	☐	☐
II - PUBLIC CORPORATIONS		
a. Copy of law forming corporation	☐	☒
b. Proof of organization	☐	☒
c. Copy of Bylaws	☐	☒
d. Copy of resolution authorizing filing	☒	☐
e. If application is for an oil or gas pipeline, provide information required by item "I - f" and "I - g" above.	☐	☐
III - PARTNERSHIP OR OTHER UNINCORPORATED ENTITY		
a. Articles of association, if any	☐	☐
b. If one partner is authorized to sign, resolution authorizing action is	☐	☐
c. Name and address of each participant, partner, association, or other	☐	☐
d. If application is for an oil or gas pipeline, provide information required by item "I - f" and "I - g" above.	☐	☐

* If the required information is already filed with the agency processing this application and is current, check block entitled "Filed." Provide the file identification information (e.g., *number, date, code, name*). If not on file or current, attach the requested information.

Attachments

1. Additional Project Information: Stateline Road
2. Project Maps/Preliminary Plans: Stateline Road
3. Additional Project Information: Tecopa Hot Springs Road
4. Project Maps/Preliminary Plans: Tecopa Hot Springs Road

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CALIFORNIA KEY MAP

TYPE OF CONSTRUCTION:

Roadway excavation, drainage structures, full depth reclamation, aggregate base, asphalt concrete pavement, signing, striping, and other miscellaneous work.

DESIGN DESIGNATIONS:

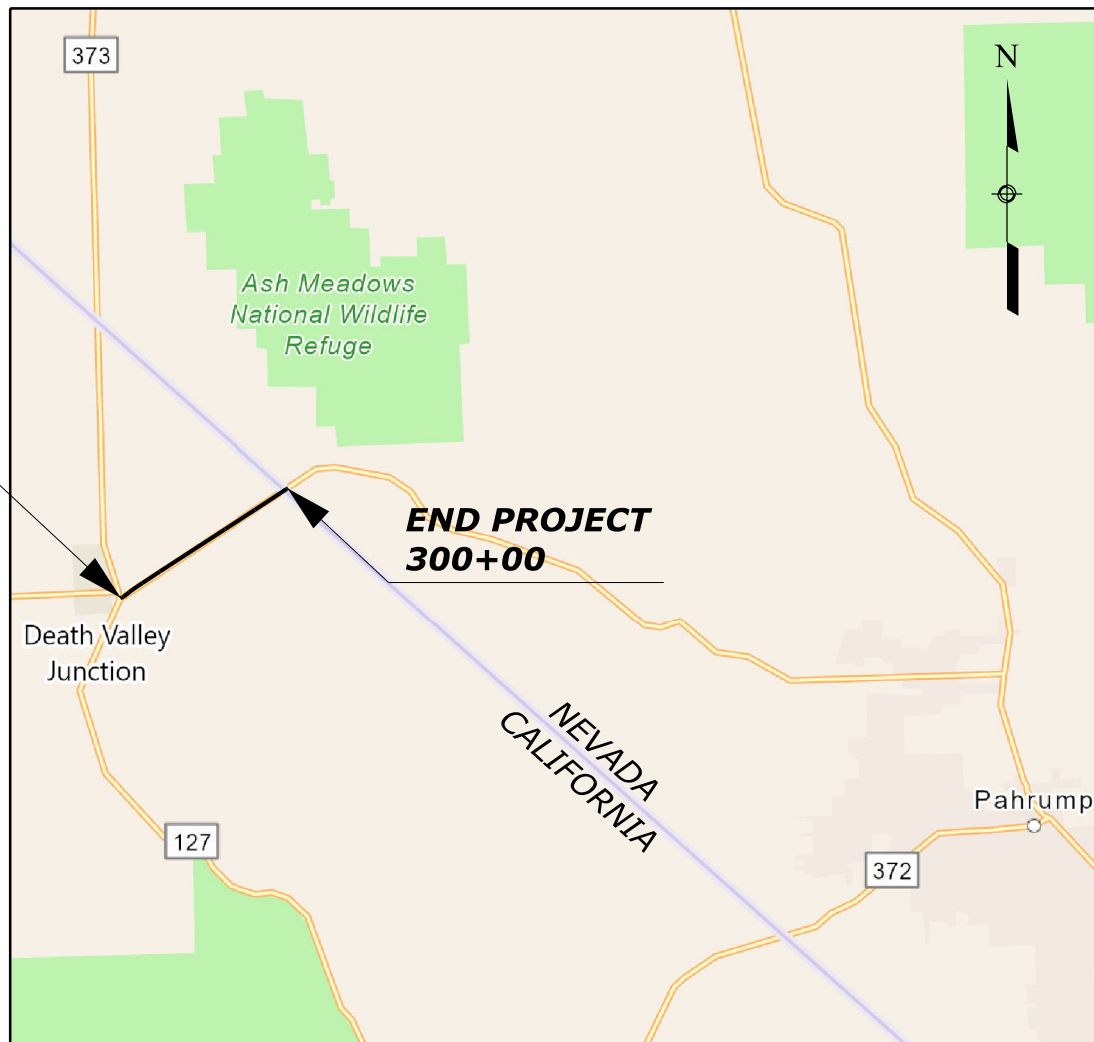
ADT (2028)	1020
ADT (2048)	1850
DHV	278
D	0.55
% Trucks	3%
V	60 MPH
e(max)	6%

SPECIFICATIONS:

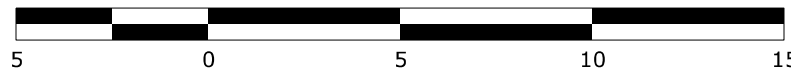
"STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS, FP-24"

**BEGIN PROJECT
25+61**

**END PROJECT
300+00**



Scale in miles



**PRELIMINARY 30%
November 2025
NOT FOR CONSTRUCTION**

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

PLANS FOR PROPOSED PROJECT CA FLAP INY 10(1) STATE LINE ROAD

INYO COUNTY
LENGTH: 5.20 MILES

INDEX TO SHEETS

SHEET	DESCRIPTION
A1	TITLE SHEET
A2-A3	CONVENTIONAL PLAN SYMBOLS AND ABBREVIATIONS
A4	SURVEY CONTROL
A5	SITE MAP
A6-A8	TYPICAL SECTIONS STATE LINE ROAD
A9-A10	TYPICAL SECTIONS APPROACH ROADS
B1-B2	SUMMARY OF QUANTITIES
B3-B9	TABULATION OF QUANTITIES
B10	EARTHWORK REPRESENTATION DRAWINGS
C1-C10	PLAN SHEETS STATE LINE ROAD
D1-D3	PLAN AND PROFILE APPROACH ROADS
G1	PLACED RIPRAP AT CULVERT OUTLETS
K1	PAVEMENT TRANSITION DETAIL
T1-T10	PLAN SHEETS SIGNING AND PAVEMENT MARKING
T11	METAL AND PLASTIC PIPE CULVERTS DETAIL
T12	METAL END SECTIONS DETAIL
T13	PLASTIC PIPE CULVERT DETAIL
T14-T15	TORTOISE BARRIER FENCE DETAILS
T16	DELINEATORS DETAIL
T17-T20	PERMANENT SIGNING DETAILS
T21-T22	STRIPING AND PERMENANT PAVEMENT MARKING DETAILS
T23-T27	TEMPORARY TRAFFIC CONTROL DETAILS
Z1-Z4	CULVERT CROSS SECTIONS

PLANS PREPARED BY



HDR Engineering, Inc.
1670 Broadway
Suite 3400
Denver, CO 80202-4824

FOR



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**
CENTRAL FEDERAL LANDS HIGHWAY DIVISION
DENVER, CO

APPROVED:

Chief of Engineering,
Central Federal Lands Highway Division

DATE

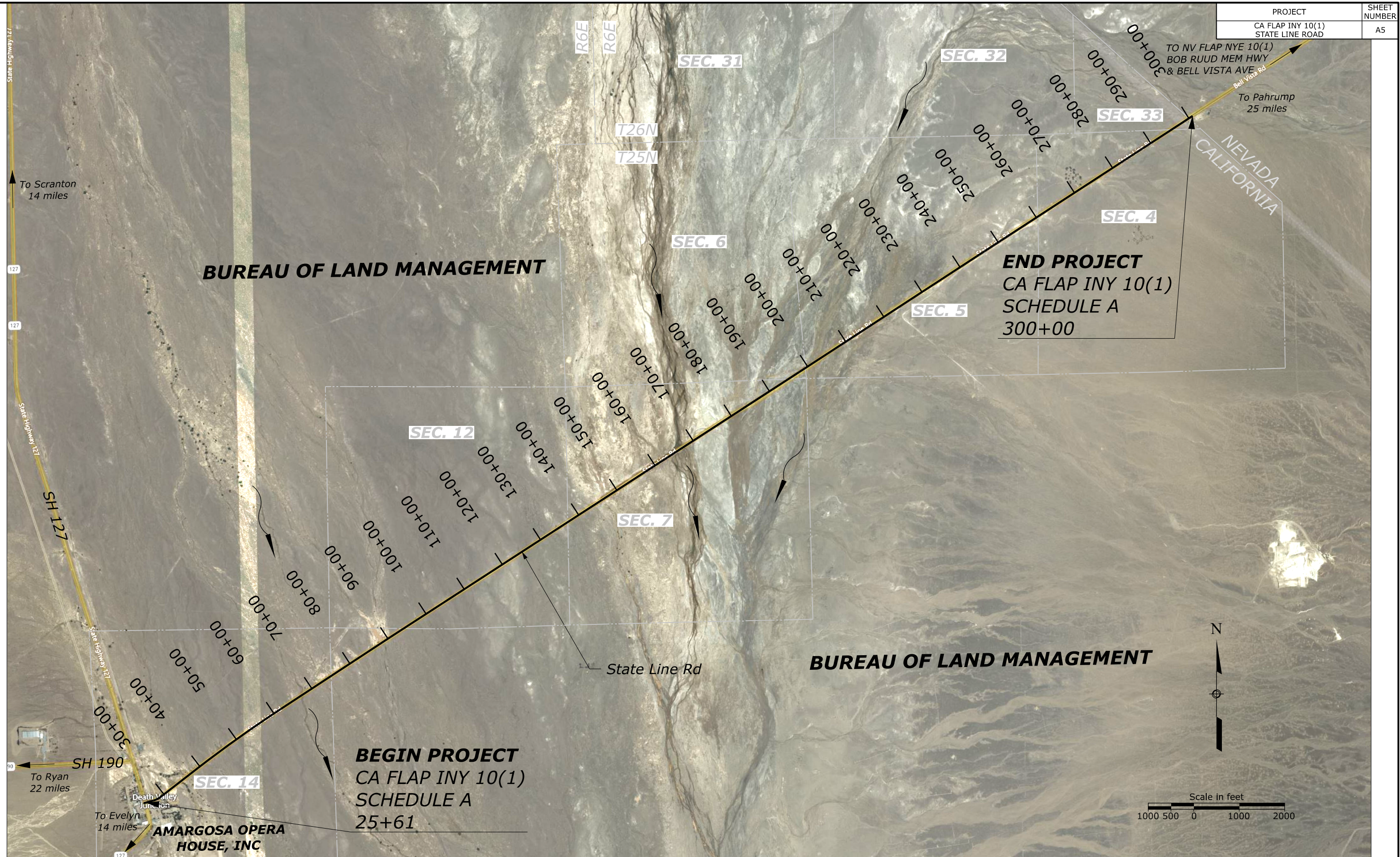
Director of Public Works
Inyo County

DATE

PROJECT MANAGER
E. BURGOS



c:\pwworking\central02\dms8756\STE(010)INY.dgn [Site Map] 4 November 2025 8:28 AM

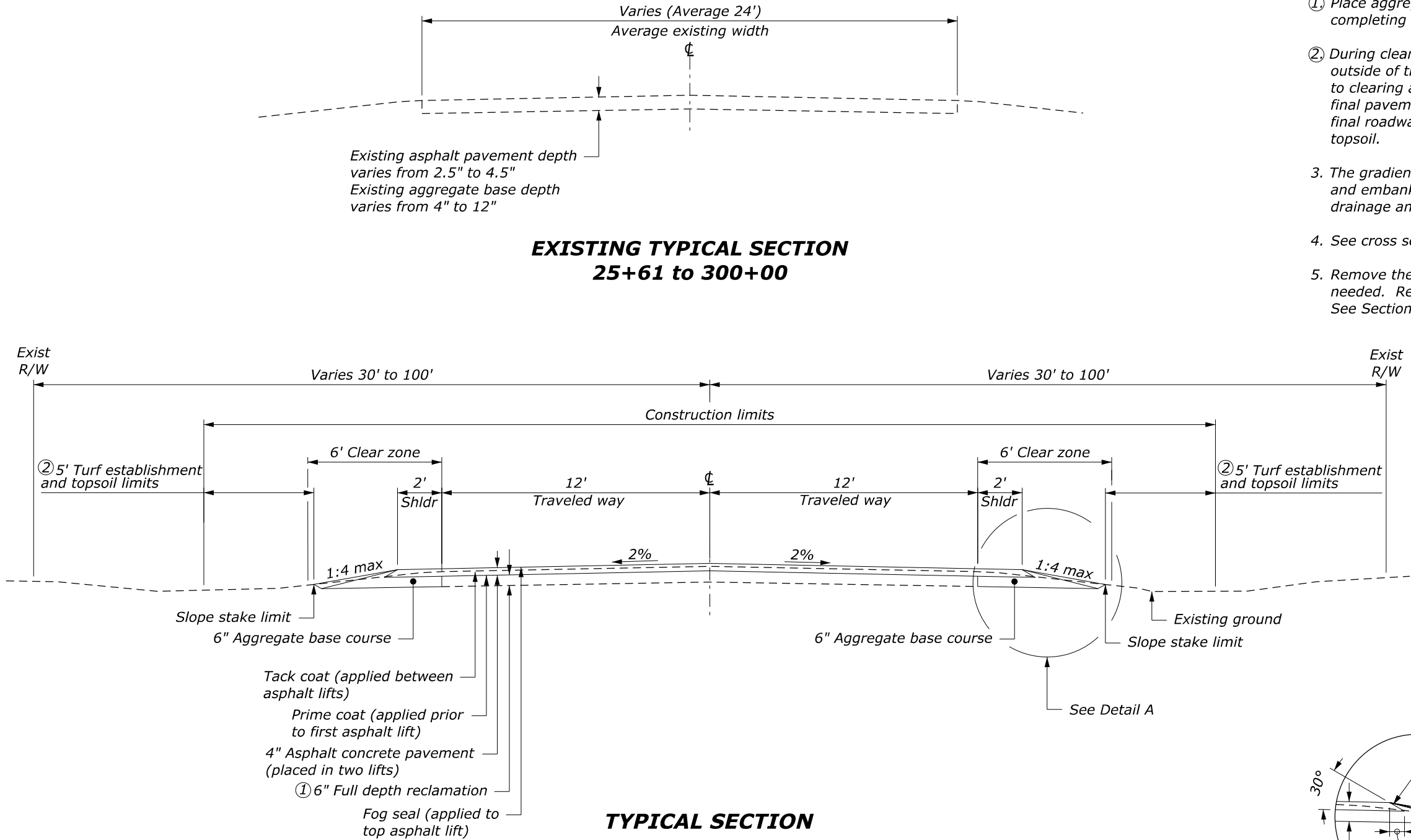


SITE MAP

Note:

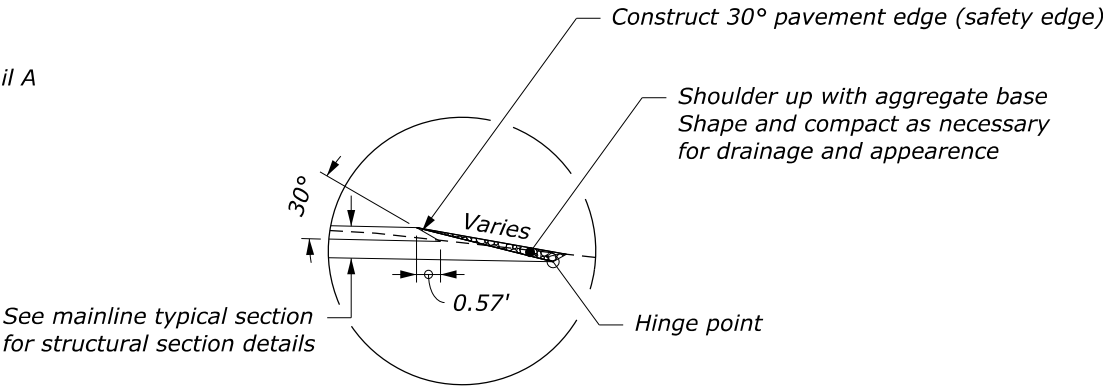
- ① Place aggregate base on top of the existing asphalt prior to completing full depth reclamation operations.
- ② During clearing and grubbing, windrow the existing topsoil material outside of the existing asphalt concrete pavement edge. Incidental to clearing and grubbing, not paid separately. After completion of final pavement surface, grade the windrow topsoil material onto the final roadway slopes during final grading. Paid as placing conserved topsoil.
3. The gradient and width of the roadway ditches and the excavation and embankment slope ratios may be adjusted to ensure adequate drainage and stability.
4. See cross sections for cut and fill slope ratios.
5. Remove the pulverized material to construct the subgrade as needed. Reuse the pulverized material in the structural section. See Section 304.

EXISTING TYPICAL SECTION
25+61 to 300+00



LENGTH OF PROJECT	
Station to Station	Roadway (ft)
25+61 to 300+00	27,439
TOTALS (ft)	27,439
TOTALS (mi)	5.20

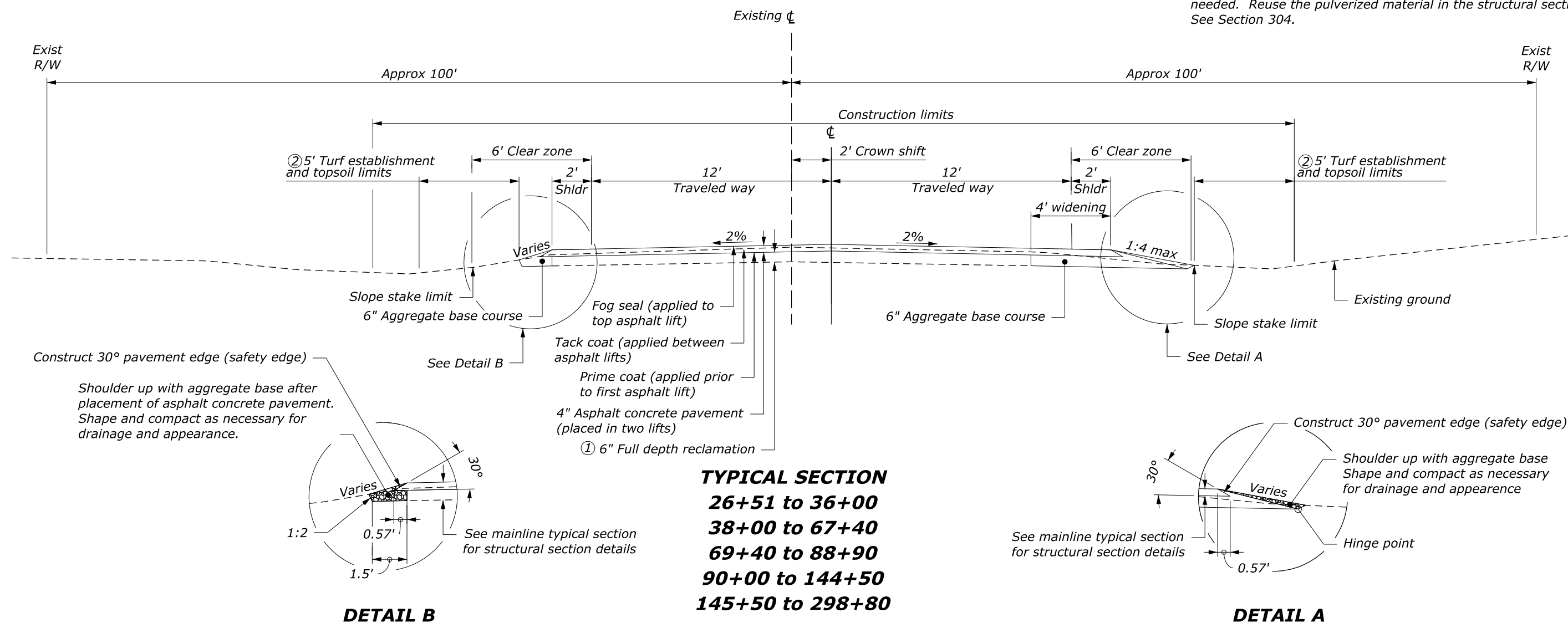
TYPICAL SECTION
25+61 to 26+51
298+80 to 300+00



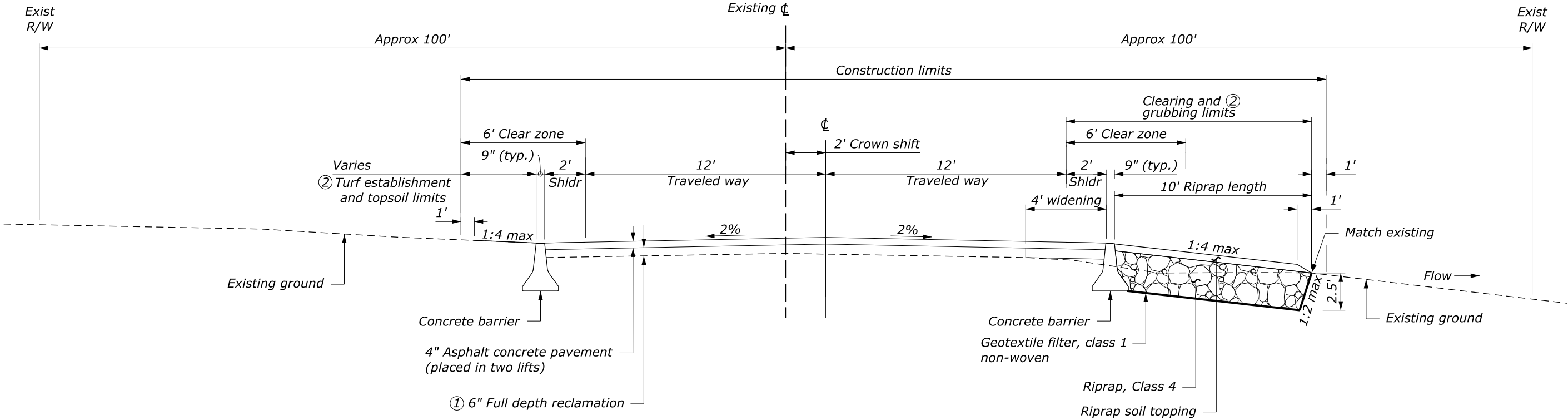
PROJECT	SHEET NUMBER
CA FLAP INY 10(1) STATE LINE ROAD	A7

Note:

- ① *Place aggregate base on top of the existing asphalt prior to completing full depth reclamation operations.*
- ② *During clearing and grubbing, windrow the existing topsoil material outside of the existing asphalt concrete pavement edge. Incidental to clearing and grubbing, not paid separately. After completion of final pavement surface, grade the windrow topsoil material onto the final roadway slopes during final grading. Paid as placing conserved topsoil.*
3. *The gradient and width of the roadway ditches and the excavation and embankment slope ratios may be adjusted to ensure adequate drainage and stability.*
4. *See cross sections for cut and fill slope ratios.*
5. *Remove the pulverized material to construct the subgrade as needed. Reuse the pulverized material in the structural section. See Section 304.*



- Note:**
- ① Place aggregate base on top of the existing asphalt prior to completing full depth reclamation operations.
 - ② During clearing and grubbing, windrow the existing topsoil material outside of the existing asphalt concrete pavement edge. Incidental to clearing and grubbing, not paid separately. After completion of final pavement surface, grade the windrow topsoil material onto the final roadway slopes during final grading. Paid as placing conserved topsoil.
 - 3. The gradient and width of the roadway ditches and the excavation and embankment slope ratios may be adjusted to ensure adequate drainage and stability.
 - 4. See cross sections for cut and fill slope ratios.
 - 5. Remove the pulverized material to construct the subgrade as needed. Reuse the pulverized material in the structural section. See Section 304.



TYPICAL SECTION
36+00 to 38+00
67+40 to 69+40
88+90 to 90+00
144+50 to 145+50

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor Project

7) Project Description

- a) Type of Use: Public road right of way
- b) Related Structures and Facilities: CACA-59558 granted road right of way for the 15 roads within the Barstow Field Office's region that are maintained by Inyo County. This ROW amendment describes the proposed improvement projects on three of those roads.
- c) Physical Specifications

Location: Old Spanish Trail Hwy from 200 ft west of the "Triangle" to Downey Rd [this section does not cross BLM land] and Tecopa Hot Springs Rd from intersection with Old Spanish Trail Hwy to 600 feet north of Elias Way [this section crosses approximately 1.75 miles of BLM land].

Description: The proposed project will create a complete and safe 2.9 mile active transportation corridor between and through the rural, disadvantaged communities of Tecopa and Tecopa Hot Springs. The Project will construct a Class I multi-use path, Class II bike lanes, sidewalks, new crosswalks, pedestrian refuge islands, traffic calming measures, and gateway monuments. It will also enhance existing crosswalks and realignment a segment of roadway.

No increase to the existing 200 foot right of way is requested.

- d) Term: Road Easement in perpetuity
- e) Time of Year: Year around
- f) Volume of Product to be Transported: N/A
- g) Duration of Construction: Approximately 180 days
- h) Temporary Work Areas: Construction staging will most likely occur outside of BLM land, however as the design phase progresses, Inyo County will remain in communication with the Barstow BLM office if temporary work areas on BLM land become necessary.

- 12) Statement of Technical and Financial Capability: This project is funded by the Federal Highway Administration's Active Transportation Program and administered by Inyo County Public Works with the help of engineering consultants. Inyo County receives California state gas tax funds (Highway Users Tax Account) for each road maintained, based on mileage; these funds will be used for ongoing preventative maintenance, repair and grading activities once the construction is completed.

13) Alternative Locations Considered: No alternate locations were considered because this is a improvement project on an existing road.

14) Pending Authorizations: N/A

15) Statement of Need/Cost Estimate: The purpose of this project is to provide a safe route for walking and biking between the two residential areas of Tecopa, CA. The current cost estimate is \$10M.

16) Probable Effects to the Population: Traffic delays may occur during construction, however in the long run the project will improve pedestrian and bicycle access and safety for the community and visitors.

17) Environmental Effects:

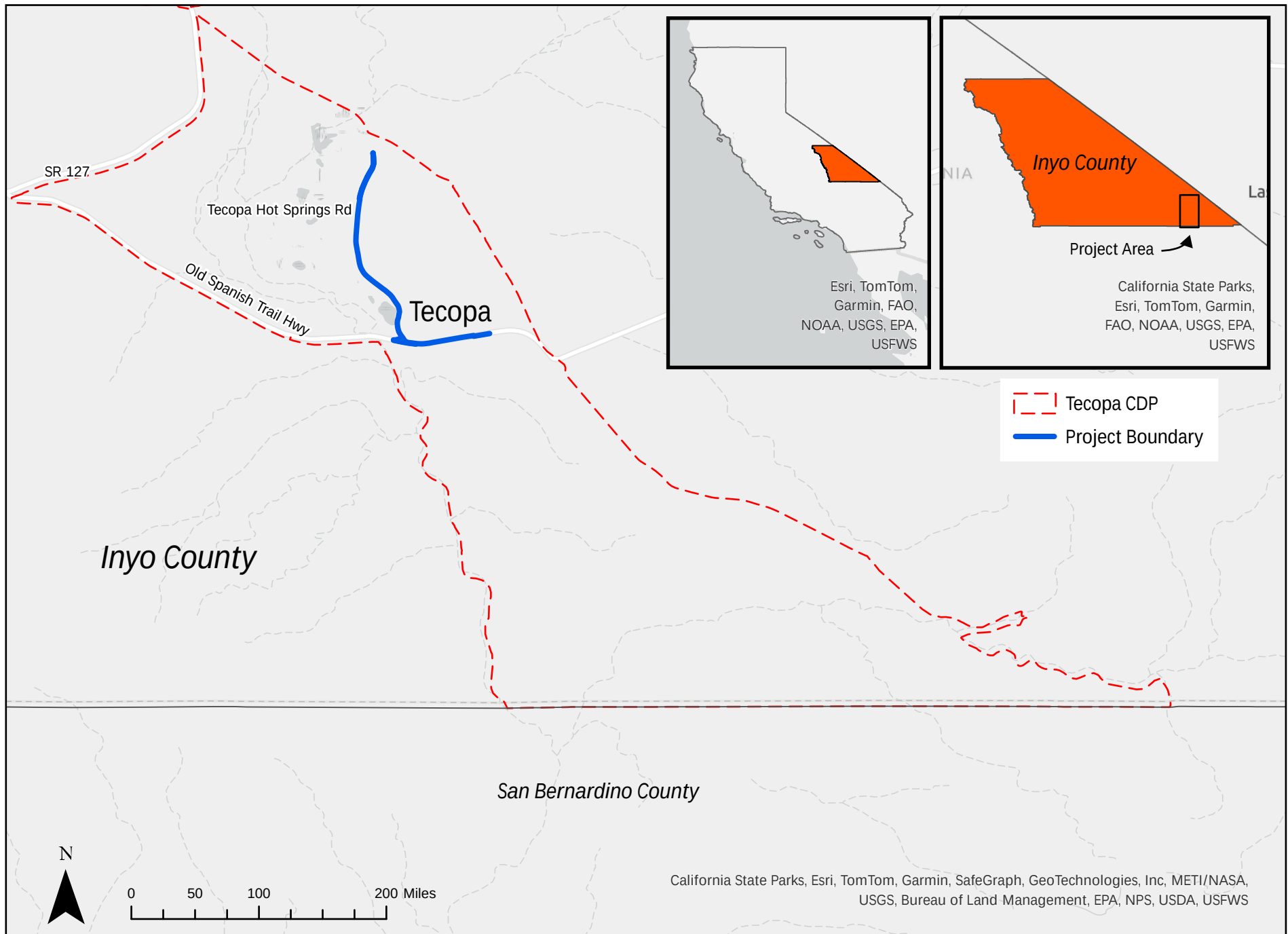
- a) Air Quality. The project area is in attainment for all National Ambient Air Quality Standards. Minor air quality impacts may occur during construction, however these will be limited in duration. The contractor will be required to use CARB compliant equipment and a water truck for dust suppression.
- b) Visual Impact. The Proposed Project will add Class I bike paths along the existing roadway, but will not disturb any new land or add any vertical structures.
- c) Surface and Ground Water Quality. Freshwater shrub and emergent wetland exists adjacent to the project area in the vicinity of Grimshaw Lake.
- d) Control or Structural Change on a Stream or Waterbody. One culvert may need to be extended, however no new control structures are proposed.
- e) Noise. Some construction related noise will occur. There are no sensitive receptors in the project area.
- f) Surface of the Land. The Proposed Project will result in additional paved surfaces along the existing roadway.
- g) Historic or Archaeological Resources. There are no listed resources in the National Register of Historic Places. A Records Search will be performed, and a Cultural Resources Inventory Report prepared, as part of the environmental review process.

18) Environmental Effects:

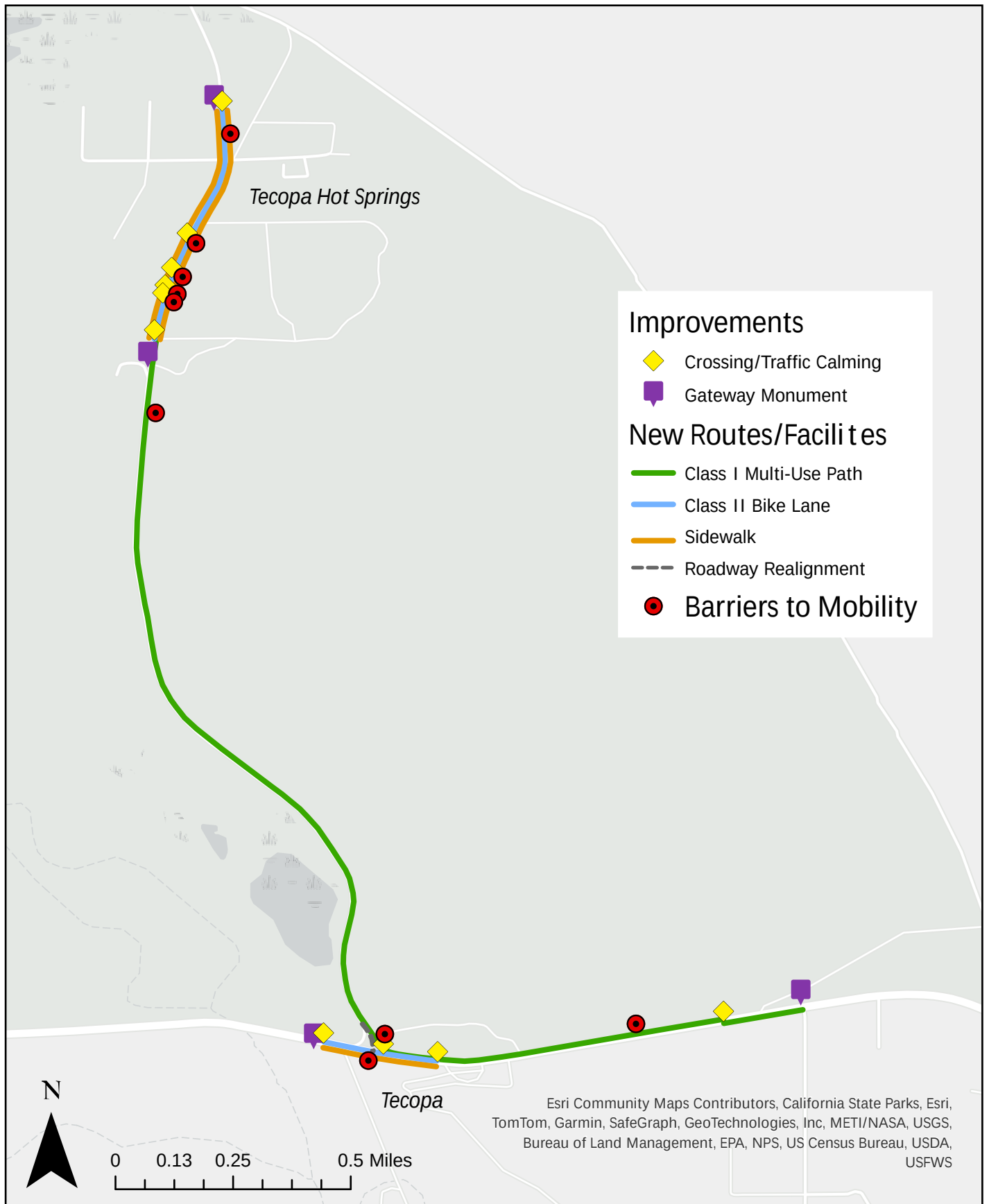
- a) Plant and Animal: The project area is considered critical habitat for the Amargosa vole. Inyo County's consultant team will perform an Amargosa vole habitat assessment and a biological resources technical report.
- b) Marine Mammals: N/A

- 19) Hazardous Materials: No hazardous materials will be used, produced, transported or stored by Inyo County within the right-of-way of these roads. Any transport of hazardous materials by the public on these public use roads would be governed by the California Highway Patrol, which follows the regulations outlined in Title 49 CFR - Pipeline and Hazardous Materials Safety Administration.

Connecting Tecopa: Bicycle and Pedestrian Safety Corridor Project Location Map

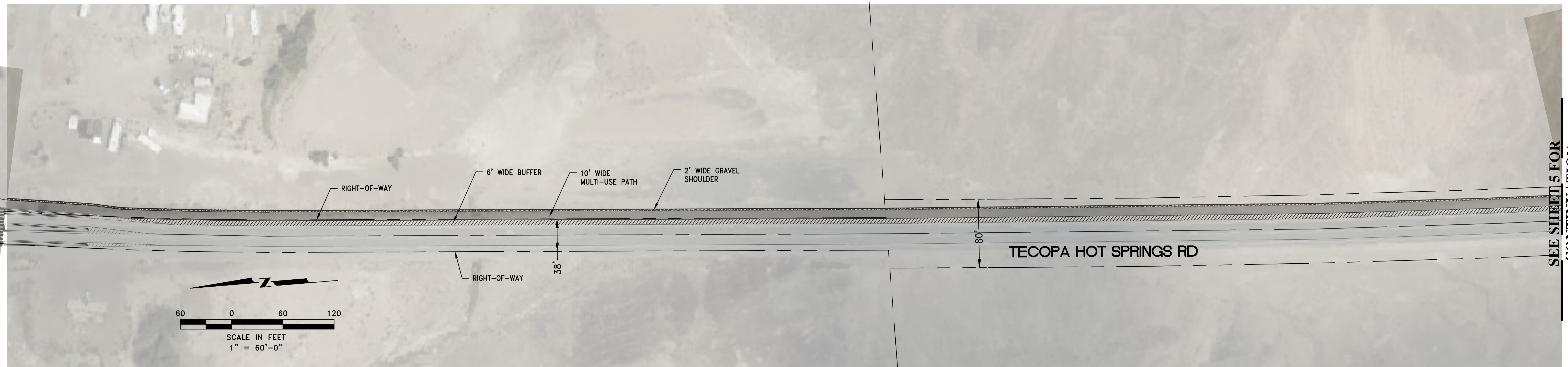


Connecting Tecopa: Bicycle and Pedestrian Safety Corridor Barriers, Improvements and New Routes/Facilities



SEE SHEET 3 FOR
CONTINUATION

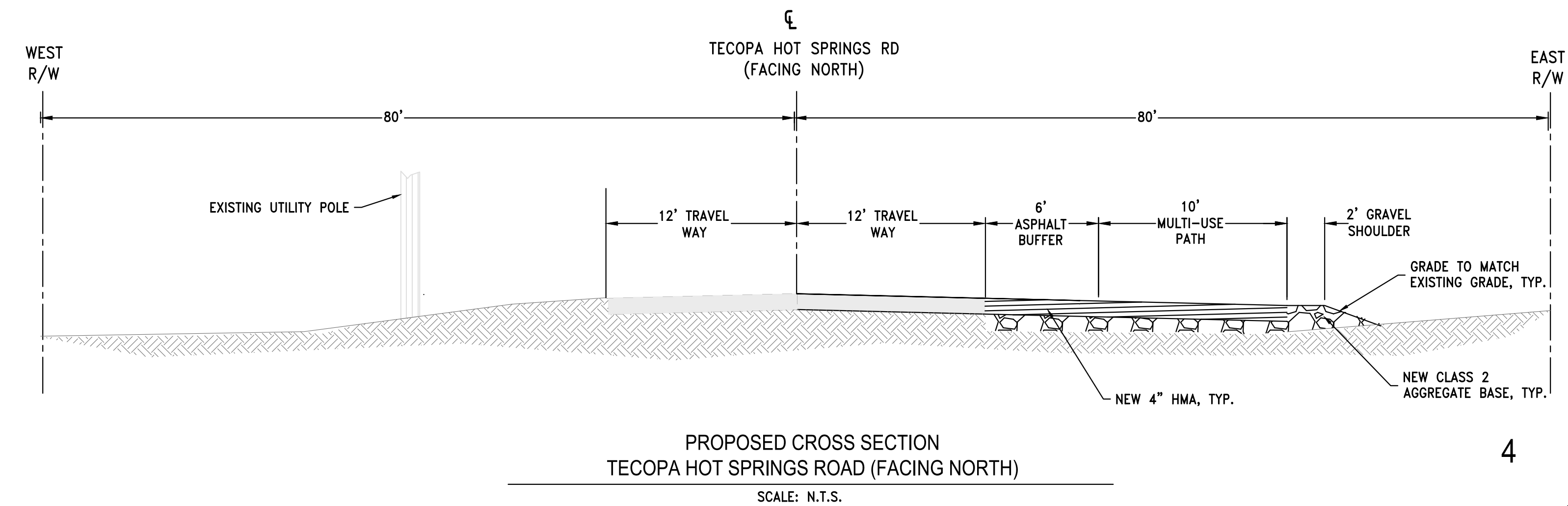
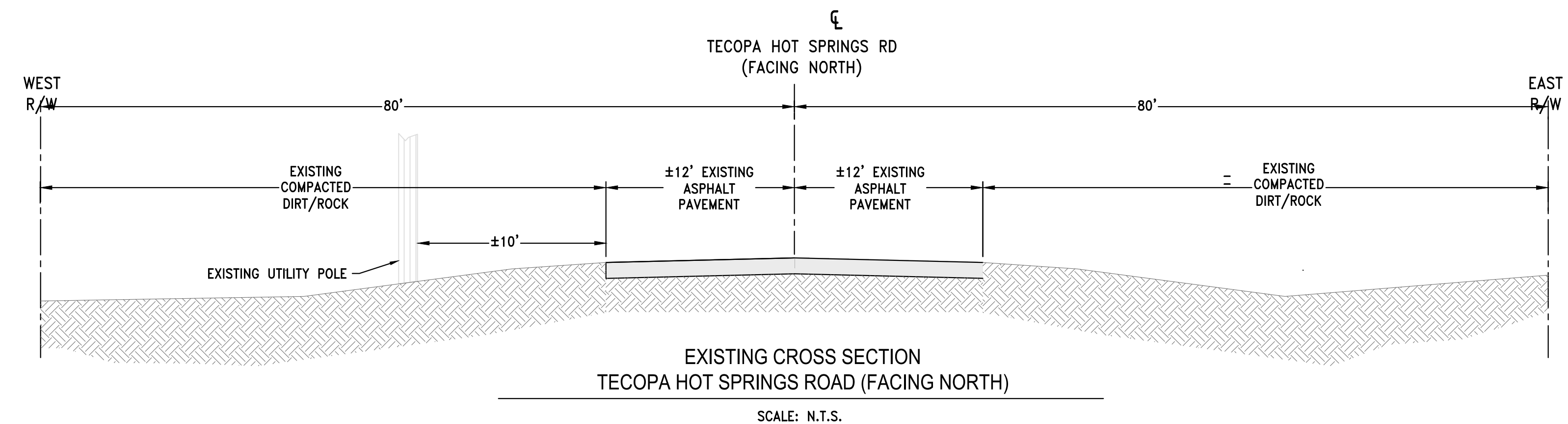
SEE SHEET 5 FOR
CONTINUATION



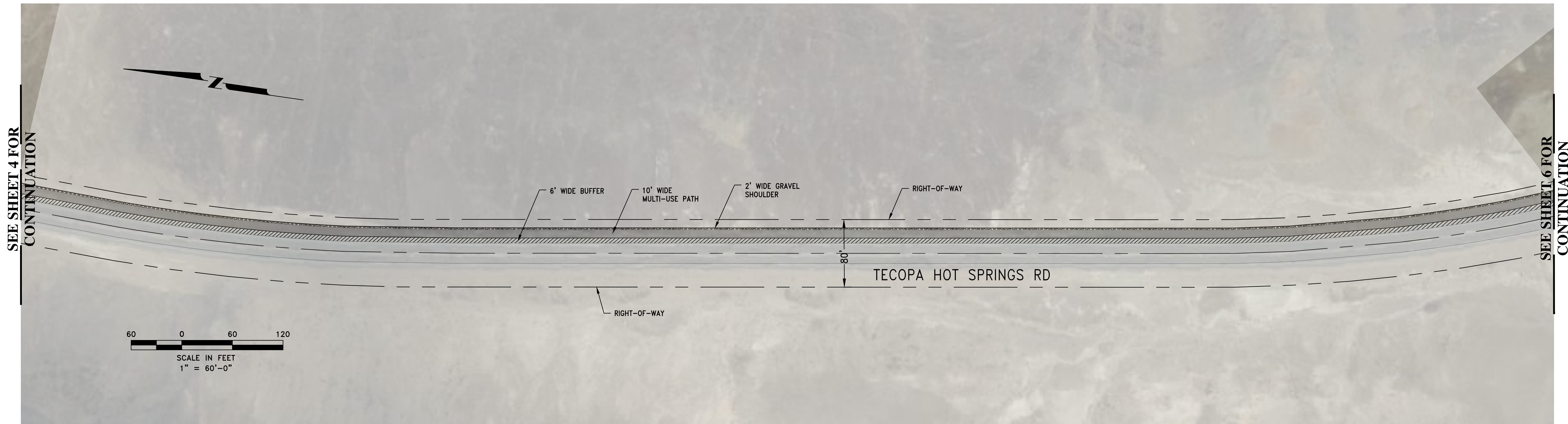
TECOPA HOT SPRINGS RD
FACING NORTH



TECOPA HOT SPRINGS RD
FACING SOUTH



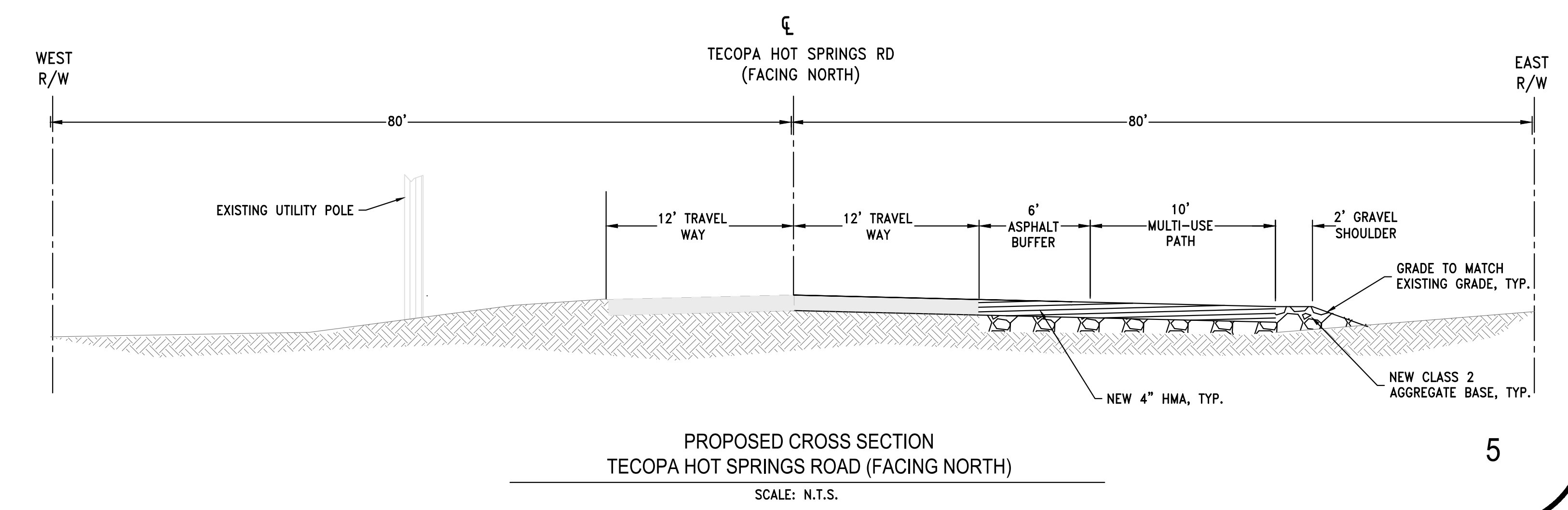
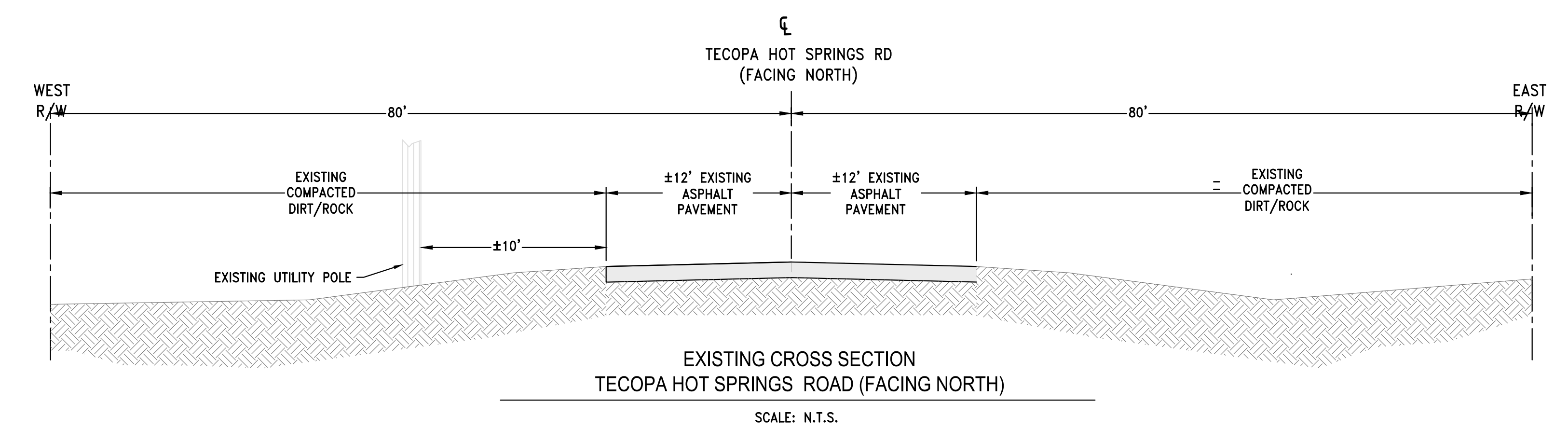
**INYO COUNTY -
ATP GRANT FUNDING SUPPORT
TECOPA, CALIFORNIA**



TECOPA HOT SPRINGS RD
FACING NORTH

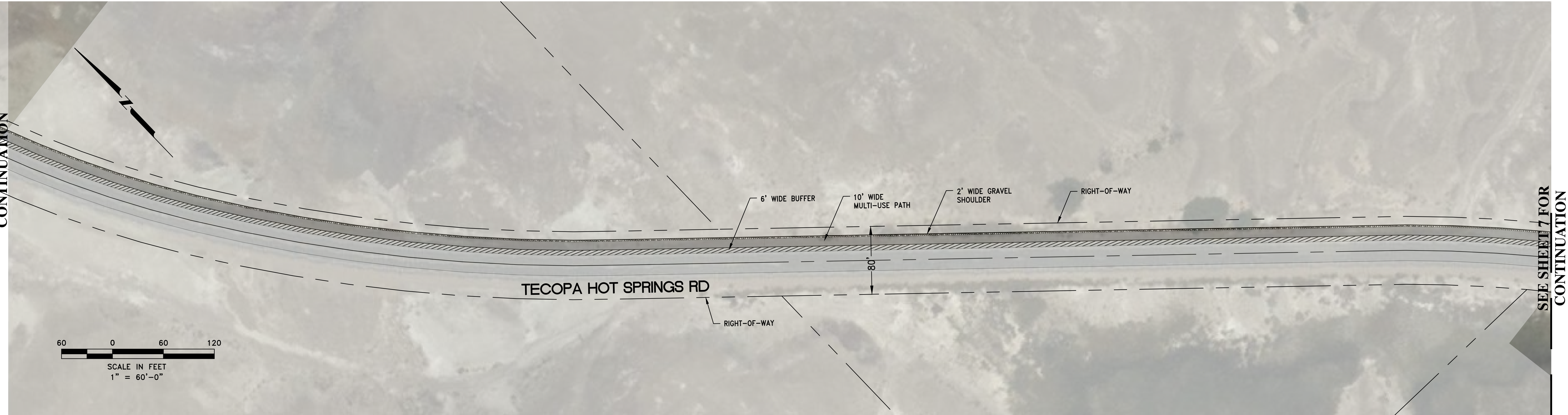


TECOPA HOT SPRINGS RD
FACING SOUTH



**INYO COUNTY -
ATP GRANT FUNDING SUPPORT
TECOPA, CALIFORNIA**

SEE SHEET 5 FOR
CONTINUATION



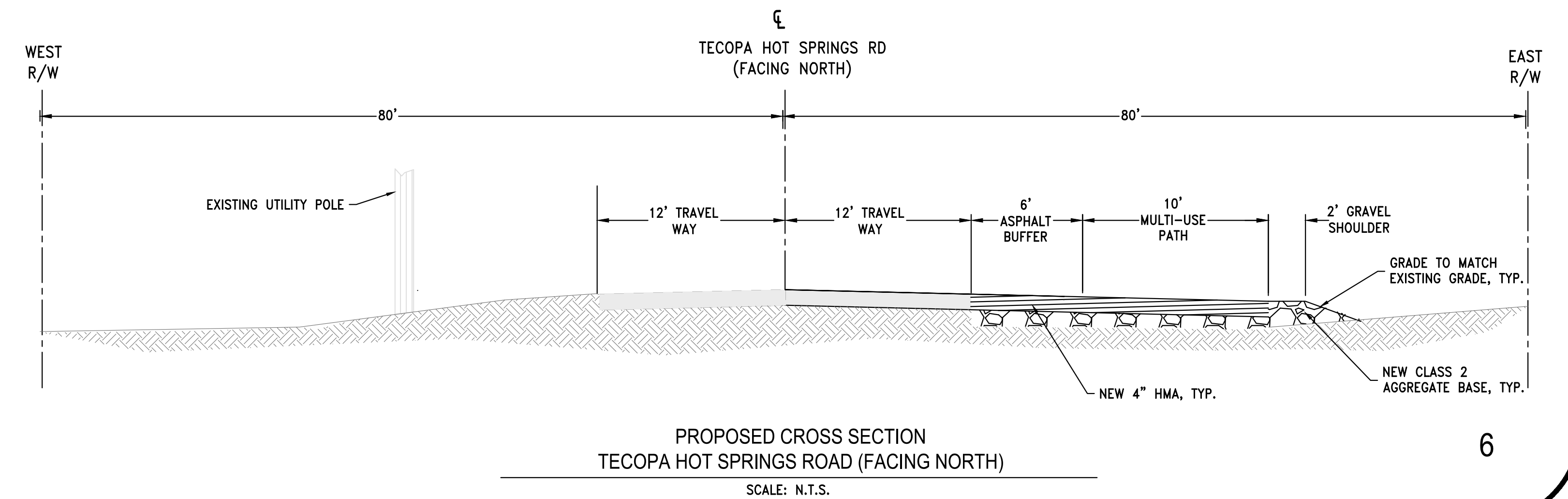
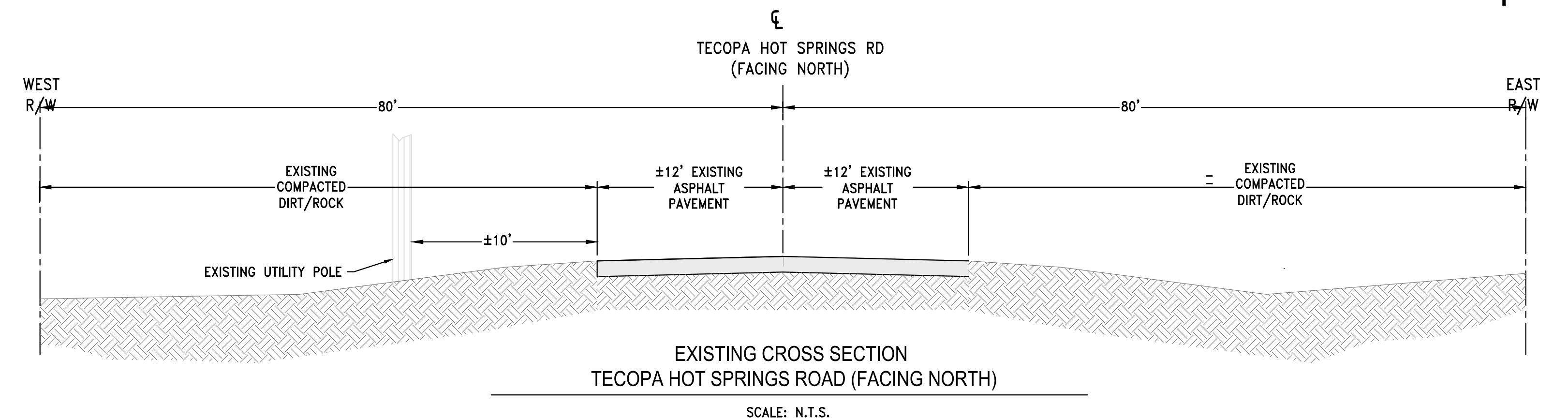
SEE SHEET 7 FOR
CONTINUATION



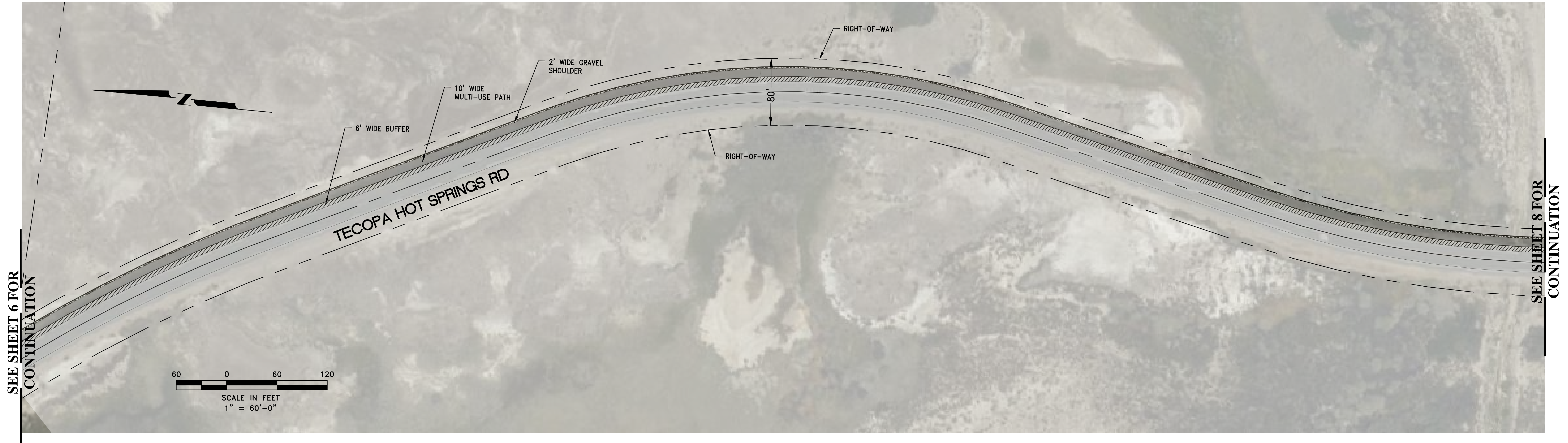
TECOPA HOT SPRINGS RD
FACING NORTH



TECOPA HOT SPRINGS RD
FACING SOUTH



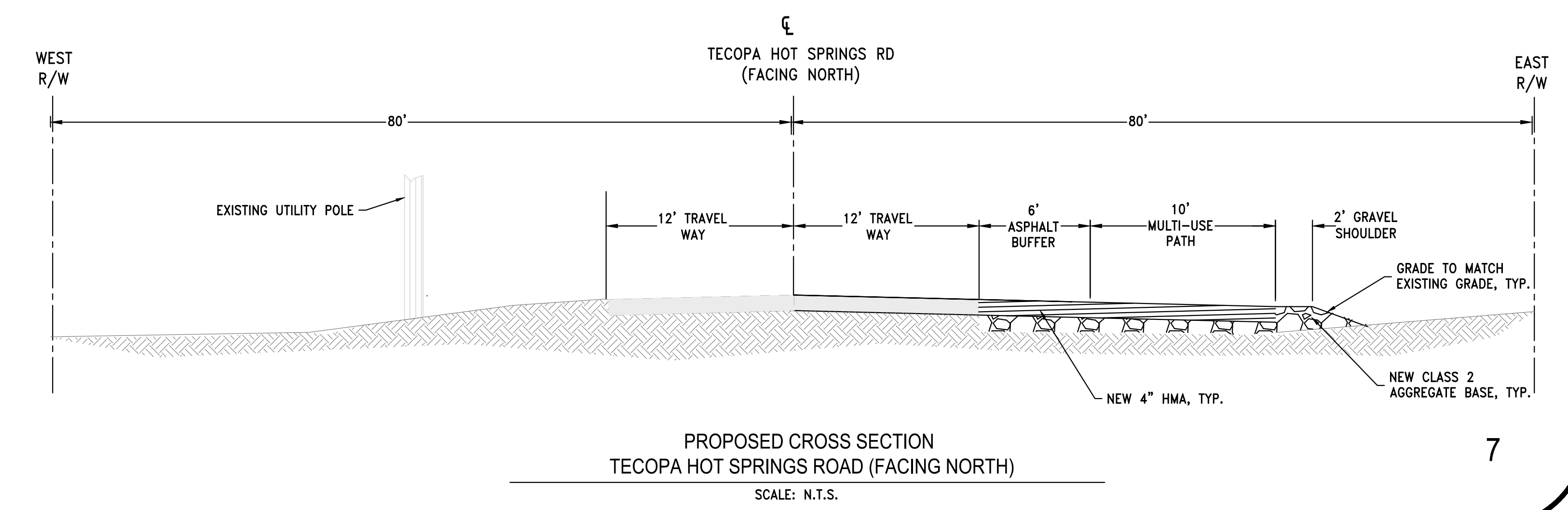
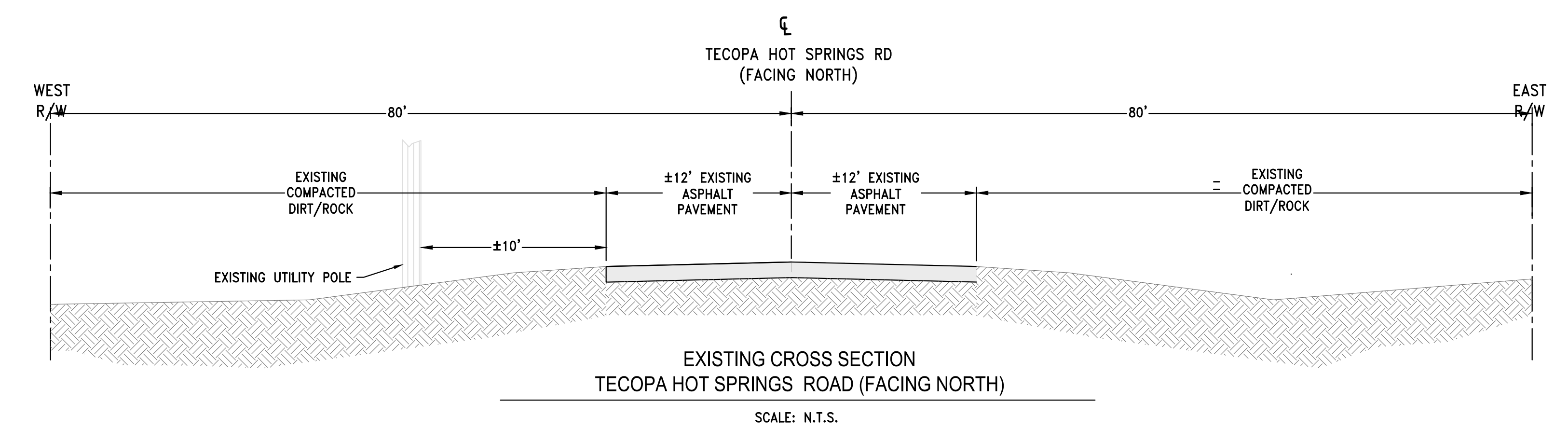
**INYO COUNTY -
ATP GRANT FUNDING SUPPORT
TECOPA, CALIFORNIA**



TECOPA HOT SPRINGS RD
FACING NORTH



TECOPA HOT SPRINGS RD
FACING SOUTH



**INYO COUNTY -
ATP GRANT FUNDING SUPPORT
TECOPA, CALIFORNIA**



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-718

Proposed Fiscal Year 2025 Homeland Security Grant Program (HSGP) Application and Resolution

Sheriff

ACTION REQUIRED

ITEM SUBMITTED BY

Lindsey Stine, Community Relations Liaison

ITEM PRESENTED BY

Lindsey Stine, Community Relations Liaison

RECOMMENDED ACTION:

A) Approve the submittal of the Federal Fiscal Year 2025 HSGP Application and authorize the Assistant CAO, as the designated Authorized Agent, to sign the grant application, as well as any and all accompanying documents, by approving the "Governing Board Resolution No. 2026-38;" and
B) Authorize the Chairperson to sign the addendum letter.

BACKGROUND / SUMMARY / JUSTIFICATION:

This application, coming before your Board today for consideration, is to apply for funding through the Homeland Security Grant Program (HSGP) for Fiscal Year 2025. This is the federal Department of Homeland Security (OHS) funding administered through the California Governor's Office of Emergency Services (CalOES). Inyo County is eligible to apply for and receive \$92,381 in grant funds. The HSGP FY25 grant proposes to support the following projects: training for the Office of Emergency Services, Information Services, and Inyo County Sheriff's Department staff, election security and physical protective measures, alert and warning system, radio communication equipment, cybersecurity software. The HSGP grants are managed by the Office of Emergency Services, in coordination with Information Services, Elections Department, and the Inyo County Sheriff's Department.

FISCAL IMPACT:

Funding Source	Grant Funded	Budget Unit	623725
Budgeted?	Yes	Object Code	4555,5177,5232,5311,5650
Recurrence	Ongoing Expenditure	Sole Source?	No

If Sole Source, provide justification below

Current Fiscal Year Impact

Up to \$92,381 for the period between September 1, 2025 and June 30, 2028.

Future Fiscal Year Impacts

Up to \$92,381 for the period between September 1, 2025 and June 30, 2028.

Additional Information

The FY 2025 Homeland Security Grant is a three-year reimbursement grant with a performance period ending June 2028. Grant-funded projects support critical homeland security and emergency preparedness efforts across the County, including initiatives for Elections, the Information Services Department, the Inyo County Sheriff's Office, and the Office of Emergency Management. Reimbursement is provided for eligible expenditures incurred in accordance with approved grant projects and program requirements. At this time, no reimbursement requests have been submitted, as approval of the grant application and the required governing board resolution are still pending.

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board could choose not to apply for the 2025 HSGP funding. This is not recommended, as this grant funds numerous projects that help protect County assets before, during, and after emergencies.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

High-Quality Services | Public Safety and Emergency Response

APPROVALS:

Darcy Israel	Created/Initiated - 10/02/2026
Darcy Israel	Approved - 10/02/2026
Amy Shepherd	Approved - 10/06/2026
John Vallejo	Approved - 10/06/2026
Denelle Carrington	Approved - 10/06/2026
Stephanie Rennie	Final Approval - 10/06/2026

ATTACHMENTS:

1. Allocation Letter
2. Instruction Sheet
3. Governing Body Resolution



September 14, 2026

DELIVERED VIA E-MAIL: dcarrington@inyocounty.us

Denelle Carrington
CAO- Director of Emergency Services
Inyo County
Post Office Drawer N
Independence, CA 93526

SUBJECT: NOTIFICATION OF SUBRECIPIENT ALLOCATION

Fiscal Year (FY) 2025 Homeland Security Grant Program (HSGP)
Subaward #2025-5020
Subaward Performance Period: 09/01/2025 - 06/30/2028

Dear Denelle Carrington:

We are pleased to announce the approval of your FY 2025 subaward in the amount of \$92,381.

Once the completed application is received and approved, reimbursement of eligible subaward expenditures may be requested using the California Governor's Office of Emergency Services (Cal OES) Financial Management Forms Workbook. Supporting documentation and/or additional information may be required as part of the reimbursement process.

This subaward is subject to requirements in 2 CFR, Part 200, including the Notice of Funding Opportunity (NOFO), the Preparedness Grants Manual, the California Supplement to the NOFO, FY 2025 Standard Assurances, reporting requirements, and all applicable federal, state, and local requirements. All activities funded with this subaward must be completed within the subaward performance period.

Subrecipients must obtain additional written approval **prior** to incurring costs for activities such as aviation, watercraft, allowability request logs, noncompetitive



3650 SCHRIEVER AVENUE, MATHER, CA 95655
TELEPHONE 916-845-8506
www.CalOES.ca.gov

procurement, and projects requiring Environmental Planning and Historic Preservation review.

Your organization will be required to prepare and submit Financial and Performance Progress Reports for the duration of the subaward performance period or until all activities are completed and the subaward is formally closed. Throughout the subaward cycle, milestones set in the reports will be used as indicators of project feasibility, performance, and grant management capacity. This information may also be used in assessing proposals for future grant opportunities. Failure to submit required reports could result in subaward reduction, suspension, or termination.

All projects associated with National Priority Area Investment Justification #4 - Supporting Border Crisis Response and Enforcement, and Investment Justification #10 - Enhance Election Security are on hold pending FEMA effectiveness review and approval. Subrecipients are not authorized to expend funds for these projects until the programmatic holds are removed and authorization to proceed is provided by Cal OES.

Your dated signature is required in this letter. Please sign and return a copy to your Grants Analyst within 20 calendar days upon receipt and keep a copy for your records. For further assistance, please contact your Grants Analyst.

Grants Management
California Governor's Office of Emergency Services

Denelle Carrington
Denelle Carrington (Sep 23, 2026 14:49:54 PDT)

Denelle Carrington
Inyo County

09/23/2026

Date

Instruction Sheet for the Governing Body Resolution & Addendum to GBR

Purpose

The purpose of the Governing Body Resolution (GBR) is to appoint individuals to act on behalf of the governing body and the OA.

Note: Self Certifications are not accepted as a valid Governing Body Resolution. You cannot self certify that you are an authorized agent. Another Board member will need to sign the lower portion of the GBR.

Authorized Agent(s)

The Governing Body Resolution allows for the appointment of individuals or positions. **For each person or position appointed by the governing body, you must submit the following information, with the resolution, to Cal OES on the applicant's letterhead:**

- | | |
|---|--|
| ☐ Name | ☐ Title |
| ☐ Jurisdiction | ☐ E-Mail Address |
| ☐ Street Address (City & Zip Code) | ☐ Phone & Fax Numbers |
-

Authorized Agent Changes

- If the Governing Body Resolution identified Authorized Agents by position and/or title, changes can be made by submitting new Authorized Agent information to Cal OES, as indicated above.
- If the Governing Body Resolution identified Authorized Agents by name, a new Resolution is needed when any changes are made. The information list above must also be submitted with the new Resolution.

Governing Body Resolution

BE IT RESOLVED BY THE Board of Supervisors
(Governing Body)
OF THE County of Inyo THAT
(Name of Applicant)
County Assistant CAO , OR ,
(Name or Title of Authorized Agent)
County Administrative Officer OR ,
(Name or Title of Authorized Agent)
Directory of Emergency Services
(Name or Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the named Applicant, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining state financial assistance provided by the State of California for the following Grant Award:

FY 2025 Homeland Security Grant Program

(List Grant Year and Program)

Passed and approved this _____ day of _____, 20 _____

Certification

I, Darcy Ellis , duly appointed and
(Name)

Assistant Clerk Of the Board of Supervisors
(Title) (Governing Body)

do hereby certify that the above is a true and correct copy of a resolution passed and approved by the

_____ day of _____, 20 _____

(Official Position)

(Signature)

(Date)



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-594

Resolution Approving Sale of Tax-Defaulted Property at Public Auction

Treasurer-Tax Collector

ACTION REQUIRED

ITEM SUBMITTED BY

Christie Martindale, Treasurer-Tax Collector

ITEM PRESENTED BY

Christie Martindale, Treasurer-Tax Collector

RECOMMENDED ACTION:

Adopt Resolution No. 2026-39 approving the sale of tax-defaulted properties described in the "List of Properties for Delinquent Tax Sale" at public internet auction starting on or after February 10, 2027, at 10:00 a.m. and authorizing the Treasurer-Tax Collector to re-offer the parcels, which did not obtain the minimum bids during the previous tax sale, at a price which is deemed appropriate by the Treasurer-Tax Collector pursuant to Revenue and Taxation Code sections 3692(e), 3698.5(c) and 3698.7(c).

BACKGROUND / SUMMARY / JUSTIFICATION:

Pursuant to Section 3691 et seq of the California Revenue & Taxation Code, the Tax Collector must, with the prior approval of the Board of Supervisors, periodically attempt to sell those parcels of land on which the property taxes have been delinquent for over five years, three years if commercial. The primary purpose of the sale is to place the properties in the hands of an assessee who is ready, willing, and able to pay the future taxes on the parcels in a timely manner. A secondary purpose is to recover the amount of delinquent taxes due on the parcels. As a Teeter County, we have already distributed the tax revenues due to the recipients. After your Board has given its approval, it may not delete, withdraw, nor withhold properties from the auction or rescind its approval. This approval will allow the Tax Collector to hold a public auction sale on February 10, 2027, during which the parcels listed on the attachment will be offered for sale to the highest bidder.

In the event a parcel does not sell, and in accordance with R&T Code §3698.5(c), I respectfully request your approval to re-offer that parcel for sale, within ninety (90)days, at a reduced minimum price that the Tax Collector deems appropriate. The re-offer sale will take place on April 28, 2027.

FISCAL IMPACT:

Funding Source	General Fund	Budget Unit	010500
Budgeted?	Yes	Object Code	Multiple
Recurrence	One-Time Expenditure	Sole Source?	N/A

If Sole Source, provide justification below

Current Fiscal Year Impact

Expenditures are recovered through the auction process. The anticipated Delinquent Tax Sales Fees (010500 4605) is budgeted at \$125,000.00.

Future Fiscal Year Impacts

N/A

Additional Information**ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:**

The Board may approve or reject the proposed resolution approving the tax sale. The Board may delete one or more of the parcels that would be otherwise offered for sale prior to your approval. The removal of any parcel from the auction list by your Board would be counterproductive to the purposes of the auction.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

In the event a parcel to be offered for sale is located within the geographical boundaries of a local taxing agency (city or district), that agency will be given the opportunity to object to the sale of that parcel. Any such objection must be based on that agency's determination that it requires that parcel for a public purpose, and must be accompanied by that agency's offer to purchase the parcel at a price equal to an amount not less than the minimum bid.

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Highest and Best Use of Property

Thriving Communities | Improve Housing Opportunities

High-Quality Services | High-Quality County Government Services

High-Quality Services | Improved Access to Government

APPROVALS:

Christie Martindale	Created/Initiated - 10/01/2026
Darcy Israel	Approved - 10/01/2026
Amy Shepherd	Approved - 10/02/2026
Christian Milovich	Approved - 10/05/2026
Christie Martindale	Approved - 10/06/2026
John Vallejo	Approved - 10/06/2026
Denelle Carrington	Final Approval - 10/06/2026

ATTACHMENTS:

1. 2026 - Resolution Approving Tax-Default Property Sale
2. Exhibit A: List of Properties for Delinquent Tax Sale

RESOLUTION NO. 2026-

**A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF
INYO, STATE OF CALIFORNIA, AUTHORIZING THE SALE OF
TAX DEFAULTED PROPERTY AT PUBLIC INTERNET AUCTION
ON OR AFTER FEBRUARY 10, 2027**

WHEREAS, Revenue and Taxation Code section 3691 provides that five years or more after property has become tax defaulted (or three years in the case of non-residential commercial property) the County Treasurer-Tax Collector shall have the power to sell, and shall attempt to sell, all or any portion of tax-defaulted property that has not been redeemed, unless by other provisions of law the property is not subject to sale; and

WHEREAS, the Treasurer-Tax Collector has prepared the “List of Properties for Delinquent Tax Sale,” – attached hereto as Exhibit A and incorporated herein – consisting of 72 parcels that have been tax-defaulted for unpaid property taxes for five years or more and are subject to the Tax Collector’s statutory power to sell; and

WHEREAS, the List of Properties for Delinquent Tax Sale includes a description of each parcel subject to sale, the last assessee of record, and a minimum bid amount, which covers the delinquent amount plus auction costs owed to the County, with the exception of the re-offer parcels; and

WHEREAS, pursuant to Revenue and Taxation Code sections 3694, 3698, and 3699, the Treasurer-Tax Collector seeks Board of Supervisor approval to conduct a public internet auction of the tax-defaulted parcels listed in Exhibit A beginning on or after February 10, 2027 at 10:00 a.m. PST at www.govease.com; and

WHEREAS, the Treasurer-Tax Collector further requests authorization to re-offer the parcels, which did not obtain the minimum bids during the previous tax sale, at a price which is deemed appropriate by the Treasurer-Tax Collector pursuant to Revenue and Taxation Code section 3698.5(c); and

WHEREAS, the Treasurer-Tax Collector further requests authorization to re-offer the parcels, which do not obtain the minimum bids during the February 2027 public auction, within 90 days after the tax sale at a price which is deemed appropriate by the Treasurer-Tax Collector pursuant to Revenue and Taxation Code sections 3692(e) and 3698.5(c).

NOW, THEREFORE, BE IT RESOLVED by the Inyo County Board of Supervisors as follows:

1. The Board approves the sale of tax-defaulted properties listed in Exhibit A by public internet auction, to begin on or after February 10, 2027, at 10:00 a.m. PST on pursuant to Revenue and Taxation Code sections 3694, 3698, and 3699.
2. The Treasurer-Tax Collector is authorized to re-offer parcels that did not receive the

minimum bid at the previous tax sale, at a minimum price the Treasurer-Tax Collector deems appropriate, pursuant to Revenue and Taxation Code section 3698.5(c).

3. The Treasurer-Tax Collector is authorized to re-offer any parcels that do not receive the minimum bid at the February 10, 2027 public auction, within 90 days after that sale, at a minimum price the Treasurer-Tax Collector deems appropriate, pursuant to Revenue and Taxation Code sections 3692(e) and 3698.5(c).

PASSED AND ADOPTED this ____ day of _____, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Trina Orrill, Chairperson
Inyo County Board of Supervisors

Attest: Denelle Carrington
Acting Clerk of the Board of Supervisors

By: _____
Darcy Israel
Assistant Clerk of the Board

ITEM NUMBER	DEFAULT NUMBER	DEFAULT DATE	ASSESSOR'S PARCEL NUMBER	PROPERTY DESCRIPTION	ASSESSEE OF RECORD	MAILING ADDRESS	CITY, STATE, & ZIP CODE	MINIMUM BID
1	2026-02	7/1/2021	0050500500	325 N BREWERY ST LONE PINE, CA 93545	FRANSON ANNE S	PO BOX 1240	LONE PINE, CA 93545	\$78,100.00
2	2026-03	7/1/2021	0050500600	325 N BREWERY ST LONE PINE, CA 93545	FRANSON ANNE S	PO BOX 1240	LONE PINE, CA 93545	\$34,300.00
3	24-0002	7/1/2019	0182100400	BIRCH CREEK RD BIRCH CREEK/TINNEMAHA, CA	DAVIS RENEE, THOMAS JAMES, ROUILLARD WILLOW	1010 PIPER ST	BISHOP, CA 93514	\$10,100.00
4	25-001	7/1/2014	0231500200	E OF MANZANAR MANZANAR, CA 93526	MISSOURI MINES INC 2/3 INT & EDDIE GUY AND OTHERS 1/3 INT	PO BOX 57502	SHERMAN OAKS, CA 91413	\$26,600.00
5	25-006	7/1/2019	0292321000	182 N SIERRA ST CARTAGO, CA 93549	JAMNESHAN KAMRON 1/2IN & ALDERETE YOLANDA B 1/2 INT	11079 EVERGREEN LOOP	CORONA, CA 92883	\$8,600.00
6	2026-32	7/1/2022	0292411200	146 S HWY 395 OLANCHA, CA 93549	RIVERA MANUEL ALVAREZ & RIVERA LUIS ALVAREZ	651 ALABAMA DR	LONE PINE, CA 93545	\$20,900.00
7	25-007	7/1/2020	0310841500	107 YERINGTON AVE KEELER, CA 93530	MARMOLEJO JUAN EST OF	1232 E 2675 N	LAYTON, UT 84040	\$8,200.00
8	25-008	7/1/2020	0332801700	6168 ENCHANTED LAKES RD ENCHANTED LAKE, CA 93549	DUNAY GABOR	7132 CREBS AVE	RESEDA, CA 91335	\$4,600.00
9	25-009	7/1/2020	0332802000	6120 ENCHANTED LAKES RD ENCHANTED LAKE, CA 93549	HEGEDUS DORA ETAL, HEGEDUS HELEN E, & HEGEDUS GEORGE G	7132 CREBS AVE	RESEDA, CA 91335	\$4,600.00
10	25-010	7/1/2020	0332802100	6144 ENCHANTED LAKES RD ENCHANTED LAKE, CA 93549	HEGEDUS DORA ETAL, HEGEDUS HELEN E, & HEGEDUS GEORGE G	7132 CREBS AVE	RESEDA, CA 91335	\$4,600.00
11	2026-07	7/1/2021	0332901800	6413 LAKE VILLAGE RD ENCHANTED LAKE, CA 93549	NEFF JOHN R	12735 JADE RD	VICTORVILLE, CA 92392	\$3,800.00
12	24-0004	7/1/2019	0333201600	6864 ENCHANTED LAKES RD ENCHANTED LAKE, CA 93549	CHILDS EARL R 1/2 INT & CHILDS HAROLD E 1/2 INT	2989 W LINE ST #C	BISHOP, CA 93514	\$4,100.00
13	25-012	7/1/2020	0351230300	FOURTH AVE NW DARWIN, CA 93522	MILETI JOSEPH A & VIRGINIA M	24 LAS POSAS RD #123	CAMARILLO, CA 93010	\$3,400.00
14	24-0005	7/1/2019	0351630100	S MAIN ST DARWIN, CA 93522	TICE WALLACE R & MAURINE R	14502 MORELLI LN	SEBASTOPOL, CA 95472	\$3,500.00
15	25-013	7/1/2020	0351671300	E FULTON ST DARWIN CA, 93522	SHEARER DON	2360 WINGFIELD HILLS RD #277	SPARKS, NV 89436	\$3,500.00
16	24-0006	7/1/2019	0351830500	E ANTHONY ST DARWIN, CA 93522	WALTERS BUD	2050 RD 150 RT 2	LAKIN, KS 67860	\$3,600.00
17	24-0007	7/1/2019	0351831400	SECOND AVE SE DARWIN, CA 93522	HALILI HADRIAN P 1/2INT & GUATNO ROBERT M 1/2INT	11337 CAPRICE PL	ESCONDIDO, CA 92026	\$4,000.00
18	2026-09	7/1/2021	0372110900	NSF PEARSONVILLE, CA 93527	CORDOVA DENNIS J	PO BOX 33	INYOKERN, CA 93527	\$3,700.00
19	2026-10	7/1/2021	0372112400	700 NINE MILE CANYON RD PEARSONVILLE, CA 93527	CORDOVA DENNIS J	PO BOX 33	INYOKERN, CA 93527	\$3,500.00
20	2026-11	7/1/2021	0382402000	320 CROW CANYON RD HOMEWOOD CANYON, CA 93592	MALONE MARJORIE	PO BOX 233	TRONA, CA 93592	\$19,700.00
21	24-0008	7/1/2019	0383300400	BLM TRACT TRONA TRONA, CA 93555	SHAKARA KIT	517 PALM DR	RIDGECREST, CA 93555	\$3,400.00
22	24-0009	7/1/2019	0383304100	BLM TRACT TRONA TRONA, CA 93555	WALTERS BUD	2050 RD 150 RT 2	LAKIN, KS 67860	\$3,300.00
23	2026-13	7/1/2021	0483742900	SPRING VALLEY RANCHOS	KARIM FAROOQ	3585 FALCONRIDGE RD	YORBA LINDA, CA 92686	\$3,700.00
24	2026-14	7/1/2021	0483811700	SPRING VALLEY RANCHOS	THE LAURO MAPALO LIVING TRUST U/A DATED JULY 1 2024 & MAPALO LAURO A	12551 FARLEN CIR	RANCHO CORDOVA, CA 95742	\$5,000.00
25	24-0011	7/1/2019	0483830100	SPRING VALLEY RANCHOS	PETER HABER	1789 GILLESPIE DR	FAIRFIELD, CA 94534	\$5,700.00

ITEM NUMBER	DEFAULT NUMBER	DEFAULT DATE	ASSESSOR'S PARCEL NUMBER	PROPERTY DESCRIPTION	ASSESSEE OF RECORD	MAILING ADDRESS	CITY, STATE, & ZIP CODE	MINIMUM BID
26	24-0012	7/1/2019	0483831200	SPRING VALLEY RANCHOS	ALCANTARA JOHN M & EDRAHILDA	10905 PEONY PLACE DR	STOCKTON, CA 95209	\$5,900.00
27	2026-15	7/1/2021	0483911900	SPRING VALLEY RANCHOS	PO JOAQUIN & LUZBELLA & BUENDIA JR ANTONIO & YOLANDA	6785 S EASTERN AVE #7	LAS VEGAS, NV 89119	\$3,900.00
28	2026-16	7/1/2021	0483931800	SPRING VALLEY RANCHOS	MARAVE LYDIA G	6785 S EASTERN AVE STE 7	LAS VEGAS, NV 89119	\$3,900.00
29	25-026	7/1/2020	0483933300	OLD SPANISH TRAIL HWY	CANNDUSTRIAL LLC	28241 CROWN VALLEY STE F # 272	LAGUNA NIGUEL, CA 92677	\$9,800.00
30	24-0014	7/1/2019	0483942400	SPRING VALLEY RANCHOS	PABO IRINEO & JOSEFINA P	826 W PARK AVE	COEUR D'ALENE, ID 83815	\$3,600.00
31	25-027	7/1/2020	0483943200	SPRING VALLEY RANCHOS	JARRETT ROSALIND J	690 E CALVADA BLVD	PAHRUMP, NV 89048	\$4,000.00
32	24-0015	7/1/2019	0484020500	627 E SHIRLEY LN CHARLESTON VIEW, CA 89061	DAUGHERTY EST OF WINIFRED E	HCR 73 BOX 1039	PAHRUMP, NV 89041	\$9,900.00
33	2026-17	7/1/2021	0484041800	SPRING VALLEY RANCHOS	NISHIMURA RYAN D	1131 COMPASS LN #104	FOSTER CITY, CA 94404	\$4,800.00
34	2026-18	7/1/2021	0484042000	SPRING VALLEY RANCHOS	MATSUMOTO THOMAS T & ZOLA M	12827 CASTLEBAR DR	SUN CITY WEST, AZ 853753255	\$3,800.00

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35	2026-19	7/1/2021	0484111900	SPRING VALLEY RANCHOS	BACORN JUDY A ETAL & VINLUAN CHRISTOPHER E	8048 E ROPER ST	LONG BEACH, CA 908083252	\$4,800.00
36	2026-20	7/1/2021	0484112000	SPRING VALLEY RANCHOS	VINLUAN CHRISTOPHER E	8048 E ROPER ST	LONG BEACH, CA 90808	\$5,000.00
37	2026-21	7/1/2021	0484130300	SPRING VALLEY RANCHOS	GERTZ JANET K 1/2 INT, ALIZACA SOCRATES A 1/8 INT, ALIZACA ADA L 1/8 INT, ASUNCION ANGELINE D 1/8 INT, & BROWN TRUST BETH M 1/8 INT	25012 ERICSON WAY	LAGUNA HILLS, CA 92653	\$5,000.00
38	25-029	7/1/2020	0484130700	SPRING VALLEY RANCHOS	MALING ROLANDO & YUMINA 1/2 & CRUZ RBT & TERESITA 1/2 INT	13819 ANDROMEDA AVE	MORENO VALLEY, CA 92555	\$3,500.00
39	2026-22	7/1/2021	0484131900	SPRING VALLEY RANCHOS	MARTINS TRUST ARNALDO & A	10713 WELLS AVE	RIVERSIDE, CA 925051435	\$5,000.00
40	25-030	7/1/2020	0484312000	SPRING VALLEY RANCHOS	CAMEJO YOLANDA	5076 HERMOSA AVE	LOS ANGELES, CA 90041	\$4,600.00
41	24-0016	7/1/2019	0484320700	SPRING VALLEY RANCHOS	CRTALIC PENNY L & CRTALIC WILLIAM L ESTATE OF	15011 GOLDEN STAR AVE	RIVERSIDE, CA 925065776	\$3,600.00
42	25-031	7/1/2020	0484321000	W CHARITY LN CHARLESTON VIEW, CA 92389	IBARRA CHRISTIAN J 1/2 INT & SANCHEZ GABRIELA 1/2 INT	40 PACKARD LANE	WATSONVILLE, CA 95076	\$5,000.00
43	22-076	7/1/2018	0484342300	SPRING VALLEY RANCHOS	WONG ALLEN K I & DIANA W H	1412 HALA DR	HONOLULU, HI 96817	\$3,600.00
44	24-0017	7/1/2019	0484410300	OLD SPANISH TRAIL HWY	HERRON JIM R EST OF	6771 LINDBERG AVE	PLACERVILLE, CA 95667	\$4,800.00
45	24-0018	7/1/2019	0484433000	SPRING VALLEY RANCHOS	KONNO TRUST YURIKO	15 CRAIGSIDE PL #306	HONOLULU, HI 96817	\$3,600.00
46	25-032	7/1/2020	0484512000	SPRING VALLEY RANCHOS	VON TRUST DANIEL F 1/2 INT & VON TRUST MAY L 1/2 INT	4127 PALOMA PL	HONOLULU, HI 96816	\$3,300.00
47	25-033	7/1/2020	0484523000	SPRING VALLEY RANCHOS	MARSH TRUST FRANCES & MARSH FRANCES TRUSTEE	511 KENDALL ST	PORT ORCHARD, WA 98366	\$5,100.00
48	2026-23	7/1/2021	0484531700	SPRING VALLEY RANCHOS	DE MASTER SAANT	PO BOX 77653	LOS ANGELES, CA 900070653	\$4,700.00
49	2026-24	7/1/2021	0484540300	SPRING VALLEY RANCHOS	MCDOWELL LAVONNIE	11219 RENWICK ST	ADELANTO, CA 92301	\$3,400.00
50	25-034	7/1/2020	0484600300	SPRING VALLEY RANCHOS	SIMONTON TRUST RICHARD & SIMONTON RICHARD M TRUSTEE	140 CORA HILLS CT	LAS VEGAS, NV 89148	\$5,000.00
51	24-0019	7/1/2019	0484810500	SPRING VALLEY RANCHOS	ALABSI EZDIHAR M	6877 S SALT CEDAR RD	TUCSON, AZ 857565121	\$4,600.00
52	24-0020	7/1/2019	0484810800	SPRING VALLEY RANCHOS	BOBROWSKI RBT & CHARLOTTE	5520 LINDER AVE	CHICAGO, IL 60630	\$3,500.00
53	2026-25	7/1/2021	0484822400	SPRING VALLEY RANCHOS	TAMAYO RUBEN S & FLORA C	128 S BELLA VISTA #7	ANAHEIM, CA 92804	\$5,000.00
54	25-038	7/1/2020	0484841400	SPRING VALLEY RANCHOS	TANGONAN BARTOLOME C	4558 SHEPPARD DR	LAS VEGAS, NV 89122	\$4,600.00
55	24-0021	7/1/2019	0484911000	SPRING VALLEY RANCHOS	JOCSON ROLANDO T	2301 S VALLEY VIEW BLVD #G08	LAS VEGAS, NV 89102	\$4,900.00
56	24-0022	7/1/2019	0485110900	SPRING VALLEY RANCHOS	MCDONALD SURVIVOR'S TRUST & MCDONALD ANNIE M TRUSTEE	1468 ALA IOLANI ST	HONOLULU, HI 96819	\$3,500.00
57	24-0023	7/1/2019	0485120900	SPRING VALLEY RANCHOS	CANNDUSTRIAL LLC	28241 CROWN VALLEY PARKWAY STE F # 272	LAGUNA NIGUEL, CA 92677	\$5,200.00
58	25-043	7/1/2020	0485123300	OLD SPANISH TRAIL HWY CHARLESTON VIEW, CA 92389	CANNDUSTRIAL LLC	28241 CROWN VALLEY PKWY STE F # 272	LAGUNA NIGUEL, CA 92677	\$8,000.00
59	24-0024	7/1/2019	0485130900	SPRING VALLEY RANCHOS	CLAUSSEN JARVIS H&JUANITA M	91 546 HULEIA PL	EWA BEACH, HI 96706	\$3,500.00
60	22-0025	7/1/2019	0485212700	SPRING VALLEY RANCHOS	RUIZ FRANCISCO & LAURENTINA	1821 WINDY GAP ST	LAS VEGAS, NV 89106	\$5,600.00
61	2026-26	7/1/2021	0485221100	SPRING VALLEY RANCHOS	CLARENCE H ELLIOT ESTATE OF	3200 FOREST HILLS RD	PETERSBURG, VA 23805	\$4,200.00

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62	2026-27	7/1/2021	0485241700	SPRING VALLEY RANCHOS	JOERDING MARTHA L	11115 W 114TH TERRACE	OVERLAND PARK, KS 66210	\$3,400.00
63	22-0026	7/1/2019	0485312500	SPRING VALLEY RANCHOS	GREEN GALEN C & LENA A	3616 NW 65TH CT	SEATTLE, WA 98117	\$3,500.00
64	25-047	7/1/2020	0485321300	SPRING VALLEY RANCHOS	TORIO VICTORIANO V & HELEN V	2115 NOTTOWAY AVE	SAN JOSE, CA 95116	\$4,700.00
65	25-048	7/1/2020	0485321600	E CHARITY LN CHARLESTON VIEW, CA 92389	DEMATTEI DALE J	5490 E BONANZA RD	LAS VEGAS, NV 89110	\$4,200.00
66	2026-28	7/1/2021	0485332100	SPRING VALLEY RANCHOS	GLADU DONALD F & LI-TSEN	1401 EL NORTE PKWY SPC 239	SAN MARCOS, CA 92069	\$3,900.00
67	2026-29	7/1/2021	0485332200	SPRING VALLEY RANCHOS	GLADU DONALD F & LI-TSEN	1401 EL NORTE PKWY SPC 239	SAN MARCOS, CA 92069	\$3,900.00
68	24-0027	7/1/2019	0485333100	SPRING VALLEY RANCHOS	SHAFFER DAVID & DOLORES C.P. & PREFERRED EQUITIES CORPORATION	1528 GOODING DR	EL CAJON, CA 920213265	\$5,200.00
69	25-049	7/1/2020	0485342000	SPRING VALLEY RANCHOS	GAMPONIA SR WM & LEILANI F	99-1019 A AIEA HTS DR	AIEA, HI 96701	\$3,400.00

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70	2026-30	7/1/2021	0485401100	203 CHARLESTON AVE STEWART VALLEY, CA 89060	ESPANTA TR AL T & MELY ETAL, AGUILAR ALFREDO & SALVACION, MODELO LEOVIGILDO & TERESITA, BONDOC BRICKS & EUFROCINA, SALAS CARLOTA, MANANSALA JESUS C & HELEN T, TANJUAQUIO HOMER & ESPARANZA, SALARDA ROSITA E, & SERRANO RUBEN & ELENA	7828 GASTON DR	SAN DIEGO, CA 92126	\$7,200.00
71	2026-31	7/1/2021	0485401200	205 CHARLESTON AVE STEWART VALLEY, CA 89060	ESPANTA TR AL T & MELY ETAL, BONDOC BRICKS & EUFROCINA, AGUILAR ALFREDO & SALVACION, SALAS CARLOTA, MODELO LEOVIGILDO & TERESITA, MANANSALA JESUS C & HELEN T, SERRANO RUBEN & ELENA, TANJUAQUIO HOMER & ESPARANZA, & SALARDA ROSITA E	7828 GASTON DR	SAN DIEGO, CA 92126	\$7,200.00
72	25-051	7/1/2020	0485500700	109 CONDOR AVE STEWART VALLEY, CA 89060	GUILLERMO TRUST LINA	4396 BAYBERRY COURT	SAN DIEGO, CA 92154	\$8,800.00



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-566

State of the Parks: Inyo County's Park Improvement Plan County Administrator NO ACTION REQUIRED

ITEM SUBMITTED BY

Meaghan McCamman, Deputy County Administrator, Jorge Briceno, Parks & Recreation Manager

ITEM PRESENTED BY

Meaghan McCamman, Deputy County Administrator, Jorge Briceno, Parks & Recreation Manager

RECOMMENDED ACTION:

- A) conduct workshop on Inyo County's Park Improvement Plan; and
- B) provide any follow-up direction to staff as necessary.

BACKGROUND / SUMMARY / JUSTIFICATION:

The 2026 Inyo County Parks Improvement Plan provides a clear roadmap for improving parks and campgrounds across the County, ensuring that each facility remains a welcoming place for residents and visitors to stay, play, and recreate.

Every park and campground has been evaluated and given a list of high-priority and long-term needs. These needs range from essential repairs—such as bridge replacements, updated signage, road grading, and vegetation management—to larger upgrades like campground redesigns, shade structures, new playgrounds, improved irrigation, enhanced sports fields, and erosion control. These detailed project lists help the County track facility needs, set realistic priorities, and focus resources where they will have the greatest impact.

In FY 2024–25, the Board approved \$854,700 for improvements including the Mendenhall Park remodel, bridge replacements, installation of concrete picnic tables, upgraded fire rings, and restroom repairs. Many of these projects are completed or are underway, and form the core of Phase 1 of the Parks Improvement Plan.

Phase 1 of the plan calls for completing the Mendenhall Park improvements, as well as beginning to make essential upgrades at Millpond Recreation Area to support sports, music events, and festivals. In addition, Phase 1 launches a community-driven planning process for Millpond Recreation Area to help determine the best long-term use of this highly utilized space. The total Phase 1 funding request is \$866,900, which may be distributed over several budget years.

Phases 2 and 3 address larger, long-term investments. These include implementing erosion-resistant campground redesigns at Pleasant Valley and Baker Creek campgrounds, rebuilding key park features, expanding shade throughout the system, and moving forward with full redesign and reconstruction work at Millpond Recreation Area. The timing of these phases will depend on progress made during Phase 1 and may be several years out.

Meanwhile, day-to-day operations continue throughout all phases. Parks staff remain focused on routine but essential tasks such as boat inspections, tule removal, restroom cleaning, campground check-ins, mowing, vegetation management, picnic table repair, fire pit maintenance, road grading, tree work, and a million other unseen tasks that we depend on every day. In parallel, the Parks Division is beginning a major financial sustainability and revenue modernization effort. This review will examine operating costs, fee systems, and opportunities to reduce expenses associated with third-party vendors. By modernizing fee collection and improving cost efficiency, Parks aims to strengthen long-term financial stability and support continued reinvestment in facilities and services.

Overall, the Parks Improvement Plan offers the County a clear, adaptable path forward. By addressing urgent maintenance needs, planning for major upgrades, and engaging the community, the County is investing in parks that support recreation, tourism, and long-term community pride.

FISCAL IMPACT:

Funding Source	N/A	Budget Unit	
Budgeted?	N/A	Object Code	
Recurrence		Sole Source?	

If Sole Source, provide justification below

Current Fiscal Year Impact
There is no immediate financial impact with the presentation of the Parks Improvement Plan.
Future Fiscal Year Impacts

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

The Board could decide not to hold a workshop or provide staff feedback on the Park Improvement Plan; however, this approach is not recommended, as the County's park system constitutes a significant investment of public resources and provides essential quality-of-life benefits to residents. Given that these facilities serve as a public face of the County to both residents and visitors, a deliberate and carefully considered approach to their improvement and maintenance is warranted.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Community Revitalization Through Effective Planning
Thriving Communities | Community-Supporting Infrastructure Improvements
Thriving Communities | Quality Parks and Recreation Amenities
Economic Enhancement | Collaborative Regional Economic Development
High-Quality Services | Improved County Facilities

APPROVALS:

Meaghan McCamman	Created/Initiated - 10/05/2026
Darcy Israel	Approved - 10/05/2026
Meaghan McCamman	Approved - 10/05/2026

Amy Shepherd
John Vallejo
Denelle Carrington

Approved - 10/05/2026
Approved - 10/06/2026
Final Approval - 10/06/2026

ATTACHMENTS:

1. State of the Parks



Inyo County Parks and Recreation



Inyo County Parks & Campgrounds Improvement Plan August 2026

Prepared by the Inyo County
Project Management Office

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Inyo County Parks & Campgrounds: Introduction

Inyo County's parks and campgrounds are essential to the well-being of our residents and the vitality of our communities. These public spaces provide inclusive and accessible opportunities for recreation, environmental education, cultural enrichment, and community connection. They also serve as key destinations for visitors, supporting local tourism and contributing to the regional economy.

In response to the evolving needs of both residents and visitors, the Inyo County Parks Improvement Plan has been developed as a strategic framework to guide the revitalization, expansion, and long-term sustainability of the County's parks and campground system. This plan reflects a commitment to thoughtful stewardship, equity in access, and the preservation of natural and cultural resources.

Key components of the improvement plan include infrastructure modernization, expansion of amenities, improved accessibility and safety, equipment upgrades, and reduction of long-term maintenance needs.

The plan has been shaped by extensive input from Parks staff, community members, park users, and the Board of Supervisors, ensuring that it reflects a shared vision and fosters a strong sense of ownership and pride.

As a living document, the Parks Improvement Plan will serve as a dynamic and adaptable roadmap—guiding decision-making, prioritizing investments, and ensuring that Inyo County's parks remain treasured assets for generations to come.



Philosophy

Inyo County Statement of Philosophy for Park Maintenance and Improvement
Approved by the Board December 17, 2019

Inyo County Parks and Recreation provides a critical role in enhancing the well-being and quality of life of our residents and visitors by creating safe, inviting and beautifully maintained parks and campgrounds. Inyo County leaders and staff will use the following guiding principles to prioritize tasks and projects while striving for excellence in County park and campground operations and maintenance.

Guiding Principles:

- Fix or replace things that will result in less long-term maintenance and free up time for better park and campground care. This includes items such as tree maintenance and replacement, major repairs and replacement of water systems, and re-roofing structures that are constantly being repaired.
- Customer enhancements – complete visible projects that make the parks and campgrounds more attractive and/or convenient for users. Examples include uniform signage with a County branding scheme, more attractive and inviting entrances to parks and campgrounds, dumpster enclosures and new playgrounds.
- Non Critical Infrastructure and deferred maintenance such as paving roads, developing day use areas, and adding footbridges.
- Available funding – complete high-priority projects when grants or other funding is available. Increase priority to meet grant restrictions and deadlines. Staff will be vigilant in researching grants and applying for funding that will solve identified issues and enhancements, but will not create new projects solely because there is grant funding available. When recommending grants, staff will prioritize based on the criteria above when multiple grants become available concurrently.

State of the Parks

Flanked by the Sierra Nevada to the west and the White Mountains to the east, Inyo County is a landscape of dramatic contrasts. Its extreme topography gives rise to some of the most unique and awe-inspiring landforms in the world—from the low-elevation canyons of Death Valley to the towering peaks surrounding Mount Whitney. These natural features draw visitors from across the globe, offering unparalleled opportunities for exploration, recreation, and reflection.



Equally compelling is the region's rich cultural heritage. Indigenous communities have stewarded the lands of the Eastern Sierra since time immemorial, and the area's more recent history is steeped in stories of mining booms, water conflicts, and cinematic legacies. Each park and campground in the county reflects a piece of this diverse history and geology, offering a unique sense of place and an opportunity to build a cohesive and recognizable Inyo County parks identity.

The County's parks and campgrounds system spans more than 250 miles, from Tecopa in the south to Bishop in the north. It includes:

- 11 campgrounds with over 900 campsites, serving approximately 40,000 users annually
- 5 standalone water systems, each requiring monthly testing and ongoing maintenance
- 7 County-operated parks, covering more than 450 acres
- 4 campgrounds operated by concessionaires, with the remaining 7 managed by County staff

Maintaining and improving this expansive and geographically diverse system requires significant coordination, staffing, and resources. The Department of Public Works plays a central role in ensuring that these facilities remain safe, functional, and welcoming for both residents and visitors.

Parks & Recreation Staff

The Inyo County Parks and Recreation Division operates with a lean but dedicated team responsible for maintaining a geographically vast and diverse system of parks and campgrounds.

Current staffing includes:

- 1 County Parks Manager
- 2 Crew Leads
- 4 Full-Time Park Specialists
- 3 Seasonal Workers (employed during peak summer months)

In total, just 7 full-time equivalent (FTE) employees and 3 seasonals are tasked with maintaining 14 facilities across more than 10,000 square miles. This limited staffing capacity underscores the importance of strategic planning, efficient resource allocation, and investment in durable, low-maintenance infrastructure.

The Parks and Recreation team is responsible for:

- Routine and emergency facility maintenance and repair.
- Visitor check-in and check-out at campgrounds.
- Natural resource management, including but not limited to vegetation and wildlife stewardship, arboriculture, and wildfire mitigation.
- Potable water systems at parks and campgrounds in compliance with regulations of the CA State Water Board.
- Public safety through hazard mitigation, infrastructure upkeep, and signage.
- Capital improvement project implementation, as time and resources allow.
- Regular cleaning and sanitation of restrooms and related facilities to ensure safe, hygienic, and well-maintained visitor amenities.
- Mowing, mowing, and more mowing.

A key objective of the Parks Improvement Plan is to gradually replace aging infrastructure and equipment with low-maintenance, high-durability alternatives. This approach will allow staff to shift focus from reactive maintenance to proactive, visible improvements that enhance the user experience and extend the life of County assets.

Heavy Equipment & Mowers

In order to maintain such a large network of parks and campgrounds throughout Inyo County, Parks staff utilizes a wide range of heavy equipment and turf mowers. Inyo County parks and campgrounds are some of the first things tourists visit when entering the County, whether it is Spainhower Park along Highway 395 in Lone Pine, or Pleasant Valley Campground north of Bishop when visiting popular climbing areas. Maintaining lawns, trees, and vegetation with turf mowers and heavy equipment is a vital part of keeping public spaces safe, accessible, and enjoyable for the public.

It is vital that Parks maintains and replaces equipment regularly to ensure employee safety and to ensure projects are completed in an efficient manner. Heavy equipment such as mowers, tractors, and other earth-moving equipment gives the parks division the opportunity to tackle projects that would otherwise require equipment rentals or contracting services. The table on the next page shows a list of critical parks equipment, its current condition, and replacement information.



Heavy Equipment & Mowers - Replacement Table

Equipment Description	Current Condition	Recommended Replacement	Timeline	Estimated Cost
2026 275XE CAT Skid Steer	New - to be purchased under wildfire grant	Expected life +/- 20 years	Purchase in FY 26/27	\$170,000; \$150,00 is grant funded with \$20,000 requested County contribution
2012 Bobcat 62" Zero Turn Mower – Diaz Lake	Residential-grade; frequent repairs. Inappropriate for continued use	62" - 64" Commercial Zero Turn Mower	FY 26/27	~\$35,000.00
2010 Bobcat 52" Zero Turn Mower - Diaz Lake	Working, frequent repairs	52" Zero Turn Mower	FY 27/28	\$25,000
1997 CAT 416C Backhoe	Leaking hydraulic fluid and coolant	CAT 416 (used or new)	FY 28/29	\$175,000 new or \$70,000 for used
2010 Bobcat 52" Zero Turn Mower - Millpond	One is working; second is in need of replacement	52" Zero Turn Mower	FY 29/30	\$25,000
2014 Nortrac 35 XT Tractor	Needs significant mechanical maintenance	TYM 5220R Tractor	FY 28/29	\$35,000
2008 Jacobsen HR 9016 16ft Mower[JB3.1]	Parts discontinued, constant maintenance	Toro 16ft Mower	FY 28/29	~\$170,000.00 (sell existing ~\$20,000)
2015 Branson Tractor	Working condition	TYM 5220R Tractor	~ FY 2036	\$35,000
2018 Kubota 62" Zero Turn Mower	Working condition	Bobcat 62" Zero Turn Mower	~ FY 2036	\$20,000
2025 Toro 72" Zero Turn Mower	Working condition	Expected life +/- 20 years	N/A	N/A
2023 Truxor Tule Cutting Boat	Working condition	Expected life +/- 15 years	N/A	N/A

Recent and Ongoing Capital Improvement Projects

Over the past few years, Inyo County has made significant strides in improving its parks and campgrounds. These efforts reflect a commitment to safety and enhancing access to public spaces while maintaining facilities and natural resources for the enjoyment of current and future generations. In addition to physical infrastructure upgrades, the County has also advanced internal processes to better serve the public and engage community volunteers.

During the FY 2024–25 budget process, the Inyo County Board of Supervisors approved \$854,700 in funding for a range of capital improvement projects across the County’s park system. In addition, the County received a \$1.475 million Clean California grant from Caltrans, which was used to make significant upgrades to Diaz Lake Campground. The County’s 7 Parks employees have spent the last 2 years working feverishly to complete funded and approved projects, and have recently closed out major upgrades at some parks. Other initiatives continue due to procurement timelines, staff constraints, or the need for supplemental funding.

Recently Completed Projects Include:

- ADA-compliant playground and sand volleyball court at Diaz Lake.
- ADA-compliant playground, resurfaced basketball court, and installation of dog waste systems at Mendenhall Park.
- Renovation of the restroom at Pleasant Valley Campground.
- Installation of a new dog park at Diaz Lake and enhancements, signage, and seating at existing dog parks throughout the county.
- Upgraded BBQ grills, picnic tables, and fire rings at parks and campgrounds.
- Installation of both wet (flushing) and vault toilets at Diaz Lake.
- Hazardous tree removal, ladder fuel removal, and vegetation management at all parks and campgrounds.
- Sediment and tule removal at Millpond Recreation Area pond and Diaz Lake.
- Culvert crossing and concrete improvements at Portuguese Joe Campground.
- ADA upgrades to Spainhower Park and gazebo.
- Installation of metal pedestrian bridge at Tinnemaha Campground.
- Development of a volunteer program and hosting of volunteer events.

Ongoing Projects Include:

- Taboose and Independence Creek pedestrian bridge replacement.
- Mendenhall Park restoration and enhancement.
- Pleasant Valley road grading.
- Deployment of concrete picnic tables and new fire rings.
- Pleasant Valley and Baker Creek campgrounds redesign to address erosion impacts.
- Vegetation fuel management and shade tree reforestation.

These projects demonstrate the County’s ongoing investment in maintaining safe, functional, and welcoming public spaces, while also fostering community involvement and stewardship.

Parks Improvement Plan

The Park Improvement Plan serves as a strategic blueprint for investing in the long-term growth, modernization, and sustainability of the County park system. It outlines a phased approach to address current deficiencies, meet future recreational needs, and enhance recreation opportunities over a 10-to-20 year horizon. Every year the County hopes to chip away at long-deferred maintenance needs, while simultaneously focusing on one or two park or campground facilities for capital investments. This will allow a phased approach to completing a comprehensive “facelift” on each park and campground facility throughout the County, making noticeable and thoughtful improvements over time. Each phase may last several years, depending upon the composition and complexity of the programmed projects.

Each phase is designed to balance urgency, community impact, geographic efficiency, and funding availability. The sequencing allows the County to address safety and compliance issues first, while also investing in high-use and high-visibility parks. Projects are grouped to maximize staff efficiency and minimize mobilization costs.



Phase 1: Immediate Needs & Ongoing Projects

Phase 1 addresses urgent repairs, the reopening of closed facilities, completion of partially funded or partially finished projects, and the finalization of safety and ADA enhancements at parks where improvements are already underway. The focus of this phase is to restore core functionality, ensure public safety, and maintain project momentum where significant progress has already been made.

Independence Creek Campground – Vehicle Bridge Failure

During the winter of 2026, the Independence Creek vehicle bridge collapsed, cutting off access to multiple campsites and rendering a portion of the campground unusable. Parks staff is prioritizing immediate reconstruction of the bridge and replacement of the former wooden structure with a modern, durable design to restore safe public access and reopen the campground as quickly as possible.

Pedestrian Bridges at Taboose and Independence Creek – Deferred Replacement

Both the Taboose Creek and Independence Creek pedestrian bridges have long been identified by Risk Management as in need of replacement due to structural deterioration. Funding for these bridges, as well as the Tinnemaha bridge, was allocated in FY 2024–25. However, because the Tinnemaha project exceeded budget due to rising construction costs, additional funding is now required to complete the replacements at Taboose and Independence Creek.

Pleasant Valley Campground – Road Improvements

The roadway leading to the peninsula within Pleasant Valley Campground is deeply rutted and requires comprehensive filling and re-grading to ensure safe and reliable access for visitors.

Mendenhall Park – Completion of Community-Driven Improvements

Big Pine’s Mendenhall Park recently received a major playground upgrade that has been enthusiastically received by the community. The project was completed under budget, allowing Parks to redirect remaining funds toward constructing an ADA-accessible asphalt pathway that will connect the parking area, playground, gazebo, and restrooms. Additionally, assessments by Parks and Building & Maintenance staff determined that the existing gazebo is beyond repair and must be replaced. The Big Pine community has also expressed strong interest in a walking path—dirt or asphalt—encircling the park, potentially with mileage markers, which Parks proposes to complete in order to finalize the rehabilitation of Mendenhall Park.

Diaz Lake – Post-Renovation Needs and Critical Facility Upgrades

The substantial Clean California renovation at Diaz Lake was completed in early 2026, significantly improving the facility. Remaining needs include minor follow-up repairs, routine maintenance, and replacement of the aging shop building with a structurally sound facility. Parks also recommends initiating planning for an RV dump station at Diaz Lake. Staff anticipates that such a facility would generate substantial revenue, address a long-standing service gap in the Lone Pine area, and create sustainable funding for future improvements.

Diaz Lake and Taboose Campgrounds – Well House Safety Compliance

Both Diaz Lake and Taboose Creek campgrounds have unfenced well houses, posing safety concerns and water system compliance issues. Installation of protective fencing is an immediate priority to meet regulatory and operational standards.

Millpond Recreation Area – Safety, Interim Improvements, and Long-Term Visioning

Millpond is Inyo County’s largest park, historically serving as a regional hub for softball, baseball, tennis, and community events—including the Millpond Music Festival. However, its sports fields and related infrastructure now require significant rehabilitation before they can support regular community use. To ensure modernization efforts reflect community needs, Parks proposes a comprehensive community input and visioning process throughout 2027, culminating in a full redevelopment plan by year’s end.

In the interim, Parks recommends the following for Millpond Park: removing the walk-way from the concessionaire down to the ballfields, improving the electrical panels for special events, and interim ballfield improvements to facilitate immediate community use.

The electrical panels around the park were installed over 25 years ago and are in need of maintenance and upgrades to support local family events, as well as larger, public events.

Staff also proposes initiating efforts to restore Millpond’s role as a sports facility by replacing the existing dugouts, conducting gopher remediation and preventative maintenance, renovating turf across the sports fields, and re-grading infields.

Removal of the degraded asphalt path leading from the concession building toward the ballfield and re-establishing turf on the slope while long-term plans are developed would greatly improve safety for park visitors during special events such as Millpond Music Festival.

Phase 1: Budget Recommendation

Facility	Project	Estimated Budget
Independence Creek Campground	Vehicle bridge replacement	\$64,000
Taboose and Independence Creek Campgrounds	Pedestrian bridge replacement	\$8,900
Pleasant Valley Campground	Road grading & filling	\$10,000
Mendenhall Park	Asphalt path to all park features	\$45,000
Mendenhall Park	Gazebo replacement	\$100,000
Diaz Lake	RV dump station	\$75,000
Diaz Lake	Replace carpentry shop with conex	\$15,000
Diaz Lake & Taboose Campground	Fencing for wells	\$25,000
Millpond Recreation Area	Remove asphalt path & re-grassify slope	\$12,000
Millpond Recreation Area	Dugout removal & replacement	\$90,000
Millpond Recreation Area	Gopher remediation	\$12,000
Millpond Recreation Area	Sports field turf renovations	\$250,000
Millpond Recreation Area	Infield renovations	\$30,000
Millpond Recreation Area	Electrical upgrades	\$10,000
Millpond Recreation Area	Long term planning study	\$120,000
TOTAL PHASE 1 IMPROVEMENTS		\$866,900

Future Phases:

Phase 2: Major Infrastructure Upgrades

Phase 2 initiates the substantial and complex effort of addressing major infrastructure deficiencies throughout Inyo County's parks and campgrounds. This phase prioritizes long-standing structural vulnerabilities that have become critical due to consecutive years of heavy winters and severe spring runoff. Both Baker Creek and Pleasant Valley campgrounds are experiencing significant erosion that threatens to undermine large portions of each facility. Several campsites are now dangerously close to the creek banks, posing risks to visitor safety as well as water quality, and access roads at both locations face imminent failure from flooding and continued erosion.

To address these risks, Inyo County has received Sierra Jobs First funding, administered by the Mammoth Lakes Trails and Public Access Foundation (MLTPA). MLTPA retained Alta Planning + Design to conduct full topographic surveys of both campgrounds, followed by conceptual redesigns developed in collaboration with the nationally recognized landscape architecture firm John Northmore Roberts. The redesigns include creek armoring to stabilize eroding banks, relocation of campsites away from hazardous riparian edges while preserving scenic value, addition of shade structures and community gathering areas, improved fishing access, and expanded day-use amenities. These redesign plans are nearing completion, and Phase 2 will allow the County to begin construction of these newly envisioned and climate-resilient facilities.

In addition, by the start of Phase 2, staff will have completed the community input process for Millpond Recreation Area and will be ready to proceed with survey work and professional redesign. This will position Millpond for major infrastructure and recreational improvements aligned with community needs and long-term planning goals.

Phase 3: A Focus on Shade

Phase 3 focuses on the installation of sturdy, long-lasting shade structures and tree planting throughout Inyo County's parks and campgrounds. This phase emphasizes creating reliable protection from the extreme environmental conditions characteristic of the Owens Valley—intense summer heat, periodic heavy winter rain or snow, and the region's well-known high-wind events. The goal is to enhance visitor comfort and safety by providing resilient shade solutions for playgrounds, seating areas, and community gathering spaces. These improvements will support year-round recreational use, extend the functional life of park amenities, and elevate the overall quality of experience for residents and visitors.

Ongoing and Long-Term Projects

Systemwide Maintenance and Incremental Enhancement

While Parks recommends focusing major facility upgrades as outlined in Phases I–3, the Parks and Recreation Division will continue performing annual improvements and maintenance at every park and campground across the system. These ongoing efforts ensure that even as large-scale projects move forward, each facility continues to benefit from both public-facing upgrades and durable, internal improvements. Residents and visitors can expect to see continued planting of climate-appropriate shade trees, installation of weather-resistant concrete picnic tables, replacement and repair of fire pits, and regular maintenance of restrooms, gazebos, and other structures. Routine enhancements such as replenishing wood chips, conducting tree trimming and vegetation management, and addressing minor infrastructure needs will remain standard practice at all sites throughout the duration of the phased improvement program.

In Appendix A, please find a face sheet for each County facility, listing its major and minor maintenance needs. These items will be addressed on an ongoing basis in the coming years, even as major infrastructure upgrades are implemented.

Financial Sustainability, Cost Analysis, and Revenue Modernization

To ensure long-term financial resilience and reduce the burden on county taxpayers, the Parks and Recreation Division will undertake a comprehensive review of its current operational costs and revenue-generation practices. This effort will include market research to evaluate comparable park and campground rates across the region, followed by a systematic rate-setting process that aligns County fees with industry standards while maintaining accessibility for residents.

As part of this analysis, Parks will examine opportunities to reduce expenses associated with third-party systems. Transitioning from Reserve America to a more cost-effective reservation platform should be evaluated, with attention to both financial savings and user experience. Likewise, the Division will explore replacing existing Ventek payment machines with a streamlined, QR-code-based electronic fee collection system that offers lower maintenance costs, improved reliability, and greater flexibility.

By assessing revenue streams, modernizing fee collection, and identifying more cost-efficient service providers, Parks aims to ensure that its financial model becomes increasingly sustainable. These efforts will support reinvestment in facilities, maintain high service levels, and reinforce responsible stewardship of public resources.

Ongoing Wildfire Preparedness and Fuels Reduction

In addition to the phased infrastructure upgrades outlined throughout this Plan, the Parks and Recreation Division is pursuing strategic long-term initiatives that strengthen the resilience, safety, and operational capacity of County parks and campgrounds. In partnership with the County's Wildfire Coordinator, Parks recently secured approximately \$200,000 in grant funding to support enhanced vegetation-management capabilities systemwide. This funding will provide a new skid steer and associated equipment, significantly expanding Parks staff's ability to perform fuel-reduction work, defensible-space improvements, and year-round hazard-mitigation tasks.

The grant also includes resources for 50 full days of CalFire crew support dedicated to vegetation removal across County parks and campgrounds. This partnership will accelerate the pace of fuels-management work, improve wildfire preparedness, and reduce long-term maintenance burdens on County staff. These efforts complement ongoing site-level maintenance while positioning the park system to better withstand increasing wildfire risks throughout the region.

To further modernize operations and reduce administrative barriers, Parks has devoted substantial staff time to utilizing California Environmental Quality Act (CEQA) streamlining available through the Statewide Fuels Reduction Environmental Protection Plan (EPP), approved under Executive Order N-38-25. This streamlined process enables the Division to implement critical vegetation-management and fuel-reduction activities more efficiently, reducing delays and ensuring that high-priority wildfire-mitigation projects can move forward with greater speed and predictability.



Collectively, these long-term initiatives reinforce the County's commitment to public safety, environmental stewardship, and operational resilience. By building capacity, leveraging interagency partnerships, and utilizing newly available regulatory tools, Parks will be able to maintain healthier landscapes, protect facilities, and sustainably advance fuels-management priorities for years to come.

Appendix A: Park & Campground Facilities

Each park and campground facility run or maintained by Inyo County has its own unique needs. This portion of the Parks Improvement Plan seeks to provide recommendations for individual parks and facilities in order to enable an itemized account of needs of that park.



Baker Creek Campground	A-1
Dehy Park	A-2
Diaz Lake Recreation Area	A-3
Independence Creek Campground	A-4
Independence Park	A-5
Isaac Walton Park	A-6
Mendenhall Park	A-7
Millpond Recreation Area	A-8
Pleasant Valley Campground	A-9
Portuguese Joe Campground	A-10
Spainhower Park (Lone Pine Park)	A-11
Starlite Park	A-12
Taboose Creek Campground	A-13
Tinnemaha Creek Campground	A-14

Baker Creek Campground

Baker Creek Rd., Big Pine

OVERVIEW:

The park has a varied topography with rock formations and mature trees. The sight and sound of cascading water is almost everywhere in the park which is covered with lush tree and vegetative covering. The well-stocked ponds and streams provide good fishing. This is also a popular location for birders. This campground covers about 25 acres and has 43 campsites, but has experienced erosion and flooding as the creek moves closer to the campsites and the roadway. This campground has recently been surveyed with a recommended redesign created by John Northmore Roberts & Associates Landscape Architects.



AMENITIES:

- Vault Toilets
- Stream fishing
- Tables, grills, and fire rings
- 40 camp spaces
- Can accommodate RVs up to 30 feet
- No shower facilities are available
- No hookups
- No potable water
- \$14 per night
- 6 people allowed per site

PROJECT LIST:

High-Priority:

- Vehicular protection for kiosk and waterway
- Signage for path at north exit
- Picnic table repair/replacement
- Footbridge replacement
- Fire mitigation vegetation removal

Long-Term:

- Establish well to provide potable water
- Day use area to include expanded parking, trash/recycling, shade shelter, fish cleaning station, and interpretive signage
- Relocation of road through campground
- Relocation of campsites with 20' setback from creek
- Creation of group sites
- Shade tree planting
- Campsite beautification & redesign

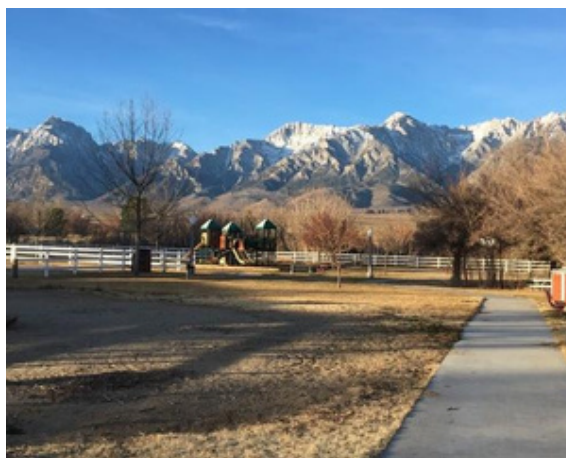


Dehy Park

435 N Edward St., Independence

OVERVIEW:

Dehy Park has a historic railroad connection. It was the home of the Slim Princess Engine #18 until it was restored and moved to the Eastern California Museum. Now it houses a railroad boxcar. This park is used by some travelers as a rest stop, and it is heavily used by local community members for a variety of events and festivals throughout the year. A large kitchen is available for onsite rental.



AMENITIES:

- Community food preparation kitchen
- Horseshoe pitch
- Basketball court
- Playground equipment
- Restrooms
- Picnic tables
- Creek access
- Walking path access

PROJECT LIST:

High-Priority:

- Tree pruning and maintenance, especially around buildings
- Repairing bench by parking lot
- Adding knee guards to restroom
- Playground tightening & cleaning
- Removal of one standing BBQ

Long-Term:

- Replacing fence around old fire pit
- Replacing north restroom door
- Replacing and reinforcing siding and repainting bathrooms
- Replacing and reinforcing siding and repainting kitchen and gazebos
- Replacing toilets with commercial grade public toilets

Diaz Lake Recreation Area

U.S. 395, Lone Pine

OVERVIEW:

Named for the family who owned the land as a cattle ranch in the 1860s, this park is the gateway to all of the Owens Valley parks for visitors from the south. This park is very popular with tourists and locals who utilize it for both day use and overnight stays. The campground is approximately 140 acres with 200 campsites that accommodate everything from tents to large RVs. It features an 80-acre lake, with seasonal motorized boat use, an ADA fishing dock, and boat launching facilities. The lake is periodically stocked with fish by the California Department of Fish and Wildlife. Diaz is very popular with OHV users, especially in spring and fall. Also, bird watching is a popular pastime, with Audubon Society leading trips to Diaz Lake that draw tourists from around the world.

AMENITIES:

- 100 campsites
- 80-acre lake
- Can accomodate large RVs
- No hookups
- No shower facilities
- Water spigots
- Swimming, fishing, boating, water skiing
- Grills, fire rings, picnic tables
- Vault toilets
- Playground equipment
- Mussel inspection station



PROJECT LIST:

High-Priority:

- Picnic table repair/replacement
- Signage
- Road grading
- Carpentry shop maintenance & upgrades
- Footbridge repair
- Adding table to gazebo
- Asphalt bump at ADA dock
- RV dump station
- Replacing shop building with conex

Long-Term:

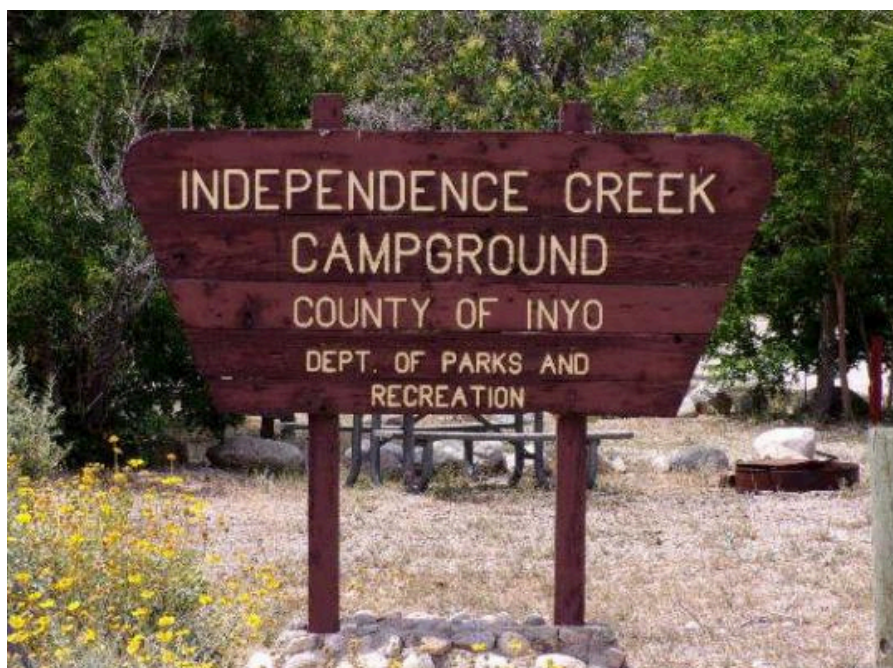
- Removal of non-native vegetation
- Planting native shade trees
- Ongoing tule removal
- RV hookups at some campsites
- Evaluating camp host/concession opportunities

Independence Creek Campground

U.S. 395, Independence

OVERVIEW:

Several bedrock mortars can be found along the creek, which testify to the area's use by Native Americans in the past. Ranchers drove cattle and sheep through the area on what is still a legal driveway, though rarely used. It is located on the edge of the town of Independence within walking distance to downtown. It is a small campground of about 20 acres with 29 campsites. The Eastern California Museum is a quarter of a mile away and there is a trail that connects the museum to the campground and provides access to the bedrock mortars.



AMENITIES:

- Vault toilets
- Creek through campground
- Grills, fire rings, picnic tables
- Potable water (no water in winter)
- Can accommodate RVs up to 30 feet
- No shower facilities are available
- \$14 per site per night
- Six people allowed per site

NOTE: SITES 16-29 CLOSED DUE TO BRIDGE DAMAGE

PROJECT LIST:

High-Priority:

- Vehicle bridge repair/replacement
- Footbridge repair/replacement
- Repairing 2 standing BBQs
- Replacing missing site number posts on north side
- Moving 2 BBQ pits

Long-Term:

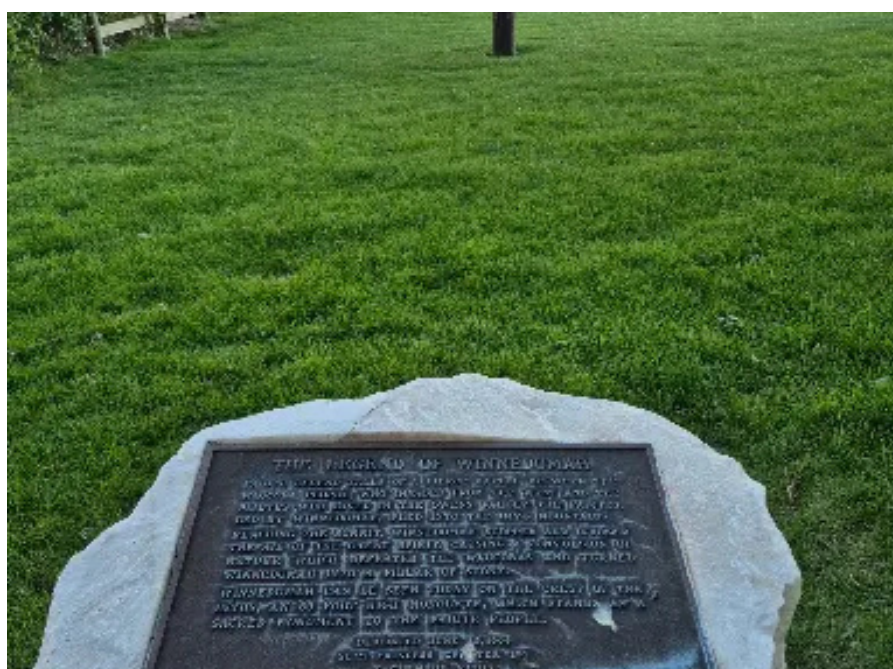
- Campsite maintenance, beautification, and delineation
- Installation of pay station for credit card payments

Independence Park

609 S Edwards St., Independence

OVERVIEW:

This is a small park on the south end of town that is primarily used as a rest stop by Highway 395 travelers. The green setting and view of the rugged mountains and high desert valley is very refreshing.



AMENITIES:

- Restrooms
- Grass & greenscaping
- Highway access

PROJECT LIST:

High-Priority:

- Adding knee guards in both restrooms
- Restroom roof repair
- Improving parking lot
- Removing and replacing soap dispenser

Long-Term:

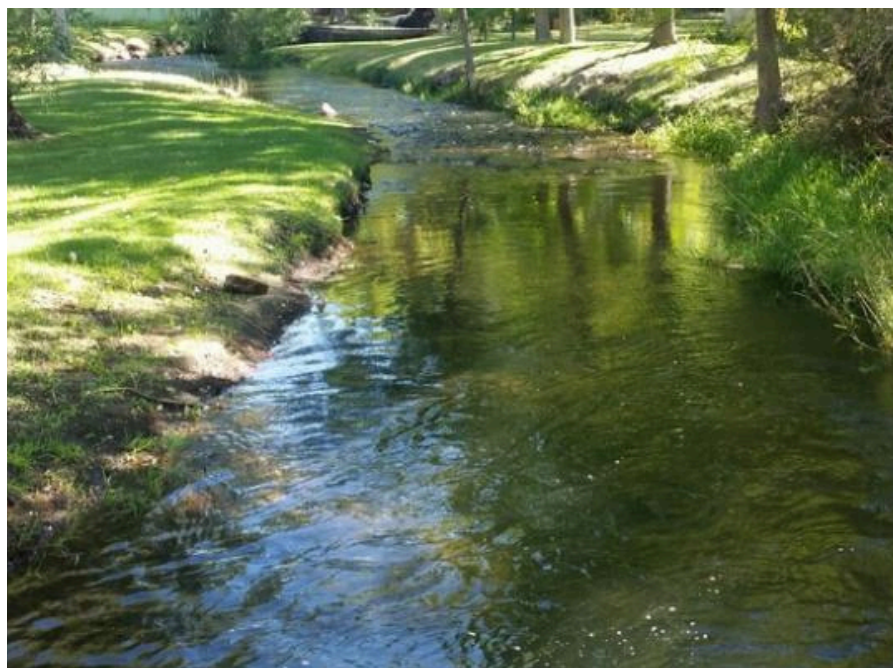
- Replacing water fountain

Izaak Walton Park

3600 W Line Street., Bishop

OVERVIEW:

This park is all about fish, specifically native Brown Trout. In 1913, Izaak Walton penned “The Complete Angler,” one of the most reprinted books in the history of British letters. During the 1940s and 50s, the Izaak Walton League became active in Bishop, and in the 1950s, LADWP leased this land to the League in its quest to protect and enhance upland game species of the region. Over the years, it has become a popular place for family barbeques, parties, weddings, and other special events.



AMENITIES:

- Restrooms
- Playground equipment
- Event-sized BBQ space
- Large serving area
- Creek access

PROJECT LIST:

High-Priority:

- Removing existing BBQ, redesigning, and replacing in another location
- Restroom rehabilitation and painting
- Tree pruning and maintenance, especially around power lines
- Fire mitigation vegetation removal

Long Term:

- Removing plastic border on playground and replace with concrete border

Mendenhall Park

370 N School St., Big Pine

OVERVIEW:

While the park sits adjacent to Highway 395, its purpose is centered on local recreation, offering grassy fields, a basketball court, and two playgrounds. It serves as an essential sports and gathering space for Big Pine residents and has occasionally supported emergency responders as a staging area.

Recently, Mendenhall Park has become the focus of community engagement, with local schoolchildren successfully advocating for new playground equipment and upgraded amenities. In response to community feedback, the park is currently undergoing a comprehensive enhancement of its existing features, along with the addition of a few thoughtfully chosen new elements.

AMENITIES:

- Playground equipment
- Shade gazebo
- Standing BBQ
- Restrooms
- Basketball court
- Shade trees
- Seating areas
- Grass and greenscaping



PROJECT LIST:

High-Priority:

- Final elements of the community-led park redesign, including walking path, gazebo repair/replacement, irrigation redesign, and sidewalk to restrooms.
- Tree pruning & maintenance, especially around ballpark

Long-Term:

- Removing & replacing BBQs
- Signage to park on 395
- Potential park expansion/disc golf course

Millpond Recreation Area

220 Sawmill Rd., Bishop

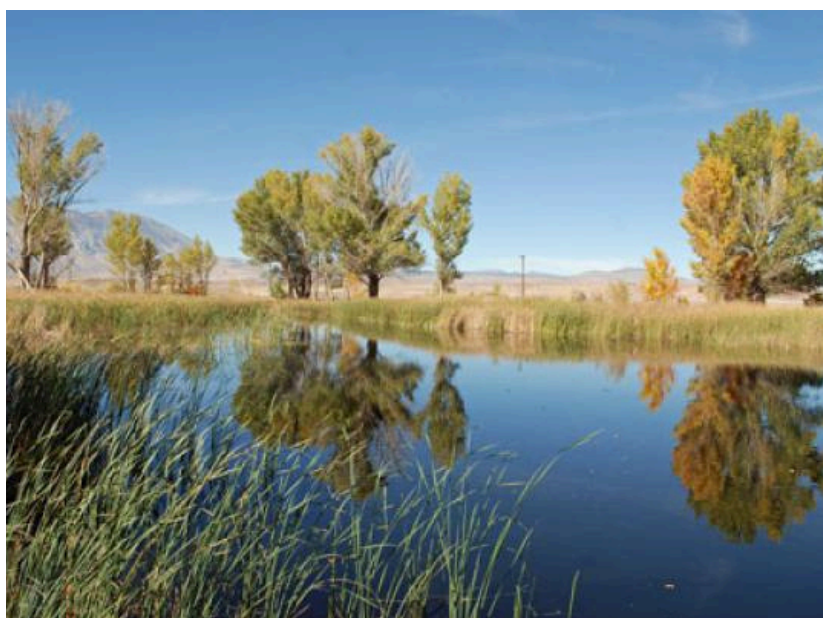
OVERVIEW:

It is a regional park facility with a pond that was once the site of an old sawmill. The physical remnants of the site's historic past contribute to its ambiance. The pond is a central feature of the facility and many activities revolve around it. Millpond is a large park on 125 acres and located adjacent to a concessionaire-run campground. It is one of the most heavily used facilities that is enjoyed by both locals and visitors, and includes two playgrounds as well as a disc golf course and several baseball diamonds.

The park is the site of the annual Millpond Music Festival and there is increasing interest in growing its use as a performing arts venue.

AMENITIES:

- Pond for swimming (no power boats)
- Disc golf course
- Softball fields
- Tennis courts
- Horseshoe pits
- Playground equipment
- Shade gazebo
- Standing BBQs
- Restrooms



PROJECT LIST:

High-Priority:

- Field access asphalt removal
- Park-wide re-grading of fields and grassy areas
- Turf enhancement/replacement
- Gopher pest control
- Dugout and bleacher repair/replacement
- Playground equipment replacement
- Electrical upgrades to support events
- Millpond shop building improvements
- Repairing/replacing BBQ pits
- Signage replacement

- Repairing or replacing tennis/pickleball courts
- Tree trimming & maintenance
- Irrigation redesign and mapping
- Utility mapping and LIDAR survey
- Gazebo repair/replacement

Long-Term:

- Sport field restroom construction
- Field 2 lighting
- Community-led improvement process

Pleasant Valley Campground

U.S. 395, Bishop

OVERVIEW:

The name evokes a peaceful and relaxing image. It is a rustic, quiet campground along the Owens River and includes spawning grounds for the native Brown Trout. The Department of Fish and Wildlife maintains a spawning channel for the trout in an old oxbow of the river immediately upstream from the campground. It is located on the north end of Bishop on the Owens River, just below Pleasant Valley Dam. It has 30 acres and 75 campsites.

AMENITIES:

- Vault toilets
- Grills, fire rings, picnic tables
- Potable water
- Year-round fishing
- Camping spaces for larger RVs
- No shower facilities
- No hookups
- Group campsite that accommodates 36 people and 10 vehicles
- \$14 per site per night
- Owens River access



PROJECT LIST:

High-Priority:

- Re-grading road and armoring against erosion
- Streambank stabilization
- Moving and delineating campsites 20' from river edge
- Removing internal road near site #15
- Planting shade trees

Long-Term:

- New picnic tables with shade at unshaded sites
- Day-use areas with increased parking, pavilion, fish cleaning station, BBQ, and picnic tables
- “The Pit” group campground redesign with BBQ, enhanced ADA access
- Pavilion in campground



Portuguese Joe Campground

436 S Washington St., Lone Pine

OVERVIEW:

The name is a reminder of the people who came to the valley as sheepherders, miners, ranchers, and farmers, and whose descendants are still here. Sitting at the foot of the Alabama Hills, it provides travelers a less extreme stay after leaving Death Valley. It is a small park that is very quiet and intimate with 22 campsites. It is nestled between the Alabama Hills and the town of Lone Pine. The entrance to the park is from Tuttle Creek Road which forms a part of the Alabama Hills Scenic Route.



AMENITIES:

- Vault toilets
- Grills, fire rings, picnic tables
- Standing BBQs
- Potable water
- 20 campsites
- Can accommodate RVs up to 30 feet
- No shower facilities available
- Creek access
- Easy town access
- \$14 per site per night

PROJECT LIST:

High-Priority:

- Fire mitigation vegetation removal, especially around BBQs
- Speed limit signs
- Creek crossing signs
- Crash poles for creek crossing
- Tree maintenance and pruning



Long-Term:

- Fixing road by restroom #5
- Replacing restroom #1
- Blocking road in primary erosion zone
- Planting shade trees

Spainhower Park

430 N Main St., Lone Pine

OVERVIEW:

Historically, this park had a strong connection to the military, with a US Navy jet in the park for many years. That prominent place has faded over the years, and the space was converted to tennis courts. The park sits on the north end of the community and is a gathering place for residents and a beautiful stop for travelers needing a meal and rest from the road.



AMENITIES:

- Grass and greenscaping
- Tennis courts
- Basketball courts
- Playground equipment
- Horseshoe pitch
- Gazebo
- Creek access
- Dog Park

PROJECT LIST:

High-Priority:

- Final section of sidewalk to gazebo
- Redirecting sprinklers/irrigation redesign
- Restriping parking area
- Rehabilitating and replacing swingset
- Tree maintenance and pruning
- Graffiti removal
- Repainting gazebo and restrooms

Long-Term:

- Replacing basketball hoops
- Repainting tennis court/add pickleball
- Adding park signage
- Planting shade trees at dog park

Starlite Park

Apollo Rd., Starlite Community, Bishop

OVERVIEW:

This park was developed as part of a new subdivision. Planning regulations included recreational space, providing adult and youth activities. This was done successfully with a tennis/basketball court and a youth playground. The main users of this park are residents of the subdivision.



AMENITIES:

- Tennis courts
- Picnic tables
- Accessible drinking fountain
- Accessible playground equipment

PROJECT LIST:

High-Priority:

- Shade structure over playground
- Shaded seating areas
- Fire mitigation vegetation removal
- Replace basketball hoop net

Taboose Creek Campground

U.S. 395, Independence

OVERVIEW:

This campground gets its name from a plant root called tabooose that is used in Native American food.. The campground sits at the edge of a highly visible black lava flow and is surrounded by varicolored cinder cones of old volcanic activity. These rock formations make the location geologically interesting and unique. The campground sits west of Highway 395 and north of Independence in an open area on Taboose Creek with spectacular views in all directions. The creek provides good fishing and the open land is very attractive to OHV users. The campground covers 15 acres with 36 campsites.



AMENITIES:

- Vault toilets
- Grills, fire rings, picnic tables
- Fishing access
- Potable water
- 36 campsites
- Can accomodate larger RVs
- No shower facilities available
- 6 people per site
- \$14 per site per night

PROJECT LIST:

High-Priority:

- Installing well house fencing
- Painting bollards at kiosk
- Repairing benches and picnic tables
- Repairing poles at sites
- Road repairs and re-grading
- Fire mitigation vegetation removal
- Tree pruning and maintenance

Long-Term:

- Planting shade trees

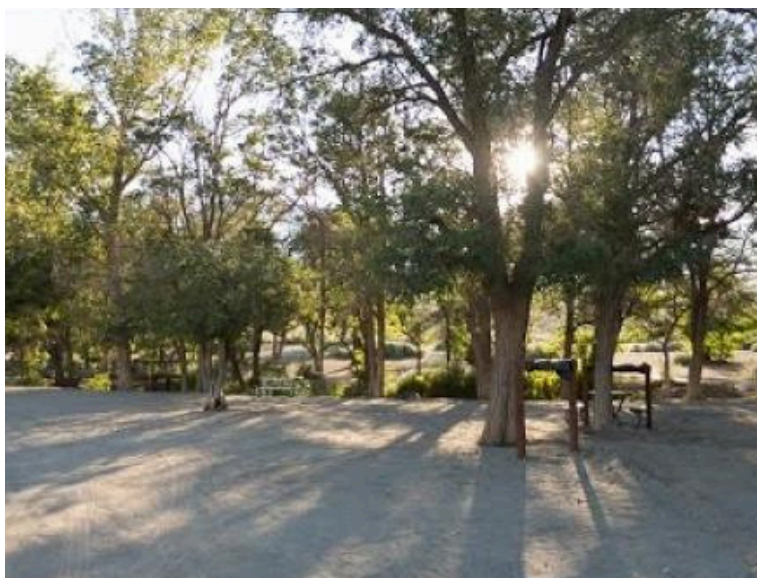


Tinnemaha Creek Campground

2060 Tinnemaha Rd., Big Pine

OVERVIEW:

Tinnemaha Campground was named after a local Native American leader. In the 1800s the area was a flourishing farm called Red Mountain Fruit Ranch. Remnants of the orchards, building foundations, and the stone entrance pillars are still visible within the boundaries of the park. The campground is about 4 miles north of Taboose Creek Campground and is set in open, rolling country sheltered behind Poverty Hills. It covers 25 acres and has 35 spaces.



AMENITIES:

- Vault toilets
- Grills, fire rings, picnic tables
- Fishing access
- 35 campsites
- Can accommodate larger RVs
- No shower facilities available
- 6 people per site
- \$14 per site per night

PROJECT LIST:

High-Priority:

- Removing footbridge
- Repairing or replacing picnic tables
- Filling in ditches
- Fire mitigation vegetation removal
- Replacing signage
- Tree pruning and maintenance

Long-Term:

- Replacing 60 feet of wire between river and kiosk with a fence
- Planting shade trees
- Well for potable water
- Pest control





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ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-690

Approval of the Extreme Heat & Community Resilience Early Infrastructure Grant application "*Empowering Tecopa: Safeguarding a Desert Community During Outages*"

County Administrator

ACTION REQUIRED

ITEM SUBMITTED BY

Meaghan McCamman, Deputy County
Administrator

ITEM PRESENTED BY

Meaghan McCamman, Deputy County
Administrator

RECOMMENDED ACTION:

Approve submission of Inyo County's application to the LCI Extreme Heat & Community Resilience Early Infrastructure Grant program and authorize the County Administrator or designee to sign and submit the application "*Empowering Tecopa: Safeguarding a Desert Community During Outages*" and all related documentation.

BACKGROUND / SUMMARY / JUSTIFICATION:

The "Empowering Tecopa: Safeguarding a Desert Community During Outages" project is a comprehensive extreme-heat resilience investment designed to protect Southeast Inyo residents from intensifying temperatures, prolonged power outages, and the resulting risks to health, safety, and access to essential services. Southeast Inyo regularly experiences some of the highest temperatures in the county, and repeated outages leave residents without air-conditioning, refrigeration, medical-device power, or a safe place to shelter. Strengthening the Tecopa Community Center (TCC) as a dependable cooling and emergency-response facility is essential for safeguarding a population with one of the highest rates of seniors and disability in Inyo County.

Through the grant, the County will construct a solar-plus-battery backup system capable of powering TCC's HVAC, freezers, and refrigerators throughout multi-day outages; retrofit restrooms and entrances to meet ADA standards; and build a shaded, ADA-accessible indoor/outdoor campus that provides stable cooling and shelter during extreme-heat events. These improvements will ensure that TCC can maintain safe indoor temperatures, preserve food and medication, and function as a fully reliable emergency-services hub in one of the hottest and most remote parts of California.

A secondary component of the project supports Community Advocates for South East Inyo (CASEI), the volunteer-led nonprofit formed after IMACA's abrupt 2025 collapse left Southeast Inyo without its only local food-delivery program. Residents convened an October 2025 town hall to establish a community-run food-security network, ultimately creating CASEI. Although IMACA resumed limited deliveries in early 2026, service remains insufficient for a community nearly 40 miles from the nearest

grocery store in Pahrump. The grant funds a modular building for CASEI at TCC, complete with accessible connections, refrigerators, freezer capacity, and dry storage.

By combining extreme-heat resilience infrastructure with community-led food distribution, the project creates a unified, long-term resilience campus that protects residents from future outages, extreme temperatures, and persistent food insecurity.

FISCAL IMPACT:

Funding Source	Non-General Fund	Budget Unit	
Budgeted?	No	Object Code	
Recurrence	One time revenue/expenditure	Sole Source?	

If Sole Source, provide justification below

Current Fiscal Year Impact

If awarded, the total grant award will be \$4.5 million, of which approximately \$3,150,000 will go toward infrastructure, \$90,000 to facilitate a community-led design process, \$535,000 to support the grant's two co-applicants, the Community Advocates for Southeast Inyo (CASEI) and High Sierra Energy Foundation, \$50,000 set aside for post-award management and a 15% indirect to the County, equaling \$675,000.

Future Fiscal Year Impacts

The grant funding term is 48 months.

Additional Information

Although no match is required by this program, program funding may itself be used as matching funds to unlock other funding opportunities.

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

The Board may choose not to authorize submission of the County's application to the Extreme Heat & Community Resilience Early Infrastructure Grant. This alternative is not recommended, as the Tecopa area continues to experience increasingly frequent and prolonged power outages, along with disruptions to regional food-distribution programs that have left residents without reliable access to essential supplies. The community's extreme isolation means these challenges will persist and likely worsen without targeted resilience investments. Declining to pursue this funding would delay the County's ability to strengthen cooling capacity, emergency sheltering, energy reliability, and food-security infrastructure, and would limit support for CASEI's ongoing efforts to serve vulnerable residents in Southeast Inyo.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Community-Supporting Infrastructure Improvements

Thriving Communities | Highest and Best Use of Property

Thriving Communities | Enhanced Health, Social, & Senior Services

High-Quality Services | Improved County Facilities

High-Quality Services | Public Safety and Emergency Response

APPROVALS:

Meaghan McCamman

Created/Initiated - 10/05/2026

Darcy Israel

Approved - 10/05/2026

Meaghan McCamman

Approved - 10/06/2026

Amy Shepherd
Keri Oney
John Vallejo
Denelle Carrington

Approved - 10/06/2026
Approved - 10/06/2026
Approved - 10/06/2026
Final Approval - 10/06/2026

ATTACHMENTS:

1. Narrative
2. Workbook

DRAFT Extreme Heat and Community Resilience Program Round 2 (2026)

Project Overview (7 points) – 300 words

Summarize your project, including what infrastructure will be built and how it will support your community during extreme heat, and outline the key tasks and their sequence needed to ensure completion within the contract period (30 months for Early Infrastructure Projects and 48 months for Advanced Infrastructure Projects).

The *Empowering Tecopa* project will strengthen resilience in Southeast Inyo, an isolated and severely disadvantaged area on the edge of Death Valley facing extreme-heat events, power outages, and chronic barriers to accessing services. This project expands the Tecopa Community Center (TCC) to create a shaded, ADA-accessible campus that delivers reliable extreme-heat resilience. The existing propane generator is not capable of running both the HVAC system and food-storage refrigerators and freezers at the same time; and with the nearest commercial hub nearly 40 miles away in Pahrump, Nevada, the area urgently needs reliable, local access to cooling, sheltering, and food-distribution resources.

Indoor and outdoor gathering space is essential in Tecopa, where residents are deeply connected to the desert landscape and continue to spend time outside even in dangerous temperatures. Providing a cool, comfortable indoor/outdoor environment reflects this culture and meets a long-standing community need. An intensive belonging-centered design process will allow residents to shape a space that feels inviting, culturally resonant, and physically accessible for all. The campus shade canopy will host a solar array powering a multi-day battery backup system, establishing TCC as the area's dependable cooling center, emergency shelter, and year-round services hub, with on-campus space for CASEI's food-distribution efforts integrated into the broader resilience design.

Task Summary:

- Months 1–8: Partnership setup, workplan finalization, initial procurement.
- Months 1–11: Community assessment and belonging-centered design.
- Months 6–12: Engineering, permitting, utility coordination, Readiness Review.
- Months 13–38: Complete construction of infrastructure, including solar/battery system, CASEI food-storage facilities, ADA upgrades, gathering space; system commissioning.
- Months 12–46: Future Implementation Playbook development and evaluation.
- Months 1–48: Reporting, documentation, peer-learning, and project closeout.

Harm Reduction (12 Points)

Harm Reduction is a core program value referring to the reduction of physical and social harms caused by extreme heat. Projects must demonstrate a clear understanding of how extreme heat affects the community they serve and how the proposed infrastructure directly reduces those harms. See [Section 2 Program Values](#) of the Grant Guidelines.

Question 1. Which heat-vulnerable community will your project serve, how are they exposed to extreme heat, and what harms result? Describe how you know, drawing on community knowledge, lived experience, and relevant data. – 250 words

Southeast Inyo—located within Southern California Edison’s service area—experiences frequent and prolonged power outages. According to SCE’s 2025 Annual Reliability Report, Southeast Inyo customers endured sustained outages totaling more than 8,865 minutes in 2025. Historical data show 739 outages from 2014–2025, averaging five hours each and placing the county among the least reliable 20% of U.S. counties. Tecopa’s climate profile intensifies these harms, with ~94% of summer days exceeding 100°F, increasing hot nights, and a 3.8–5.6°F rise in summer temperatures - in a community where 36% of residents are 65 or older.

In Southeast Inyo, outages routinely overlap with extreme-heat conditions, removing access to air-conditioning, refrigeration, and medically necessary devices. This vulnerability was demonstrated in September 2025, when temperatures neared 117 °F. During a nearly four-day outage, the TCC could not operate HVAC because the propane generator could not run HVAC and food-storage simultaneously. Staff relied on swamp coolers, which can lower indoor temperatures only ~15 degrees, dangerously higher than sheltering standards.

Community testimony at two public meetings described unsafe indoor temperatures, inability to store food, and lack of cooling locations during outages. This lived experience demonstrates the urgent need for multi-day cooling, backup power, safe gathering spaces, and protected food storage to reduce heat-related harm. As a Shoshone resident stated during the September 2025 meeting, *“we’re ready to volunteer to help, but you... are the last layer of protection of the social safety net. Its Inyo County, or it’s nothing...and we need you to come through for our community.”*

Question 2. How will this project help? How will the proposed infrastructure project reduce extreme heat exposures and vulnerabilities described above?

This project directly reduces extreme-heat vulnerability in Inyo by providing continuous cooling, protected food storage, and an emergency-services hub that remains fully

functional when grid power fails. The solar-plus-battery system will supply three days of HVAC and refrigeration, with additional runtime supported by Tecopa's abundant solar resources, eliminating reliance on the propane generator that cannot support cooling and food preservation simultaneously. With reliable HVAC, the Center can maintain safe indoor temperatures during outages and ensure continuous availability of essential services. New infrastructure—including two upright refrigerators, one large freezer, and dry, rodent-proof storage—will be added at the new on-campus CASEI office, expanding the capacity of the TCC's existing cold storage used for the approximately 1,200 onsite senior meals and 2,600 delivered meals provided annually. This will ensure that food remains available daily for all families who need it, in addition to the low-income seniors already served by TCC staff.

The ADA-accessible campus will provide a safe refuge where residents can gather, receive assistance, and stay connected year-round. TCC already supports daily public services; monthly SIFPD board, fundraising, and water-kiosk meetings; CASEI meetings; quarterly civic meetings; cemetery board and veterans' officer visits; two annual Board of Supervisors meetings; Amargosa Basin community events; and private gatherings. The upgraded space will safely accommodate these functions with reliable cooling and accessible circulation.

These improvements create a resilient campus capable of maintaining operations during multi-day outages, reducing heat-related medical risks, protecting food and senior meals, and strengthening emergency-response capacity for Southeast Inyo's most vulnerable residents.

Partnership (12 Points)

This value emphasizes intentional, complementary partnerships and shared decision-making, ensuring that projects are both grounded in community realities and positioned for successful implementation and long-term support. [See Section 2 Program Values](#) of the Grant Guidelines.

Question 1. Who is at the table? Who are the Lead and Co-Applicants, and why is this partnership well-positioned to deliver the proposed infrastructure project? – 250 words

County of Inyo serves as Lead Applicant, bringing governance authority, fiscal management, facility ownership, and procurement responsibilities necessary to oversee construction, contracting, and long-term operations. Inyo manages the TCC, making it well-positioned to implement infrastructure upgrades and ensure compliance with grant requirements.

CASEI serves as Co-Applicant, providing community-rooted leadership essential for a project centered on local needs. CASEI formed organically in mid-2025, when IMACA's abrupt halt of food deliveries prompted Southeast Inyo residents to raise concerns at a Board of Supervisors meeting. During a widely attended October 2025 town hall meeting at TCC, residents emphasized the need for local food storage, cooling access, backup power, connectivity, volunteer-led operations, and service coordination. In direct response to those community-led discussions, CASEI was created to support residents across the region in an all-volunteer capacity, making CASEI uniquely capable of leading community engagement and operations of new on-site service facilities. As a Co-Applicant, CASEI will begin operating out of a new facility connected to the TCC, ensuring that the critical social services they offer are available for residents even during extreme heat and power outages.

HSEF also serves as Co-Applicant, contributing technical expertise in renewable-energy deployment and heat resilience planning. HSEF has completed equipment inventories for TCC and other County facilities and is actively helping the County develop extreme heat response plans. Under this grant, HSEF will provide technical expertise for the Implementation Playbook, enabling the County to replicate this cooling center model at senior centers in Lone Pine, Independence, Big Pine, and Bishop.

Question 2. Partnership readiness: What experience demonstrates that each partner can successfully fulfill its role on this project? – 250 words

County of Inyo brings experience managing facilities, emergency-response operations, service programs, and publicly funded capital projects. Staff routinely oversee permitting, procurement, contractor coordination, and complex infrastructure installations, making the County well-equipped to lead construction and long-term operation of the TCC. Staff also works closely with the volunteer leaders who comprise the CASEI board. Many of these individuals also serve on the Southern Inyo Fire Protection District (SIFPD) board – including its Board Chair, who also chairs CASEI - demonstrating a long history of productive collaboration between County and Southeast Inyo's most active community volunteers. These same volunteer leaders have already partnered with the County on essential infrastructure efforts, including advancing a \$1.5 million federal earmark for new fire stations and funding, planning, permitting, and constructing the Tecopa Water Kiosk, the region's only potable-water source. This record of County-volunteer collaboration shows that the leadership now guiding CASEI has already delivered complex community infrastructure alongside the County and is well-prepared to fulfill its role in this project.

CASEI brings proven, locally-rooted capacity. Formed through volunteer mobilization during the 2025 service-delivery crisis, CASEI supports emergency resource distribution

across the region. Their community trust, lived experience, and consistent engagement ensure belonging-centered design and effective outreach.

HSEF contributes specialized technical expertise. HSEF has already completed equipment inventories and resilience assessments at several County community centers and is assisting the County with countywide extreme heat resilience planning. HSEF's experience makes them well-positioned to lead development of the Implementation Playbook and guide the solar-plus-battery deployment.

Belonging (12 Points) Belonging is a core program value ensuring that infrastructure is designed with and for the people who will use it. Belonging is achieved when intended users feel the infrastructure reflects their identity and culture and that they are safe and welcome in it. See [Section 2 Program Values](#) and [Appendix B: Belonging Guide of the Grant Guidelines](#).

Question 1. Designing for Belonging: What features, design elements or experiences do you envision incorporating into the infrastructure to help make intended users feel welcome, represented, and safe?

Belonging in Southeast Inyo requires infrastructure that reflects the community's identity, supports mobility-limited residents, and honors the reasons people choose to live in this remote desert environment. Tecopa's population (~150 residents) is disproportionately older (36% over 65 vs 16.5% statewide), with high rates of mobility limitations (15.9%), and surrounding communities share similar demographics.

To make the upgraded campus welcoming and accessible, the project incorporates universal-design features: a new ADA-accessible main entrance, renovated restrooms, textured circulation routes, and full ADA access throughout. These improvements ensure seamless movement for wheelchair users, individuals with walkers, and elders who comprise much of the community.

The design also reflects Tecopa's cultural connection to nature and the desert landscape. Many residents choose Tecopa for its open desert environment and proximity to the Hot Springs, which locals use heavily for health benefits. TCC sits adjacent to the County-owned Hot Springs, where residents frequently soak as part of wellness routines.

To honor these values, the project creates a shaded, ADA-accessible indoor/outdoor campus—a gathering space that mirrors the wellness-focused culture of the Hot Springs. Through belonging-centered design sessions, residents will shape features such as desert-inspired colors, water-wise vegetation, local artwork, and microclimate elements informed by the geothermal landscape. Workshops with local artists and ecological design experts will explore opportunities for integrating natural-building materials, earth-based

techniques suited to local soils, and passive-cooling features. The result will be a community-authored, desert-reflective gathering area that transforms TCC into a full-service campus grounded in cultural expression and climate-appropriate resilience.

Question 2. Co-Creating Belonging: How will intended users co-create the infrastructure and elements described in the response above? What strategies, techniques, and facilitators will you use to remove barriers to participation and ensure users are centered in the process?

Because this project emerged from grassroots organizing in 2025, its core priorities—local food access, reliable cooling, and coordinated emergency readiness—were identified directly by residents and already community-defined. Building on that foundation, belonging-centered design will advance through workshops and community feedback gathered through meetings, workshops, surveys, and document review.

The region has a strong arts tradition, with the beautiful desert landscape inspiring murals, sculpture, music, and cultural programming - making artist-led design sessions a natural extension of local culture. CASEI will work with local artists to help residents explore desert-inspired materials, plants, palettes, and artwork concepts, allowing residents to meaningfully shape design decisions.

In parallel, HSEF will procure ecological design experts from across the desert to introduce residents to climate-appropriate design options and microclimate-enhancing features, low-water landscape strategies, and natural-building methods that are suitable to local materials. After surveying residents to identify which techniques and ecological design principles interest residents most, CASEI will host workshops where technical experts provide hands-on guidance as residents participate in designing—and potentially implementing—elements of the new TCC campus. To remove participation barriers, CASEI will provide cooling, hydration, seating, mobility assistance, large-print materials, visual aids, bilingual support, and phone-in options.

Through facilitated workshops, small-group sessions, guided activities, and open review meetings, residents will propose and refine design elements and then formally review and approve the final campus design before it moves into engineering. This approach ensures the design reflects the lived experience of those most affected by extreme heat and rural isolation, reinforcing belonging through community-led decision-making.

Lasting Community Benefits (12 Points)

Lasting Community Benefits recognize that addressing extreme heat requires investments that extend beyond individual projects, contributing to the long-term resilience and well-being of communities vulnerable to extreme heat. Through

activities, lessons learned, and relationships generated during the grant term, projects should build momentum for additional investment. By cultivating community interest and political support, projects can leverage additional resources to scale infrastructure solutions and broaden their long-term benefits. See [Section 2 Program Values](#) of the Grant Guidelines.

Question 1. Resilience outcomes and sustained momentum: How will the Planning Document (for Early Infrastructure Projects) or Future Implementation Playbook (for Advanced Infrastructure Projects) lead to the development of additional infrastructure for extreme heat beyond the grant term in a way that grows local support and creates funding pathways? - 350 words

The Future Implementation Playbook will serve as both a technical guide and a community-informed strategy for expanding extreme-heat resilience across Inyo County well beyond the Tecopa project. Co-developed by the County, CASEI, and HSEF, the Playbook will document the full process of planning, designing, permitting, constructing, and operating Tecopa's solar-plus-battery system, food-storage upgrades, ADA improvements, and the expanded community-services campus. By capturing what worked well, what challenges arose, and how community voices shaped the design, the Playbook will provide a clear pathway for strengthening resilience at other public facilities that serve heat-vulnerable populations.

HSEF's earlier work positions the County to scale these improvements efficiently. HSEF has already conducted detailed energy and equipment assessments in several Inyo communities, giving the County the baseline needed to replicate the system at senior centers in Lone Pine (Statham Hall), Independence (Legion Hall), Big Pine, and Bishop—communities that also experience dangerous summer temperatures and rising overnight heat. The Playbook will translate Tecopa's success into actionable next steps by outlining permitting requirements, utility-coordination steps, procurement pathways, and cost ranges that support future budgeting and grant development.

Community-driven engagement will generate lasting momentum. Throughout the grant term, CASEI-led workshops, participation in Inyo County Board of Supervisors meetings, and strong involvement from elders, mobility-limited residents, and local artists—along with hands-on teaching from ecological design experts—will expand local knowledge and build broad public support for scaling this model. As visible improvements in cooling access, food security, and campus accessibility take shape, they will help cultivate long-term advocacy for continued resilience investments.

By clearly defining infrastructure needs, documenting outcomes, and demonstrating strong community backing, the Playbook will position the County to pursue additional funding opportunities, including FEMA BRIC, CPUC resilience grants, Community Resilience Center grants, IRWM funding, philanthropic climate-resilience programs, and future federal appropriations. These pathways will allow the County to replicate and scale solar-plus-battery cooling centers in multiple Southeast Inyo communities.

Through its combination of technical detail, community direction, and replicability, the Tecopa project becomes the foundation for a broader, multi-facility resilience strategy—ensuring long-term protection for communities across the region well beyond the grant term.

Extreme Heat and Community Resilience Grant Program Round 2 Advanced Infrastructure Project Application Workbook



Workplan and Budget (Required)

Instructions: This is a **required** tab. In the **Workplan and Budget** tables, enter all of your proposed activities for each task for the duration of the 48-month project period. Activities included in the workplan and budget must have clear ownership, related d and realistic cost estimates. Required activities and deliverables have been prepopulated in the tables. After completing the Workplan and Budget tables, review the **Budget Summary** table to ensure all program threshold requirements have been met.

Budget Summary (do not edit)

When cells are highlighted, a program threshold amount has not been met.

	Total (\$)	Percent (%)	Advanced Infrastructure Requirement	Requirement Met?
Direct Costs	\$ -	#DIV/0!	-	-
Indirect Costs	\$ -	#DIV/0!	Maximum 15% of the total budget <i>Adjust percent in cell B20</i>	#DIV/0!
Total Extreme Heat Program Funds Requested	\$ -	-	\$3 million to \$4.5 million	No
Infrastructure Construction	\$ -	#DIV/0!	Minimum 70% of the total budget <i>Calculated as the sum of costs in Task 3 and Task 4</i>	#DIV/0!
Partnerships	\$ -	#DIV/0!	Minimum 6% of the total budget <i>Calculated as the sum of costs for Co-Applicants and Contributors</i>	#DIV/0!
Belonging	\$ -	#DIV/0!	Minimum 2% of the total budget <i>Calculated from Belonging Design costs in Task 3 (cell M51)</i>	#DIV/0!
Post-Award Activities	\$ -	-	\$50,000 <i>Calculated from Post-Award Activities in Task 6</i>	No

Indirect Cost Calculator

Default is 15%; if you'd like to lower your indirect cost rate, please update cell B19.

15%	\$ -
TOTAL	\$ -

Workplan and Budget

Task 1: Project Initiation

Activity	Description	Deliverables	Start Month	End Month

Detailed workplan and budget development (required)	Using LCI's required template, the County leads development of the detailed 48-month workplan and budget, with partners. CASEI provides operational input (engagement, service coordination), and HSEF provides technical inputs (solar, battery, HVAC, infrastructure staging, playbook tasks). The County along with both co-applicants contribute to planning and scheduling of belonging design process.	Detailed workplan and budget	Month 1	Month 3
Partnership agreement (required)	The County drafts and the three partners execute the formal Partnership Agreement between Inyo County, CASEI, and HSEF.	Partnership agreement	Month 1	Month 3
Staffing, Procurement, and Contracting Setup	The County initiates procurement of engineering services, permitting support, construction contractors, accessibility consultants, and solar-battery vendors. CASEI identifies volunteers and hires a part-time coordinator to support community engagement, workshop logistics, and participation by mobility-limited residents. CASEI also conducts outreach to local desert artists, selecting and contracting with artists who will serve as creative leads for belonging-centered design sessions. In parallel, HSEF procures and coordinates belonging-design and ecological design experts to support community workshops in permaculture, rainwater harvesting, earthworks, spring rejuvenation, and natural building. These experts will complement CASEI's artist-led work by grounding community ideas in climate-appropriate, place-based techniques. HSEF assigns staff for energy-resilience planning, engineering review, and technical oversight throughout the readiness and design phases. Together, these staffing and procurement steps ensure that both the creative and technical dimensions of belonging-centered design are in place before formal design work begins, supporting a collaborative, community-driven approach to the upgraded campus.	Procurement Plan, RFP schedule, scopes of work, posting confirmations	Month 2	Month 8
Project Controls, Reporting Systems, & Compliance Setup	County establishes project management systems including LCI reporting calendars, Gantt tracking tools, financial tracking protocols, invoice workflows, readiness review checklist, and documentation standards. CASEI sets up systems for meeting documentation and outreach tracking; HSEF sets up tracking for technical deliverables.	Project Controls & Reporting Setup Packet	Month 2	Month 5

Early Belonging & Community Introduction Activities	CASEI leads early-phase community introductions by sharing announcements, distributing invitations, and hosting initial listening conversations focused on local concerns, values, and expectations. These early sessions surface priorities and prepare residents for deeper collaboration during the formal belonging-design process. CASEI will also bring local desert artists into select introductory activities to help residents begin imagining cultural elements, colors, and desert-inspired forms that could shape the upgraded campus—keeping the emphasis on idea-sharing rather than design development at this stage. In parallel, HSEF will offer brief introductory overviews to gauge community interest in ecological and resilience-focused concepts and determine which topics—such as permaculture, rainwater harvesting, earthworks, spring rejuvenation, or natural building—should advance to full workshops later in the process. These early touchpoints help residents understand the range of technical possibilities without duplicating the more in-depth training planned for future sessions. Together, these activities orient the community to the project’s goals, introduce both artistic and ecological opportunities, and establish a shared foundation for the belonging-centered design work that follows.	Community Introduction Summary, meeting invitations and advertisements, full belonging-design artistic and technical workshop schedule.	Month 2	Month 4
Kickoff with Inyo County Board of Supervisors	County presents project kickoff update to the Board of Supervisors, securing political alignment, public transparency, local media coverage, and support for early procurement and permitting steps. CASEI staff and volunteers and HSEF staff attend to demonstrate a strong collaborative team.	Board Presentation Deck & Summary	Month 3	Month 3
Total				

Task 2: Community Assessment and Engagement

Activity	Description	Deliverables	Start Month	End Month
Site-Specific Heat & Cooling Vulnerability Assessment	HSEF will conduct a detailed heat and cooling vulnerability assessment for the Tecopa Community Center, building on the substantial analysis already completed. This includes HSEF’s November 2025 Facility Equipment Inventory and energy-use audit, as well as the SoCalREN Resilience Hub Opportunity Assessment (RHOA) conducted in August–September 2026. The enhanced assessment will evaluate the Center’s current thermal performance and energy vulnerabilities through shade-angle analysis for solar canopy placement, HVAC load modeling, building-envelope evaluation, swamp-cooler performance review, surface-temperature and reflectivity mapping, and equipment-placement feasibility. This more targeted analysis will ensure the final solar-plus-battery system, HVAC configuration, refrigeration loads, and microgrid layout are optimized for Tecopa’s extreme-heat conditions and multi-day outage scenarios.	Tecopa Cooling & Thermal Vulnerability Assessment Report	Month 1	Month 6

Community Needs & Use-Patterns Assessment	County HHS staff and CASEI document how seniors, mobility-limited residents, residents and visitors, and families move through and rely on the Community Center. Assessment covers ADA challenges, cooling-center usage patterns, food-distribution workflows, and activity flows between the nearby community facilities, such as the hot springs, and the Center in various seasons.	Community Needs & Use-Patterns Summary	Month 1	Month 7
Belonging-Centered Community Design Workshops	Hold interactive, facilitated community design workshops in-person at the TCC and via Zoom, to gather input on shade-structure concepts, circulation, materials, desert-inspired aesthetics, water features, native vegetation, mobility-aid needs, and opportunities for community-selected artwork reflecting local culture and the hot-springs identity. The TCC is located beside the Tecopa Hot Springs Pools, where mineral-rich geothermal water (often ~118°F at the source) emerges close to the surface and flows through a warm creek along the campus. This landscape creates opportunities for microclimate-enhancing design, including shade-plus-evaporation cooling, landscaping, and earth-based building techniques suited to local sands and soils. CASEI will lead engagement and coordinate local desert artists, who will guide exploration of color, cultural themes, and design elements rooted in Tecopa's long wellness tradition. HSEF will integrate technical experts from across the desert Southwest to help residents evaluate ecological and climate-adapted strategies such as permaculture, rainwater harvesting, earthworks, spring-adjacent cooling opportunities, and natural-building methods like adobe-style earth blocks and cob. These interdisciplinary workshops weave Tecopa's cultural, geothermal, and ecological identity into the design process, helping residents shape a campus grounded in local heritage and climate-appropriate resilience.	Belonging Workshop Synthesis - will feed into Belonging Design Addendum @ Month 12	Month 4	Month 10
Equity & Accessible Engagement Strategy Implementation	Implement inclusive outreach strategies: large-print materials, door-to-door outreach to seniors, flyers, hydration/cooling at meetings, mobility assistance, phone-in access for off-grid households and zoom access for remote communities.	Engagement Implementation Log (attendance records, materials, accommodations)	Month 2	Month 10
County Board of Supervisors Engagement & Public Comment Integration	Present assessment findings during Board of Supervisors meetings held in Tecopa, incorporating robust public comment from Southeast Inyo residents into design decisions and readiness milestones.	Board Presentation & Public Comment Summary	Month 6	Month 6

Site-Specific Infrastructure Optimization Recommendations	Integrate findings from all prior assessments—including HSEF’s 2025 equipment inventory, the 2026 SoCalREN Resilience Hub Opportunity Assessment, and community-driven design input—to produce a cohesive set of infrastructure optimization recommendations. This analysis will refine specifications for battery sizing, solar array placement, HVAC integration, refrigeration and freezer siting, ADA circulation, campus shading geometry, and building-to-building connectivity. The recommendations will also evaluate how Tecopa’s geothermal setting, warm-water creek, local soils, and desert ecology can inform climate-appropriate infrastructure choices. This may include identifying feasible microclimate enhancements such as shade-plus-evaporation cooling, water-wise plantings, small-scale earthworks, and natural-building options compatible with local sand and soil compositions. The resulting guidance will synthesize the most practical, high-impact strategies for improving cooling performance, reliability during outages, and long-term resilience across the upgraded campus—without duplicating design-engagement content completed in prior tasks.	Infrastructure Optimization Technical Memo, which will inform the engineered plans in Task 3	Month 10	Month 11
Total				

Task 3: Infrastructure Readiness

Activity	Description	Deliverables	Start Month	End Month
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Belonging Design (required)	CASEI leads the belonging-centered design integration process, translating insights from earlier workshops into specific design decisions for the upgraded campus. This phase finalizes elements such as desert-inspired materials and colors, native and water-wise plant selections, seating configurations, resting areas for heat-vulnerable elders, textured circulation paths, and locations for community-selected artwork and murals reflecting local culture and the hot-springs environment. It also refines the layout of the shaded indoor/outdoor connection between the Community Center, patio, and CASEI office. Design choices are reviewed with seniors, mobility-limited residents, hot-springs users, and other priority community members to ensure cultural relevance, comfort, and accessibility. HSEF supports this phase by confirming the technical feasibility of features that emerged during community workshops—such as microclimate-enhancing shade structures, water-wise landscaping concepts, or earth-based material options—ensuring they can be integrated safely and appropriately into the engineered plans. This task produces the final, community-approved belonging design package that informs the engineering team's 100% construction documents.	Belonging Design Addendum to Construction Documents	Month 6	Month 12
Readiness Review (required)	Compile all documentation—engineering plans, permits, interconnection documents, belonging-design integration, procurement contracts, site control—and submit to LCI for formal Readiness Review approval.	LCI Readiness Review Dossier	Month 11	Month 12
60% Engineering Design Development	Prepare 60% engineering plans incorporating early belonging elements and technical assessments: solar array placement, battery enclosure configuration, HVAC integration, refrigeration siting, ADA improvements, shading structure design, and CASEI office layout.	60% Design Package	Month 6	Month 8
Utility Interconnection Coordination with SCE	Submit SCE interconnection request, initiate load studies, confirm transformer and meter specifications, and coordinate locations for transfer switches and battery grid isolation systems.	SCE Application Confirmation	Month 8	Month 12
100% construction documents	Prepare complete, stamped construction documents incorporating belonging features, technical specifications, utility requirements, ADA improvements, and all pre-construction findings. Timeline will need to be flexible based on return of LCI approval of Readiness Review; estimating 2 months after approval for 100% design.	100% Construction Document Set	Month 8	Month 12
Permitting & Regulatory Submittals	Submit building, electrical, ADA, fire marshal, and environmental permit applications. Begin CEQA review and coordinate with county building officials on expedited approval	Permit Submittal Packet & Tracking Log	Month 8	Month 12
(weird formatting, skipping this line)				
Finalized Procurement documents ahead of deployment	final scopes of work, bid packages as described in Task 1 and incorporating feedback provided by LCI during Readiness Review Process	Final RFPs and Bid Packages	Month 11	Month 12
Total				

Task 4: Infrastructure Deployment

Activity	Description	Deliverables	Start Month	End Month
Mobilization, Site Preparation, and Underground Utilities	The County issues the Notice to Proceed as the contractor mobilizes equipment, establishes staging areas, and prepares the site for all upcoming construction activities. This includes initial grading, trenching, and installation of underground conduit for electrical and communications infrastructure; preparing foundations and utility stub outs for the modular building and solar-canopy footings; and coordinating with inspectors and utility locators. Throughout this phase, the contractor works closely with the County to maintain on-site safety and ensure uninterrupted community access to the Tecopa Community Center.	Site Preparation & Pre-Construction Verification Report	Month 13	Month 16
Solar Canopy Footings & Structural Steel Installation	Install canopy footings, concrete piers, and structural steel framework for the solar shade structure. Heavy-equipment activities are completed during this phase to avoid conflicts with later sensitive installations.	Solar Canopy Structural Inspection Report	Month 16	Month 20
Solar Array Installation (Panels, Wiring, Inverters)	Install PV panels, conduit, wiring, grounding, inverter systems, and electrical hardware after the canopy structure is complete; incorporate belonging-selected colors and material accents.	Solar Array Installation Report	Month 20	Month 21
Microgrid Electrical & Controls Infrastructure	Install switchgear, distribution panels, microgrid controller, power conditioning components, and all interconnection pathways linking the solar array, battery system, HVAC circuits, refrigeration circuits, and ATS.	Microgrid Electrical Readiness Memo	Month 21	Month 24
Battery Backup System Installation & Integration	Install battery racks, inverters, EMS software, fire-safety systems, and complete full electrical tie-ins to HVAC and refrigeration loads; prepare for commissioning and outage-simulation testing.	Battery System Installation & Commissioning Report	Month 24	Month 26
CASEI Modular Office Delivery, Installation & Interior Fit-Out	Deliver and place the modular office on the existing slab; complete anchoring, utility hookups, and interior finish work including accessible entry hardware, lighting, cooling equipment, rodent-proof food storage, refrigerators, freezers, and belonging-selected finishes.	Certificate of Occupancy	Month 26	Month 29
ADA Campus Upgrades (Entrances, Ramp, Walkways, Restrooms), Gathering Space Construction	Construct ADA-compliant main entrance, upgrade restrooms, install patio-to-office ADA ramp, and complete slip-resistant textured walkways and accessible signage informed by belonging design. Build the community designed elements into the campus and shaded patio area, install benches and seating clusters, plant native vegetation, install water-wise landscape features, and place art/mural elements selected through belonging-centered design.	Patio & Gathering Space Completion Report	Month 30	Month 36
Full System Commissioning & Training	Conduct outage simulations, microgrid testing, HVAC performance verification, refrigeration stress tests, solar/battery system tuning, SCE inspection, safety checks, and staff/volunteer training for operations and emergency activation.	Final Commissioning & Training Certification Package	Month 36	Month 38
Total				

Task 5: Planning and Policy

Activity	Description	Deliverables	Start Month	End Month
Future Implementation Playbook (required)	Develop the Future Implementation Playbook that documents lessons learned from designing, permitting, constructing, and commissioning the Tecopa solar-plus-battery cooling center, ADA campus upgrades, refrigeration expansion, shaded patio, and CASEI office. The Playbook will translate all project insights into a replicable roadmap for resilience improvements at the Lone Pine Senior Center (Statham Hall), Independence Senior Center (Legion Hall), Big Pine Senior Center, and Bishop Senior Center. Content includes: feasibility considerations, permitting steps, interconnection timelines, procurement strategies, belonging-centered design approaches, cost ranges, operational protocols for extreme heat events, and recommended sequencing for replication.	Future Implementation Playbook	Month 12	Month 46
Monitoring and Evaluation (required)	Establish and maintain monitoring systems to assess infrastructure performance (solar output, battery endurance, HVAC cooling effectiveness during outages, indoor temperature stability, refrigeration reliability), community utilization patterns, ADA accessibility outcomes, and effectiveness of belonging-centered design. Data collection includes outage-simulation tests, temperature logs, community surveys, senior-service metrics, cooling-center activation records, and feedback during Board of Supervisors meetings.	Monitoring & Evaluation Dataset + Annual Summary Reports	Month 12	Month 48
Lessons Learned & Replication Analysis	Analyze implementation challenges, successes, permitting bottlenecks, community engagement outcomes, belonging design impacts, and operational lessons from heat-event activations. Integrate findings into refined guidance for replicating infrastructure across other County facilities.	Lessons Learned Technical Memo	Month 20	Month 40
Funding Pathway & Policy Alignment Strategy	Identify and develop long-term funding pathways to scale the Tecopa model countywide, including FEMA BRIC, CPUC resilience programs, IRWM grants, federal appropriations, philanthropic climate-resilience funds, and State climate-bond opportunities. Align Playbook recommendations with County strategic plans, emergency-services priorities, and senior-services policies.	Funding Pathway & Policy Alignment Report	Month 28	Month 40
Policy & Decision-Maker Engagement	Present key findings from monitoring, evaluation, and the Playbook to the Inyo County Board of Supervisors, senior-services committees, partner agencies, and regional resilience networks. Facilitate structured community input during Southeast Inyo Board meetings to strengthen political support for future replication.	Policy Engagement Summary & Presentation Deck	Month 40	Month 44
Community Feedback Integration & Public Review	Host workshops (in-person & Zoom) to gather resident input on future replication priorities. Incorporate feedback into the final version of the Playbook and Funding Strategy.	Community Feedback Integration - Playbook addendum	Month 36	Month 44

Long-Term Operations & Maintenance Planning	The County, in partnership with CASEI and HSEF, develops a comprehensive Operations & Maintenance (O&M) Plan for the solar-plus-battery system, modular building, HVAC integration, refrigeration units, ADA improvements, and shaded campus infrastructure. The plan outlines routine maintenance schedules, monitoring procedures, system performance checks, HVAC filter and refrigerant maintenance, battery health reporting, inverter servicing, and replacement timelines for critical components. It also details responsibilities across County departments, CASEI's on-site role, and coordination with qualified contractors. The O&M Plan additionally includes emergency procedures, warranty tracking, parts inventory, and microgrid troubleshooting protocols to ensure continuous safe operation during future outages and extreme-heat events.	Comprehensive O&M Plan & Preventive Maintenance Schedule	Month 24	Month 40
Total				

Task 6: Project Administration

Activity	Description	Deliverables	Start Month	End Month
Quarterly Progress Reports (required)	Prepare and submit required quarterly progress reports. Reports include updates on schedule, milestones, budget status, belonging activities, construction progress, community engagement, monitoring data, and challenges. Coordinate internal meetings before each submission to collect updates from CASEI and HSEF.	Quarterly progress reports	Month 1	Month 48
Mid-Term Progress Report (required)	Compile a mid-term report assessing progress against the Detailed Workplan, highlighting accomplishments, implementation barriers, and any needed adjustments to timelines or scopes. Facilitate a cross-partner meeting to review findings and update the workplan if needed.	Mid-term progress report	Month 22	Month 24
Final Report (required)	Prepare the Final Report summarizing infrastructure completion, performance data, belonging outcomes, community benefits, Playbook recommendations, and replication readiness. Submit all final documentation to LCI and conduct closeout meeting with all partners.	Final report	Month 44	Month 48
Case Study (required)	Produce a comprehensive case study documenting project outcomes, lessons learned, belonging practices, and technical insights. Highlight how the Tecopa project can be replicated at other County facilities.	Case study	Month 36	Month 48
Post-Award Activities (required)	Participate in all required LCI post-award activities, including peer-learning sessions, webinars, workshops, grantee convenings, and technical assistance events. Ensure attendance by County, CASEI, and HSEF representatives and upload documentation to LCI.	Copy of event registration/sign-in sheet	Month 1	Month 48
Fiscal Management, Procurement Compliance & Invoice Processing	Maintain full fiscal oversight, including budget tracking, partner disbursements, procurement compliance, invoice processing, and adherence to all LCI and County financial requirements.	Financial tracking files	Month 1	Month 48

Training for Operations, Emergency Activation, and Community Readiness	The County, HSEF, and CASEI jointly conduct structured training for County facility staff, CASEI volunteers, and local first-responders to ensure safe and effective operation of the upgraded infrastructure. Training covers microgrid operations, battery and inverter monitoring, HVAC load management during outages, refrigeration management, emergency shelter activation, hydration and triage logistics, and safety procedures. HSEF trains County personnel on microgrid controls, energy monitoring software, and performance reporting. CASEI trains volunteers on food-storage protocols, community intake procedures, and communications workflows during extreme-heat events. All training emphasizes serving heat-vulnerable elders and mobility-limited residents safely and equitably.	Operations Training Records & Emergency Activation Protocols	Month 28	Month 40
Total				



INYO COUNTY BOARD OF SUPERVISORS

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DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-625

Presentation on the Bishop Commercial Service Terminal Facility Requirements Report

Public Works

ACTION REQUIRED

ITEM SUBMITTED BY

Ashley Helms, Deputy Public Works Director -
Airports

ITEM PRESENTED BY

Ashley Helms, Deputy Public Works Director -
Airports

RECOMMENDED ACTION:

- A) Receive a presentation on the Terminal Facility Requirements for the proposed commercial service terminal at the Bishop Airport; and
B) Approve the letter to the FAA, titled "Support for Three-Gate Commercial Service Terminal at Bishop Airport (BIH)," and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

In September 2024, Inyo County received a grant from the Federal Aviation Administration (FAA) to prepare a passenger enplanement forecast and a terminal design study for the Bishop Airport. The County's airport planning consultant, H.W. Lochner, developed the forecast, which then informed the terminal design prepared by Lochner's architectural subconsultant, Gensler.

Based on the projected enplanement growth over the next ten years, the architectural study recommends construction of a single-story, three-gate commercial service terminal and an aircraft parking apron with four positions. The conceptual floor plan included in the study encompasses approximately 36,260 square feet and represents the maximum potential size for purposes of environmental review; the final terminal footprint may ultimately be smaller.

The FAA has reviewed both documents and supports proceeding with environmental review of the facility as described.

Public Works staff will present the key findings from the enplanement forecast and the terminal design study. In addition, staff is requesting that the Board approve a letter to the FAA expressing support for the proposed three-gate terminal.

FISCAL IMPACT:

Funding Source		Budget Unit	
Budgeted?		Object Code	

Recurrence		Sole Source?	
If Sole Source, provide justification below			
Current Fiscal Year Impact			
This item has no direct fiscal impact, but continuing to pursue the proposed commercial service terminal will incur expenses this fiscal year on the environmental analysis. These expenses are budgeted in Budget 630500: Bishop Airport Commercial Service Terminal, which includes a contract with Environmental Science Associates for \$355,510. This contract is covered by a grant from the FAA that will reimburse 95% of the cost associated with the federal environmental review. Costs for the state environmental review may be reimbursed under the future construction grant.ass			
Future Fiscal Year Impacts			
Future financial impacts associated with the terminal project include design costs, potentially in Fiscal Year 27/28, and the eventual match for construction of the facility.			
Additional Information			

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

The Board could request changes to the proposed letter to the Federal Aviation Administration (FAA). Alternatively, the Board could choose not to send a letter to the FAA, however this is not recommended, as the FAA may be less willing to continue to support the terminal planning process if County support for the project is unclear.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Community-Supporting Infrastructure Improvements
Thriving Communities | Enhanced Transportation Services
Economic Enhancement | Collaborative Regional Economic Development

APPROVALS:

Ashley Helms	Created/Initiated - 08/27/2026
Darcy Israel	Approved - 08/28/2026
Ashley Helms	Approved - 10/05/2026
John Vallejo	Approved - 10/05/2026
Amy Shepherd	Approved - 10/05/2026
Denelle Carrington	Final Approval - 10/06/2026

ATTACHMENTS:

1. Terminal Presentation
2. Bishop Airport - Forecast of Enplanements
3. Terminal Facility Requirements Architectural Report
4. Terminal Facility Requirements Narrative
5. Letter to FAA

Bishop Airport

Commercial Service Terminal Update

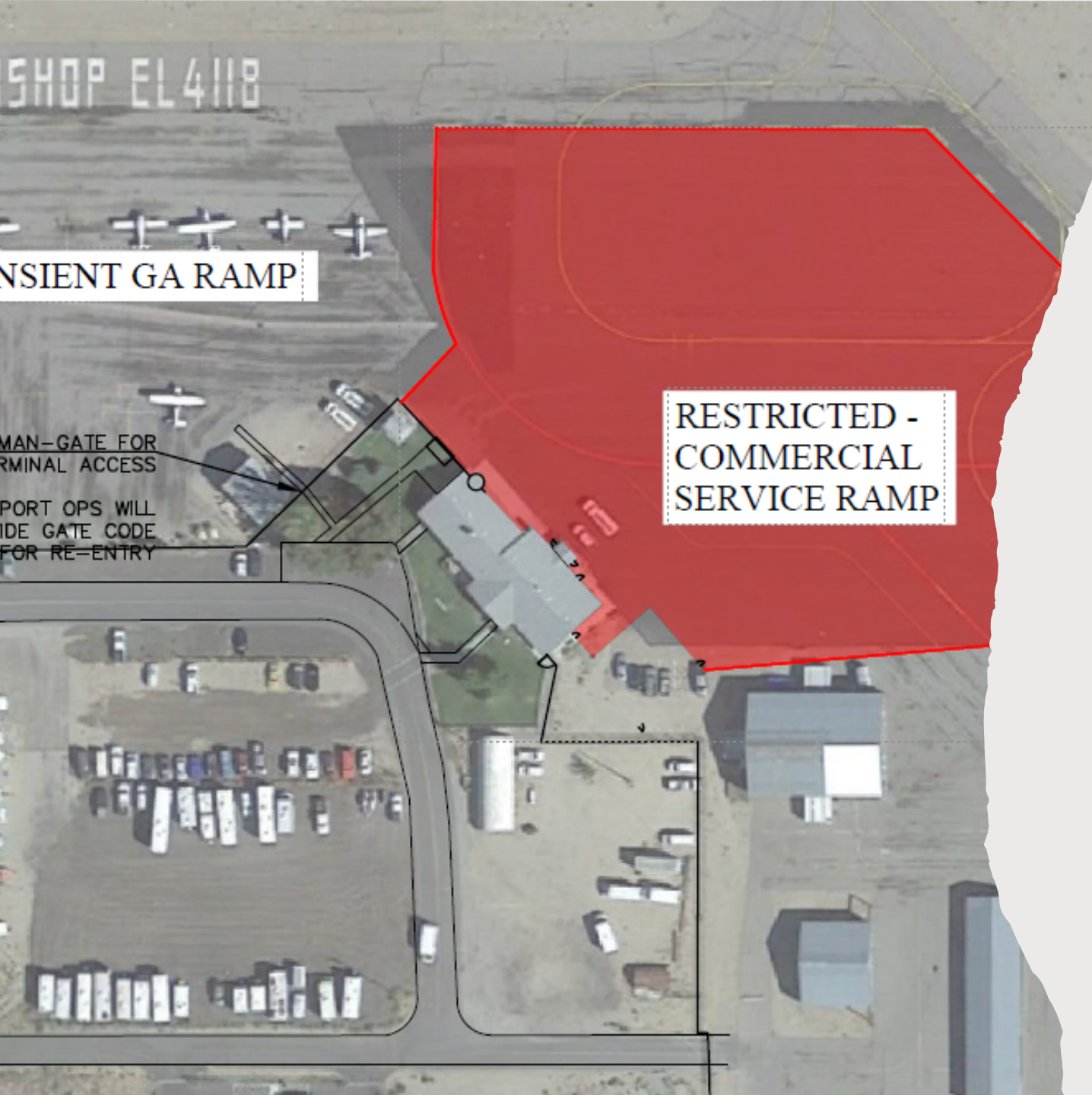


Photo Credit: Kim Espinoza, courtesy of Mammoth Lakes Tourism.



Existing Terminal Facilities

- 5000 SF main terminal built in 2002 and partially renovated in 2021
- 3000 SF tensioned fabric membrane structure, built in 2021
- Airline ticketing lobby and baggage screening are very constrained
- Outdoor baggage claim



Terminal Area Challenges

- Commercial airline ramp sandwiched between two General Aviation areas
- Frequent TSA violations involving GA pilots
- Existing terminal and ramp are constrained – difficult to grow in current location

Passenger Forecasting

2025 forecast analysis, performed by HW Lochner, included:

- Base Enplanements – growth anticipated with the current United service
- (shoulder season expansion, additional weekend flights in the winter, etc.)
- Four conceptual growth scenarios –
 - Scenario 1 - Optimistic Growth: Expanding Services. Additional 7 day/week flights added in 2026 and 2028 to United schedule.
 - Scenario 2 - Enhanced Expansion: Adding New Destinations. In addition to the United growth of Scenario 1, an additional airline initiates service in 2029. Assumes new terminal is completed in 2028.
 - Scenario 3 - Aggressive Growth: Rapid Expansion. Incorporates United expansion in 2026 & 2028, new airlines in 2028 & 2029, and additional routes in 2032.
 - Scenario 4 - Conservative Approach: Gradual Expansion. Early growth in United service, then addition of new airlines in 2035, assuming a slower terminal development process.

Year	Base Enplanements	Scenario 1	Scenario 2	Scenario 3	Scenario 4
2025	13,200	13,200	13,200	13,200	13,200
2026	16,900	21,400	21,400	21,400	21,400
2030	19,400	29,500	34,100	38,900	29,500
2035	23,000	35,000	40,500	46,200	44,000
CAGR	5.7%	10.2%	11.9%	13.3%	12.8%

Source: HW Lochner, Inc., 2026
CAGR: Compound Annual Growth
Rate



Photo Credit: Kim Espinoza,
courtesy
of Mammoth Lakes Tourism.

Passenger Forecasting

- Only the Base Enplanements could be used for terminal planning – too much uncertainty in the Conceptual Scenarios.
- Peak Hour Enplanements
 - The highest number of passengers boarding during the busiest hour on an average day.
 - Used to determine size requirements for ticket counters, security checkpoints, gate seating areas, and baggage claims.

Year	Winter Enplanements ¹	Total Forecast Annual Enplanements
2025	9,900	13,200
2026	12,675	16,900
2030	14,550	19,400
2035	17,250	23,000

Source: HW Lochner, Inc.,
~~2026~~¹: Identifies annual enplanements peaking tendencies occurring during winter seasonal air service, which runs from mid-December through March.



Year	Anticipated Peak Hourly Departure (Aircraft)	Available Peak Hour Departure Seats	Forecasted Load Factor	Peak Hour Enplanements
2025	2 x ERJ-175	152	68%	103
2026	3 x ERJ-175	228	70%	160
2030	3 x ERJ-175	228	74%	169
2035	3 x ERJ-175	228	78%	178

Source: HW Lochner, Inc.,
 2026

Terminal Facility Planning

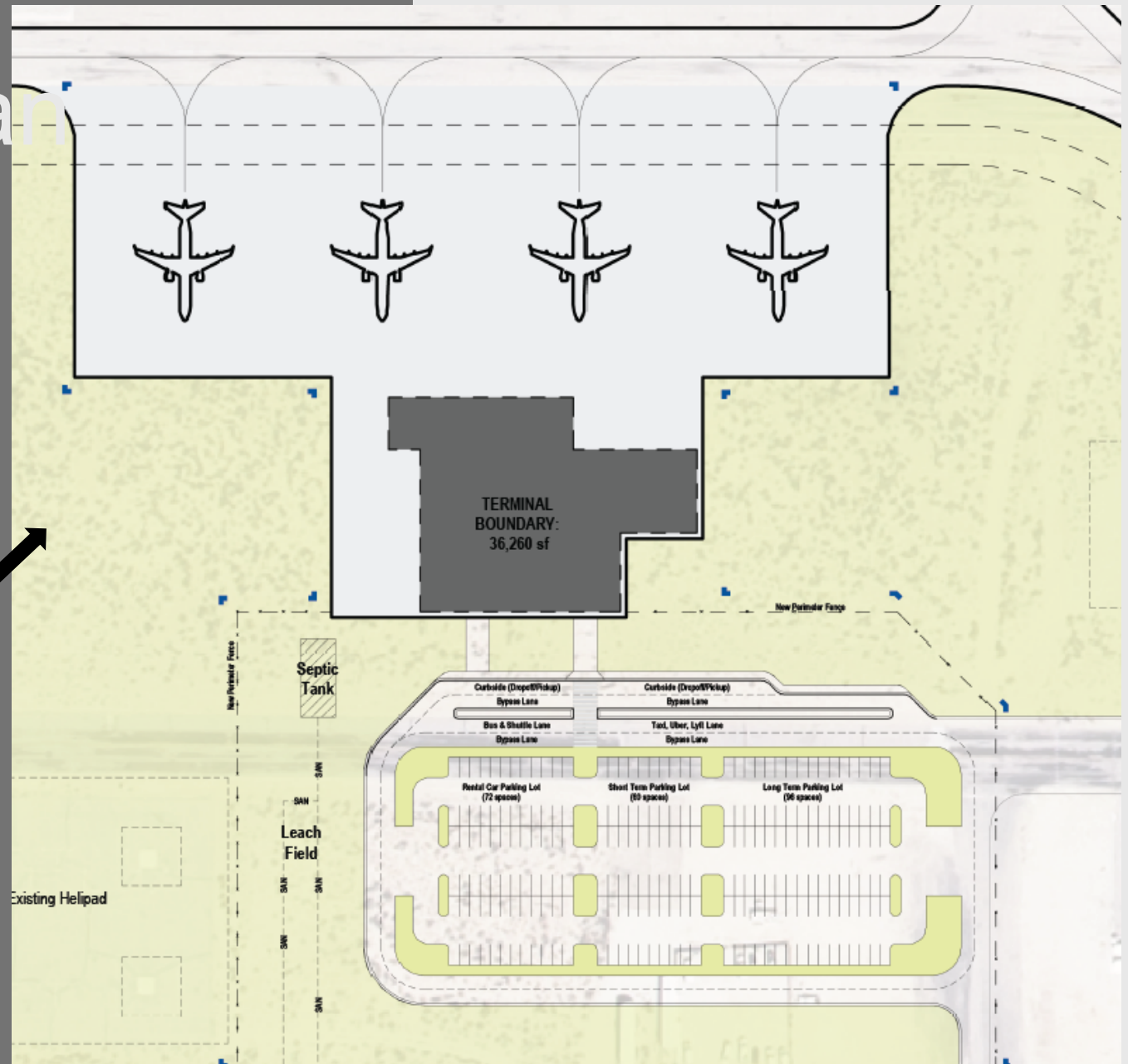
- Special considerations:
 - High degree of seasonality
 - Percentage of passengers at gate
 - Large amount of oversized luggage
 - Outdoor spaces to enjoy climate and view
- Other design assumptions:
 - Café style dining, not a full restaurant facility
 - Indoor baggage claim
 - Ground transportation desk space
 - Layout allowing for future gate area expansion
 - Single story – no jet bridges



Outdoor terrace at SLO County Airport, photo credit SBP website

Conceptual Site Plan

- Aircraft parking apron with 4 positions
- Parking lot and access road
- Perimeter fencing
- Septic system
- Closure of Runway 08-26
- Utility extensions – including potential water system consolidation

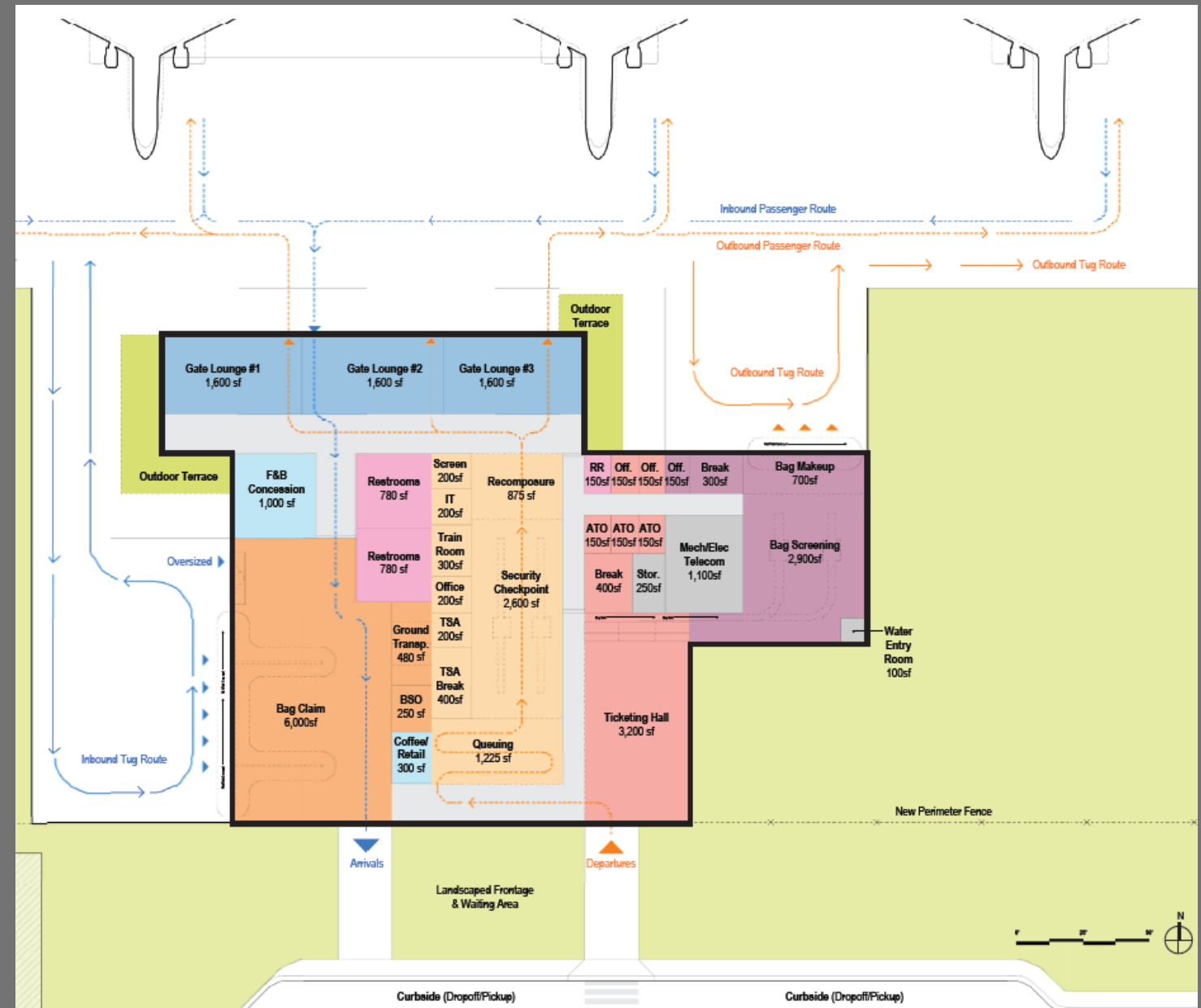


Source: Gensler 2026

Conceptual Floor Plan

To be used for the upcoming environmental analysis

- Three gate lounges – open concept
- Outdoor terraces
- Up to two security checkpoint lanes
- Up to two bag claim carousels
- Office space for TSA, airline, Airport Ops
- Concession/Retail before and after security



Cost Estimate

- Apron: 90% federal funding
- Terminal: Lower overall federal percentage
 - Ineligible areas – non-public revenue producing (rental car & airline space “behind the counter”)
 - Pro-rated areas – utility rooms and equipment
- Parking lot: Only non-revenue generating lots are eligible for FAA funding
 - Day-use and ADA parking could be funded and remain fee free?

Project	Total	Federal	Local
Apron	\$ 9,600,000	\$ 8,640,000	\$ 960,000
Terminal/Access Road/ Utilities/Parking Lot	\$ 27,200,000	\$ 20,700,000	\$ 6,500,000



Photo Credit: Samantha Lindberg, courtesy of Mammoth Lakes Tourism.



1.0 Forecast of Passenger Enplanements

1.1 Introduction

A forecast of aviation demand provides the basis for evaluating the adequacy of existing airport facilities and their capability of handling projected traffic demand. Forecasts are the foundation for effective decision making in airport planning and establish when improvements are needed, the level of capital improvements and the milestones for implementing necessary investments.

A forecast of aviation demand was completed in the 2002 Airport Master Plan, with an update conducted from 2019 to 2021 to reflect changes in air travel trends and to better understand potential activity with the reinstatement of air carrier service for the first time since commercial service ended in 1995. With the return of air carrier service to the Bishop Airport (BIH) in 2021, BIH is determining facility requirements for a modern terminal building designed for current needs. The existing terminal building can accommodate only one air carrier, potentially two if ground services are compatible, due to aged facilities not designed for current standards. The goal of this forecast is to evaluate the passenger enplanements specifically and provide building blocks for a terminal building design that effectively meets the needs of the airport.

Aviation forecasts are typically based on historical data from industry reports, governmental data, and established aviation research studies, as well as primary socioeconomic drivers of aviation activity. This forecast will include those factors and focus on scenarios in air service development that capitalize on emerging market trends and realistic opportunities for growth. For this reason, an ongoing program of examination of local airport needs and national and regional trends is recommended and encouraged to promote the logical development of aviation facilities at BIH.

Forecast methodologies and analysis in this study consider historical aviation trends at BIH and throughout the nation. The latest local

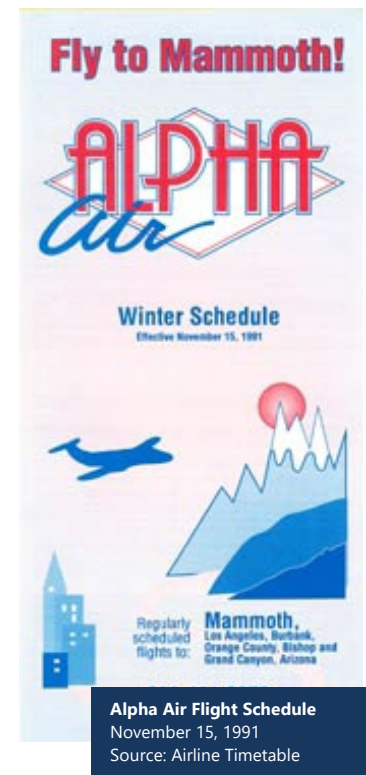
historical data was collected from the following sources: Federal Aviation Administration (FAA) Terminal Area Forecast (TAF) records from 2024,

FAA Passenger Enplanement Data for U.S. Airports from 2024, and Airport management records.

1.2 History of Air Service at Bishop Airport (BIH) and the Eastern Sierra Region

According to historical documentation, there has been consistent but varied levels of air carrier service provided, as listed below:

- **1971:** Trans Sierra Airlines served the airport with two daily flights to Los Angeles (LAX) and two daily flights to San Jose (SJC) using Cessna 402 twin prop aircraft.
- **Mid-1970s:** Sierra Pacific Airlines (formerly Trans Sierra) operated direct service to Burbank (BUR) and Las Vegas (LAS) via an intermediate stop at Mammoth Yosemite Airport. They also offered nonstop service to Fresno (FAT) using Handley Page Jetstream commuter propjets.
- **1980-1981:** Air Sierra provided nonstop flights to Fresno using Piper Navajo twin prop aircraft.
- **1981:** Wings West Airlines operated direct flights to Santa Monica (SMO) and Sacramento (SMF) with an intermediate stop at Mammoth Lakes Yosemite Airport. They also offered nonstop service to Oakland (OAK) using Cessna 402 twin prop aircraft.
- **1983:** Mojave Airlines flew to Los Angeles (LAX), San Diego (SAN), Ontario (ONT), Inyokern (IYK), and Fox Field (WJF) in Lancaster using Beechcraft C99 commuter turboprops.
- **1988:** Alpha Air provided commuter airline service with Beechcraft 1900C propjets, offering direct flights to Los Angeles (LAX) and Oakland (OAK), as well as nonstop service to San Jose (SJC). Their operations extended into 1992, recording a few years of operations from approximately 300 to 400 enplanements per year.



According to FAA TAF records, regular enplanements ended at BIH in 1992, which is around the time Alpha Air joined Trans World Airlines (TWA) following the first TWA bankruptcy. From 1993 to 2020 the airport experienced nearly zero enplanements with single digit annual enplanements recorded sparingly.

Regionally, the nearest commercial service airport is the Mammoth Yosemite Airport (MMH). Like BIH, there was a gap in commercial service at MMH from 1997 to 2008. With air service restarting in 2009, annual enplanements

at MMH surpassed 20,000 by 2011. From 2011 to 2020, enplanements rose to 29,911 at their height of activity in 2013 and fell to 11,498 by 2020. In 2020, airline operations at MMH were suspended in March due to COVID 19 and California mandated restrictions on travel. In 2021, United Airlines moved all its MMH services to BIH because of poor operational reliability at MMH. While Mammoth Yosemite Airport continued to be capable of hosting airline operations, total enplanements in 2021 totaled just 124 for the year. By 2022, Advance Air returned to MMH with service to Burbank (BUR), Hawthorne (HHR), and Carlsbad (CLD) logging

3,669 enplanements for the year. Enplanements in 2023 and 2024 totaled 3,912 and 3,501, respectively.

Worldwide, economies and aviation were negatively impacted by the COVID-19 pandemic and its preventative measures beginning in early 2020. Global GDP contracted by a staggering 3.6% resulting in the most aggressive market decline since 1946. Airlines were severely impacted, experiencing a rapid decline in activity and profitability. Despite challenges, airlines managed to reduce costs and raise capital through borrowing and restructuring. Cargo activity surged due to consumer demand for home goods. In 2023, travel patterns shifted, with increased interest in Atlantic and Pacific flights. Passengers embraced premium offerings

and loyalty programs, favoring mainline carriers over low-cost carriers. Aggressive capacity additions strained some airlines, while others faced productivity challenges due to delivery delays and manufacturing issues. All sectors of the aerospace industry suffered from the devastating impacts of COVID-19 and while every sector bore those costs, the operational and financial consequences were felt most by U.S. commercial aviation.

The Bishop Airport is currently served by United Airlines, operated by Sky West Airlines, providing seasonal service to San Francisco and Denver operating Embraer 175 aircraft. The number of historical enplanements is listed in **Table 1-1** and depicted in **Figure 1-1**.

Table 1-1 Historical Enplanements at BIH and MMH

Year	BIH Enplanements	MMH Enplanements	BIH Annual Change	Service Notes
2011	0	24,472	0.0%	
2012	0	28,723	0.0%	
2013	2	29,911	100.0%	
2014	0	26,388	0.0%	
2015	4	23,824	100.0%	
2016	0	21,996	0.0%	
2017	0	20,762	0.0%	
2018	0	24,523	0.0%	
2019	4	17,451	100.0%	
2020	0	11,498	0.0%	
2021	1,091	124	100.0%	BIH: 12/19/21: Start of LAX, SFO, and DEN flights.
2022	10,576	3,669	99.8%	MMH: Start of BUR, HHR, and CLD flights.
2023	10,331	3,912	-6.0%	BIH: Dropped LAX flights.
2024	10,342	3,501	3.7%	
2025	13,200*	3,551**	27.6%	BIH: Added DEN flights.

Source: Federal Aviation Administration and Bishop Airport, 2025

*Estimate based on scheduled flights and booked tickets, Bishop Airport, 2025.

**MMH Enplanement for 2025 are from the FAA TAF, October 2025.

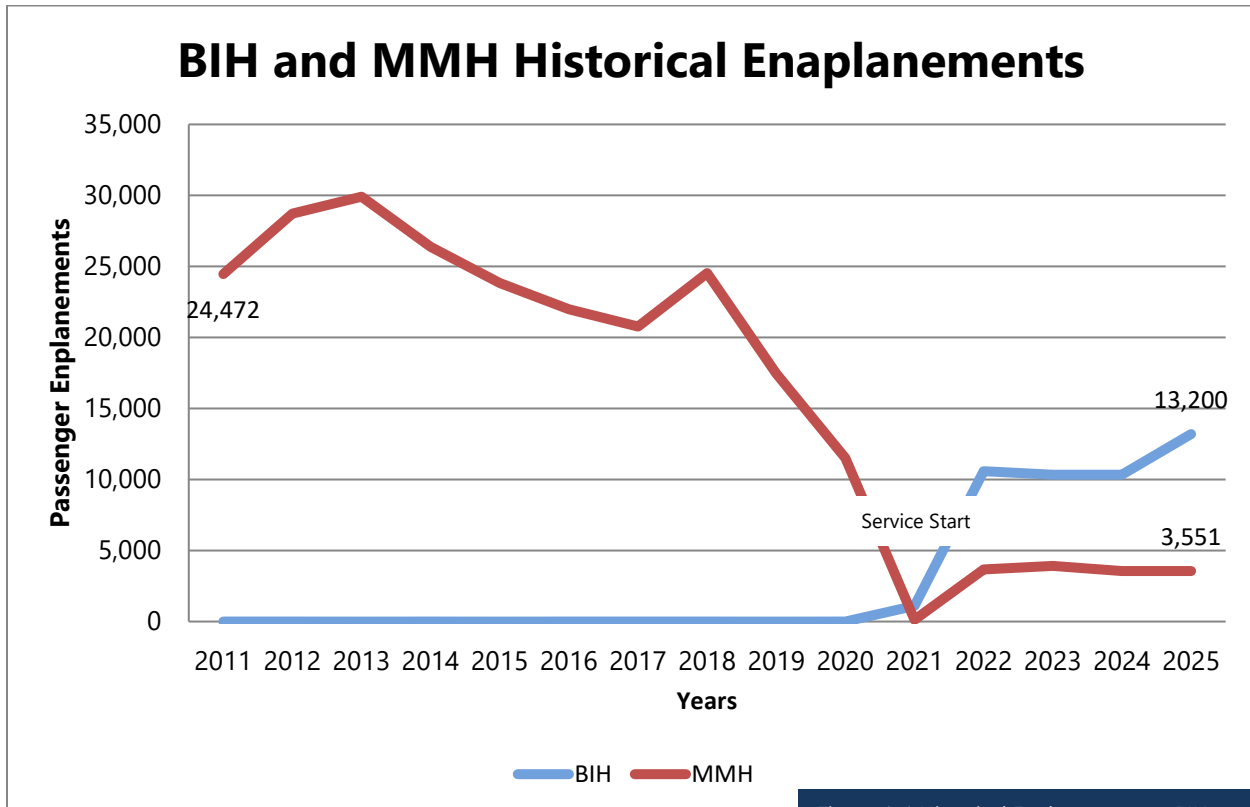


Figure 1-1 Historical Enplanements at BIH

Source: Federal Aviation Administration and Airport Management Records, 2025

Regional trends demonstrate that the market can sustain significant levels of air travel. From 2011 through 2019, the combined BIH/MMH market supported an average of approximately 24,000 annual enplanements under year-round operations. Following the pandemic, demand rebounded quickly, reaching 14,000 enplanements with only seven months of seasonal service for the first several years. As detailed in the following sections, recent increases in both enplanements and season length at BIH underscore the growth potential of this market.

1.3 Current Air Service and Passenger Activity at Bishop Airport

United Airlines' regional subsidiaries are the only air carrier operating at the Bishop Airport presently. BIH maintains seasonal non-stop service to SFO and to DEN. Until late 2024, the primary aircraft utilized was the 70-seat Bombardier CRJ-700. Beginning in December 2024 air carriers moved to the EMB-175 with 76 seats. As a result of this increase in aircraft size, a growth in available seats is expected into the market. In the winter, there are just over 800 available seats in and out of BIH on a weekly basis. In the summer this

drops to approximately 530 available seats per week. United Airlines has increase operations by 40 percent in winter with an additional 80 flights scheduled. Beginning in April 2025, service increased from two to five days a week. It is estimated that BIH will enplane 13,200 passengers in 2025, a nearly 28 percent increase over 2024. Considering the increase in scheduled flights beginning fall 2025, enplanements in 2026 are expected to see a similar significant increase of approximately 28 percent, or approximately 16,900 enplanements total. The current schedule of air carrier services at BIH is provided in **Table 1-2.**



Current Commercial Flights at BIH
Source: Bishopvisitor.com

Table 1-2 Airlines Schedule at BIH

Season	Typical Service Dates	Destination	Frequency	Airline	Notes
Winter	Dec 11, 2025 – Apr 4, 2026	SFO	Daily (2x on select Sat)	United (SkyWest)	Two SFO flights on Sat (Dec 20–Jan 3, Feb 14–Apr 4)
Winter	Dec 18, 2025 – Apr 27, 2026	DEN	Daily (2x on weekends)	United (SkyWest)	Double DEN flights on Fri/Sat PM arrivals, Sat/Sun AM dep.
Summer	Jun 26 – Sep 1, 2025	SFO	Daily	United (SkyWest)	Additional Mon/Thu/Fri/Sun flights Sep 4 – Oct 6

Source: SkyWest Airlines, 2024

1.4 Load Factor

Load factor is a metric which indicates the overall use of a particular route or destination. This is calculated by dividing the revenue passenger miles (i.e., number of paying passengers over distance flown) by the available seat miles (number of total passenger seats over a distance flown). Each month, SkyWest Airlines provides a Monthly Activity Report to the airport and the California Department of Transportation, which includes the number of enplanements and operations. Airport staff then tabulate the data to determine and track monthly activity and load factors. This data was used to depict seasonal load factors at BIH.

The 2025 year-to-date load factor for BIH is 67.8 percent. This load factor is an annual average. The winter season typically sees a higher average of approximately 70 percent, which was applied to new scheduled winter flights at BIH. According to the Bureau of Transportation Statistics, this is on par with the four-year average load factor (2021 – 2024) of 82.3 percent. The United-only domestic load factor for 2024 of 85.2 percent is slightly higher than the five-year average. Recently, BIH began being served by EMB-175 aircraft which offers 76 passenger seats.

Historical load factors at BIH are depicted in **Figure 1-2**. Historical Seasonal Load Factor at BIH are depicted in **Figure 1-3**.

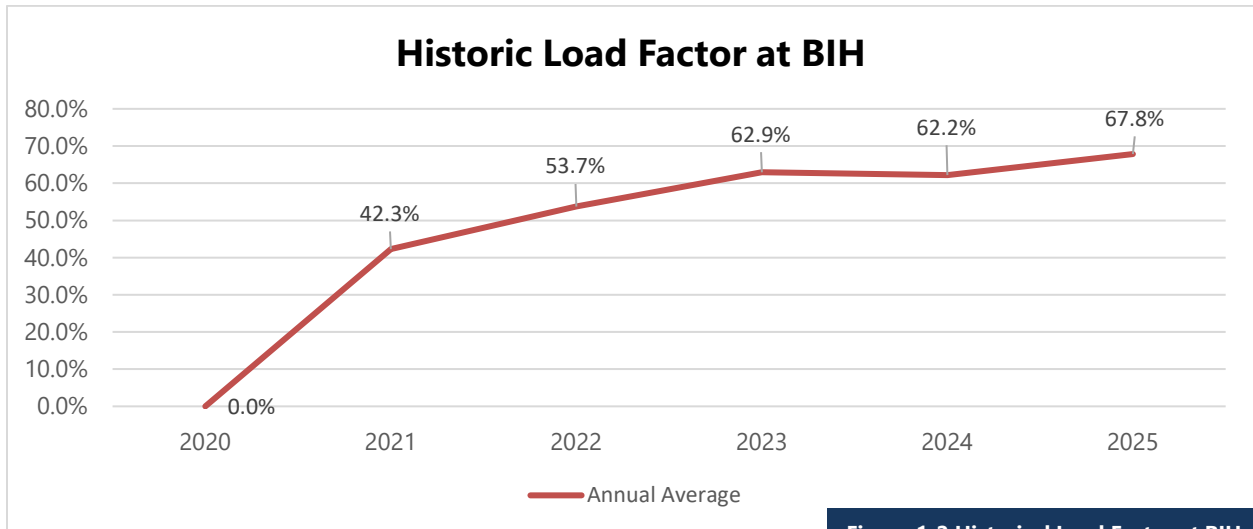


Figure 1-2 Historical Load Factor at BIH

Source: Bureau of Transportation Statistics T-100 Segment data, Bishop Airport, 2025.

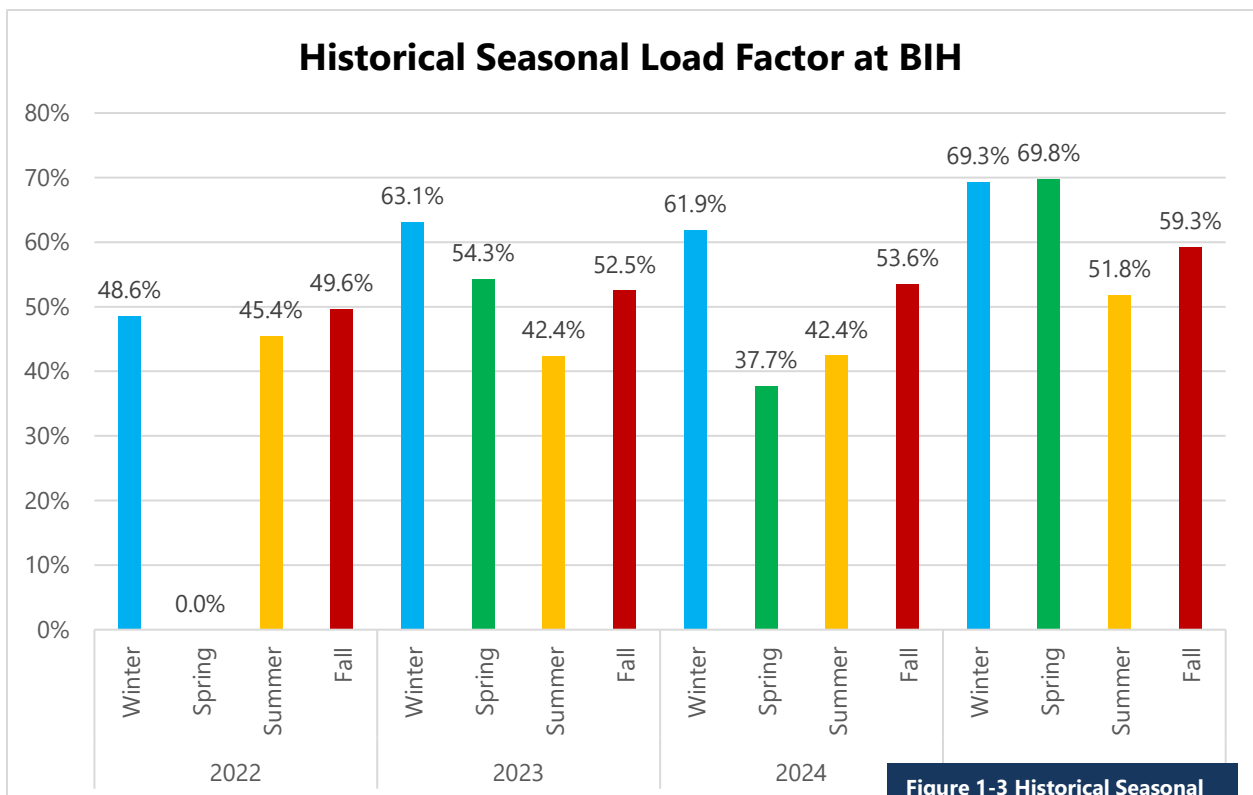


Figure 1-3 Historical Seasonal Load Factor at BIH

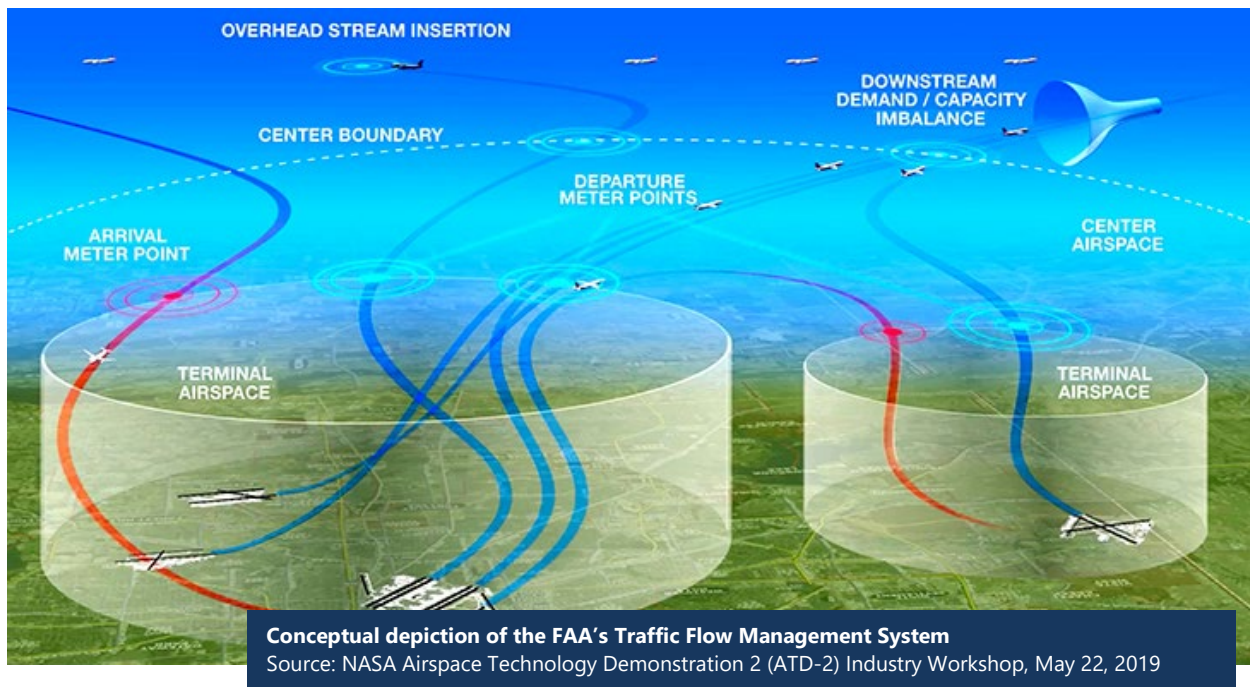
Source: Bureau of Transportation Statistics T-100 Segment data, Bishop Airport, 2025.

1.5 Available Activity Forecasts for BIH

A critical step in preparing aviation forecasts is to examine historical and existing activity levels and currently available forecasts from other sources. The FAA Terminal area Forecast (TAF) and California State System Plan (CASP) forecasts were reviewed.

The TAF is the official FAA forecast of aviation activity for U.S. airports. The forecasts are prepared to meet the budget and planning needs of FAA and provide information for use by state and local authorities, the aviation industry, and the public. The 2024 TAF for BIH indicates an estimated 10,576 enplanements in 2022 and 9,509 forecasted enplanements in 2050 for BIH, which represents flat or no average annual growth rate for the period assuming no changes to services offered.

The 2020 California Airport System Plan (CASP) Update utilizes the FAA TAF from 2019 to 2045 for its enplanement forecast for commercial service airports in California.



1.6 Factors Affecting Aviation Demand at Bishop Airport

To accurately portray the potential opportunities for air service at BIH, it is important to define the various national and regional factors affecting supply and demand in the air carrier industry.

1.6.1 National-Level

The *FAA Aerospace Forecasts FY2025-2045* indicates system enplanements are forecast to grow at an average annual rate of 2.5 percent a year over the forecast horizon of 2025-2045 (with domestic and international passengers increasing at rates of 2.4 and 3.1 percent, respectively). Regional carrier revenue

passenger miles are forecast to grow 2.8 percent from 2025-2045 with average load factors increasing from 81.9 percent in 2025 to 83.6 percent in 2045.

**Table 1-3 U.S. Mainline Air Carriers
Scheduled Passenger Traffic
Average Annual Growth**

Fiscal Year	Domestic	International	System
2010-24	3.16%	3.82%	3.25%
2024-25	2.13%	3.92%	2.39%
2025-35	2.59%	2.99%	2.65%
2025-45	2.45%	3.09%	2.55%

Source: FAA Aerospace Forecast Fiscal Years 2025–2045 – Table 10, Form 41 and 298C, U.S. Department of Transportation.

**Table 1-4 U.S. Regional Carriers
Scheduled Passenger Traffic
Average Annual Growth**

Fiscal Year	Domestic	International	Total
2010-24	-1.69%	-0.93%	-1.68%
2024-25	2.08%	2.08%	2.08%
2025-35	2.56%	2.56%	2.56%
2025-45	2.44%	2.44%	2.44%

Source: FAA Aerospace Forecast Fiscal Years 2025–2045 – Table 25, Form 41 and 298C, U.S. Department of Transportation.

**Table 1-5 U.S. Mainline Air Carriers Scheduled
Passenger Traffic Average Annual Growth**

Fiscal Year	Available Seat Miles (MIL)	Revenue Passenger Miles (MIL)	Load Factor
2025	74,187	60,759	81.9%
2030	84,852	69,936	82.4%
2035	97,831	81,429	83.2%
2045	127,319	106,469	83.6%

Source: FAA Aerospace Forecast Fiscal Years 2025–2045 – Table 10, Form 41 and 298C, U.S. Department of Transportation.

**Table 1-6 U.S. Regional Carriers Domestic Revenue
Passenger Miles Average Annual Growth**

Fiscal Year	Available Seat Miles (MIL)	Revenue Passenger Miles (MIL)
2010-24	-2.3%	-1.8%
2024-25	4.0%	4.2%
2025-35	2.8%	3.0%
2025-45	2.7%	2.8%

Source: FAA Aerospace Forecast Fiscal Years 2025–2045 – Table 26, Form 41 and 298C, U.S. Department of Transportation.

The following excerpt from the Aerospace Forecasts report indicates that after a sharp post-COVID-19 rebound, regional carrier service is projected to experience modest growth over the next two decades, driven by larger aircraft (70-90 seats) and lower unit costs. In 2023, regionals provided 7.2 percent of domestic capacity, down from 11.1 percent in 2019, but are expected to normalize as travel patterns recover.

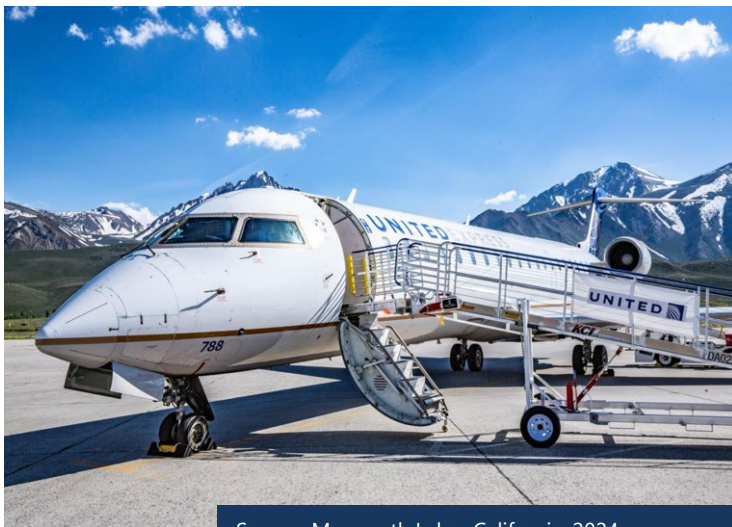
During the first years of the pandemic, regional carriers suffered very similar consequences of COVID-19 as did the mainline group. However, in 2023, regionals provided 7.2 percent of domestic capacity, down from 11.1 percent in 2019, a result of both the shift in demand and difficulty supplying capacity as flight

crews moved up to higher paying mainline jobs. In terms of traffic, regionals saw similar declines, dropping to 6.9 percent of RPM in 2023 compared to 10.4 percent in 2019. The deviations in 2023 are expected to revert over time as travel patterns and airline operations continue the slow recovery to more normal conditions.

The regionals have less leverage with the mainline carriers than they have had in the past as the mainline carriers have negotiated contracts that are more favorable for their operational and financial bottom lines. And as mainline carriers cut service to smaller cities since the pandemic, it was the regional partners that were most affected. Furthermore, mainline carriers successfully reduced costs by offering voluntary retirements to flight crews but as activity rebounded, they drew replacements from the ranks of the regionals, exacerbating their pre-pandemic pilot shortages. As regional carriers recover and activity returns to 2019 levels, service to smaller cities is expected to return. Regional pilot shortages, however, are likely to persist through next year due to the time required for training and recruitment.

A trend for regionals that was largely unaffected by the pandemic is the longstanding increase in the number of seats per aircraft. This measure rose by more than 55 percent over the decade from 1997 to 2007 and although it slowed more recently to an increase of 17 percent in the ten years ending in 2019, it is a trend that is expected to continue into the future. A consequence of this drive to replace 50 seat regional jets with more fuel-efficient 70 seat jets is that capital costs have increased. The move to the larger aircraft will prove beneficial in coming years, however, since their unit costs are lower.

Source: FAA aerospace Forecasts 2024-2044



Source: Mammoth Lakes California. 2024

Aircraft such as the Bombardier CRJ-200 and Embraer ERJ-140/145 have a capacity of 50 seats or less and are rapidly being retired. By the mid to late-2020's and onwards, the regional air carrier fleet mix is anticipated to consist of predominately 76-seat or larger aircraft such as the Bombardier CRJ-700/900 and Embraer 170/175s.

The accelerated retirement of regional aircraft with 50 seat or less capacity can be attributed to the lower unit costs as well as an increase in the required experience for pilots and pilot rest

requirements for Part 121 airlines. The minimum experience requirements for Part 121 airlines went from a commercial pilot certificate to requiring an Airline Transport Pilot (ATP) certificate. Additionally, the change in rest hour requirements changed from eight hours to ten hours. Both of these have created a shortage of qualified pilots to operate scheduled air carrier flights. In response, many regional airlines have reduced their smaller capacity aircraft fleets and have replaced them with larger aircraft in order to adequately schedule flights. Mainline airlines, regional airlines and scheduled cargo airlines are all required to adhere to these regulations.

1.6.2 Regional-Level

According to airport management, BIH primarily serves business, personal, recreational and tourism travel for the Northern California, Sierra Nevada, and Rocky Mountain Regions. Business travelers tend to be

more sensitive to availability of flights and reduced travel times rather than cost, whereas recreational and tourism travelers tend to be more fare sensitive. Bishop Airport is actively pursuing potential growth opportunities for air service with the Eastern Sierra Air Alliance, a collaborative group comprised of Inyo County, the Town of Mammoth Lakes, Mammoth Lakes Tourism, Mammoth Mountain Ski Area, the City of Bishop, Mono County, and Bishop Chamber of Commerce.

1.6.2.a Conceptual Scenarios: Air Service Development

The conceptual scenarios analysis aims to provide a comprehensive examination of possible growth scenarios for future air service at the airport, including the introduction of new flights and destinations. While the FAA does not approve new routes in a forecast study, this analysis is designed to help inform planning decisions by exploring different potential outcomes, such as increased passenger traffic, new routes, and terminal capacity requirements. The development of these scenarios was informed by feedback from the Eastern Sierra Air Alliance. This alliance provided valuable insights into regional priorities and potential growth opportunities for air service at Bishop Airport. By evaluating these scenarios, stakeholders can gain insights into the potential impacts on the airport's operations, infrastructure, and overall service offerings, ultimately informing strategic planning and investment decisions. The potential new routes and destinations described below are conceptual planning scenarios only and do not constitute FAA endorsements or approvals. Actual service introductions require formal written commitments from the airline carrier and a separate FAA route-authority review.

Four scenarios were considered as a part of this study, ranging from a base case with moderate growth to more aggressive expansion with additional destinations and an accelerated timeline for the new terminal. Two critical paths were considered for the new terminal timeline – the impact of expanding terminal capacity in either an optimistic timeframe by 2028, or in a more conservative timeframe of ten years by 2035. Growth shown in Scenario 1 does not rely on a terminal expansion. Instead, the air carriers must have compatible passenger processing services such as baggage handling, ticketing, and security to process two flights concurrently in the existing facility. Scenarios 2 and 3 lean into an optimistic development timeline for the terminal building, opening in 2028. Finally, Scenario 4 follows a conservative path expanding the terminal capacity in 2035.

✦ Conceptual Scenario 1 - Optimistic Growth: Expanding Services

This scenario assumes a second flight to Denver (DEN) will start in 2026, followed by a route to San Diego (SAN) added in 2027. This is the base case with a growth rate matching current service. This scenario does not require an expansion of terminal facilities but does require a special

agreement between air carriers to share services.

✦ Conceptual Scenario 2 - Enhanced Expansion: Adding New Destinations

Similar to Scenario 1, this option also introduces a second flight to Denver in 2026 and a route to San Diego in 2027. However, it adds a third destination, Salt Lake City (SLC), in 2029 with a new terminal building.

This scenario assumes an optimistic timeline for the new terminal, completing it by the 2028 season.

✈ **Conceptual Scenario 3 - Aggressive Growth: Rapid Expansion**

This option builds upon Scenario 2 by adding flights to Phoenix (PHX) in 2028 and Salt Lake City in 2029, as well as Dallas-Fort Worth (DFW) in 2032. Like Scenario 2, this scenario also assumes an optimistic timeline

for the new terminal, completing it by the 2028 season.

✈ **Conceptual Scenario 4 - Conservative Approach: Gradual Expansion**

This conservative scenario introduces a second flight to Denver in 2026 and San Diego in 2027, followed by Salt Lake City in 2035 and Phoenix in 2035. This option assumes a more cautious approach, with the new terminal not being completed until the 2035 season.

Figure 1-4 depicts the existing and potential routes from BIH based on regional stakeholders' objectives.



Source: H.W. Lochner 2025

Figure 1-4 Existing and Potential Routes from BIH

1.6.3 Socioeconomic Conditions

Population, income data including per capita income (PCI), and median household income (MHI), as well as labor force participation information, has been collected to understand and evaluate current socioeconomic conditions both in the region of BIH and in the regions of its destinations. For each airport, socioeconomic data was collected for the county the airport is located and the counties surrounding it. This data assists in formulating assumptions and developing aviation demand projections.

BIH is in Inyo County and is not part of a larger micropolitan or metropolitan statistical area. Along with Inyo County, Mono, Alpine, Fresno, Kern, Tulare, Esmeralda, Mineral, and Lyon counties were included in the data gathering process. For PHX, Maricopa, Pinal, Yavapai, Coconino, Navajo, and Apache Counties were considered. For SFO, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, Marin, Sonoma, Napa, and Solano Counties were included. At DEN, Denver, Adams, Arapahoe, Jefferson, Douglas, and Broomfield County were used for socioeconomic conditions. DFW is in Dallas and Tarrant Counties. Along with these, Collin, Rockwall, Kaufman, Ellis, Denton, Wise, Parker, and Johnson Counties were included in the data gathering process. San Diego International (SAN) is based in San Diego County, with the data gathering process extended to include Imperial and Riverside Counties, thereby reflecting the broader economic conditions of the region. Similarly, Salt Lake City International (SLC) is located in Salt Lake County, and to capture a complete view of the local labor market, the analysis also considers adjacent Davis, Tooele, Utah, and Summit Counties.

1.6.3.a Population

Table 1-7 depicts the population trends of the statistical areas from 2000 to 2020. Since 2000, the population of the BIH statistical area has increased by an average of 1.36 percent per year. Similarly, the population of the other statistical areas grew, with the DFW statistical area, seeing the largest growth of 1.98 percent annually. The nation as a whole experienced 0.49 percent annual population growth from 2000 to 2020.

The 40-year population forecasts are shown in **Table 1-8**. Over this 40-year horizon, the SFO statistical area is anticipated to experience the highest annual growth rate at 2.65 percent, while BIH is projected to grow more modestly at 1.17 percent. Similarly, the remaining statistical areas are expected to see steady increases in population, with growth rates ranging from 1.32 percent in DEN to 1.77 percent in PHX.

Table 1-7 Historic Population Summary

Statistical Area	State	2000	2010	2020	Annual Growth
BIH	CA/NV	1,874,504	2,273,952	2,453,977	1.36%
DEN	CO	2,144,885	2,500,618	2,911,079	1.54%
SFO	CA	3,632,130	3,853,809	4,186,112	0.71%
DFW	TX	5,110,190	6,305,730	7,565,618	1.98%
SLC	UT	1,584,734	1,955,953	2,330,045	1.95%
PHX	AZ	3,726,054	4,729,424	5,424,747	1.90%
SAN	CA	1,509,587	1,826,509	1,966,162	1.33%

Source: H.W. Lochner, Inc., U.S. Census Data.

Table 1-8 Projected Population Summary

Statistical Area	State	2020	2030	2040	2050	2060	Annual Growth
BIH	CA/NV	2,453,977	2,699,535	2,938,470	3,187,308	3,475,647	1.17%
DEN	CO	2,911,079	3,196,300	3,533,235	3,885,046	4,310,292	1.32%
SFO	CA	4,186,112	7,900,279	8,316,924	8,703,812	9,180,150	2.65%
DFW	TX	7,565,618	8,758,051	9,945,074	11,217,562	12,745,451	1.75%
SLC	UT	2,330,045	2,643,844	2,978,579	3,334,396	3,760,832	1.61%
PHX	AZ	5,424,747	6,240,687	7,106,870	8,049,585	9,180,708	1.77%
SAN	CA	1,966,162	2,164,958	2,404,263	2,657,061	2,958,573	1.37%

Source: H.W. Lochner, Inc., U.S. Census Data.

1.6.3.b Labor Force

Table 1-9 illustrates the labor force in terms of unemployment for the study area as of 2020. The average unemployment rate for the statistical areas equates to 4.9 percent, which is higher than that for the entire United States at 4.1 percent.

Table 1-9 Labor Force Summary

Statistical Area	State	2022 Unemployment Rate
BIH	CA/NV	7.0%
DEN	CO	3.0%
SFO	CA	2.8%
DFW	TX	3.8%
SLC	UT	3.4%
PHX	AZ	5.3%
SAN	CA	9.5%
Statistical Area Average		4.9%

Source: H.W. Lochner, Inc., U.S. Census Data.

1.6.3.c Per Capita And Median Household Income

Per Capita Income (PCI) and Median Household Income (MHI) are widely used indicators for gauging the economic performance of local economies. PCI serves as an indicator of the economic well-being of a community being defined as the total personal income for all people in an area, divided by the total number of people. MHI, on the other hand, includes the income of the householder and all other persons 16 years and older in the household, whether related to the householder or not, and represents the value in the middle when all incomes in a geographical area are arranged highest to lowest. **Table 1-10** illustrates the PCI for the statistical areas since 2000, while **Table 1-11** illustrates the MHI.

Overall, the BIH region has seen moderate population increases over the last two decades but is expected to lag behind the others going forward. At the same time, its per capita and median household incomes

are the lowest among the group, and they have been rising more slowly than in the other areas. Given that BIH is a favored recreational destination, it could be expected that, as other statistical areas grow socioeconomically, they will increasingly contribute to enplanement growth at BIH.

Table 1-10 Per Capita Income Summary

Statistical Area	State	2000	2010	2020	Annual Growth
BIH	CA/NV	\$24,196	\$36,181	\$46,079	2.4%
DEN	CO	\$38,443	\$45,766	\$70,777	4.5%
SFO	CA	\$43,086	\$51,981	\$90,187	5.7%
DFW	TX	\$31,186	\$39,971	\$57,900	3.8%
SLC	UT	\$28,068	\$39,379	\$74,431	6.6%
PHX	AZ	\$20,377	\$29,266	\$46,518	4.7%
SAN	CA	\$25,783	\$34,617	\$53,517	4.5%

Source: H.W. Lochner, Inc., U.S. Census Data.

Table 1-11 Median Household Income Summary

Statistical Area	State	2000	2010	2020	Annual Growth
BIH	CA/NV	\$62,493	\$89,539	\$127,908	3.6%
DEN	CO	\$100,576	\$117,329	\$183,436	4.6%
SFO	CA	\$113,050	\$136,574	\$228,523	5.3%
DFW	TX	\$86,786	\$112,002	\$169,816	4.2%
SLC	UT	\$87,423	\$120,999	\$223,069	6.3%
PHX	AZ	\$56,989	\$80,260	\$130,668	5.0%
SAN	CA	\$77,150	\$105,669	\$157,119	4.0%

Source: H.W. Lochner, Inc., U.S. Census Data.

1.6.4 Hotel Occupancy

Table 1-12 presents the occupancy rates of hotels from January 2019 to November 2023 in Bishop, California. Post-COVID, the highest occupancy rate was recorded in June 2021 at 86.1 percent, while the lowest occurred in January 2021 at 48.4%. The pandemic had a significant impact on the hotel industry, with a substantial drop in occupancy rates during its early stages. However, since then, there has been a steady increase in occupancy rates, indicating a gradual recovery for the hotel industry in Bishop. Seasonal fluctuations are also evident, with higher occupancy rates during summer months and lower rates during winter months. Regional variations may exist, influenced by factors such as tourism hotspots, major events, or economic conditions.

Table 1-12 Bishop, CA - Hotel Occupancy Summary

Month	2019	2020	2021	2022	2023
January	58.3%	54.9%	48.4%	61.0%	62.6%
February	63.2%	57.3%	53.4%	68.5%	67.6%
March	65.8%	47.2%	61.5%	66.6%	70.7%
April	65.8%	27.1%	65.4%	65.3%	69.4%
May	68.6%	38.3%	70.2%	68.5%	68.8%
June	81.7%	66.2%	86.1%	82.1%	79.4%
July	84.8%	71.0%	82.9%	79.0%	76.9%
August	86.7%	69.3%	66.9%	78.5%	77.2%
September	88.6%	62.8%	66.8%	76.1%	79.0%
October	86.0%	73.8%	78.1%	82.1%	84.0%
November	57.5%	59.4%	61.5%	63.9%	59.4%
December	54.1%	44.8%	61.8%	57.0%	47.9%
Annual Average	71.8%	56.0%	66.9%	70.7%	70.2%

Source: Inyo County, CA

1.7 Forecast of BIH Passenger Enplanements

Aviation activity is forecast by using various methods such as analytical and statistical processes (trend lines and single/multiple regression), historical data, and judgmental processes to incorporate relevant assumptions, conditions, and trends. Forecasting, by its nature, is as much an art as a science and represents a suitable and realistic scenario at a particular time, no matter the sophistication of the forecast method. Therefore, forecasts should be updated periodically and revised to reflect new conditions and developments. Activity forecasts for airports are often established using various sets of assumptions that generate different outcomes providing a broad view of future airport utilization potentials.

Population statistics, which are typical markers for inclusion within forecasts, will be included in these scenarios as statistical areas indicate steady growth over the 10-year timeframe. For the purpose of identifying the most reasonable forecasting methodology, forecasting tools using socioeconomic data will be compared to other methods, such as regression analysis or FAA aerospace forecasts.

1.7.1 Forecast Methodologies

Numerous different forecasts methods were used to predict enplanements growth for BIH. Socioeconomic factors such as population, median household income, and income distribution can be indicators of likelihood to utilize air travel. Over the past two decades, the SFO and DEN statistical areas have experienced robust population and economic expansions, accompanied by notable increases in income levels and distribution, and these trends are expected to continue in the coming years, potentially driving strong demand for BIH's routes to these growth centers.

Six are presented here: Trend Line, Time Series, Single Regression, Multiple Regression, Market Share, and FAA Aerospace Forecasts for Total Enplanement Growth.

- ✧ 1.7.1.a The **trend line analysis** of BIH looked back at historic figures from 2003 to the present. Because there were virtually no enplanements that occurred at BIH from 2003 to 2021, the trend line analysis produced a small growth in the number of enplanements in the 10-year forecast period but greatly reduced the number of enplanements in the initial 10-year period. As such, this methodology was not preferred.
- ✧ 1.7.1.b The **time series methodology** shows the dependent variable (time) and is utilized quite frequently where both time and data are limited such as forecasting a single variable where historical data is obtained for that variable. In this case, historical data includes no significant enplanements from 2003 to 2021. With only three years of enplanement data showing a slight decline from 2022 to 2024, the time series methodology shows declining enplanements throughout the 10-year forecast period. Therefore, the time series methodology was not preferred.
- ✧ 1.7.1.c **Single regression analysis** uses a single independent variable tied to socioeconomics to predict the value of a dependent value (enplanements). Single regression analysis depicting enplanements as a function of population changes results in eventual growth, similar to the trend line methodology. Despite per capita income and median household income in the statistical areas increasing over the past decade, the growth in those metrics do not outweigh the missing enplanements from 2003 to 2021, and the slight decline in enplanements from 2022 to 2024. Single regression was not found to be a reliable predictor of enplanements for BIH over the planning period.
- ✧ 1.7.1.d Like single regression, the **multiple regression model** projects the forecast of parameters (dependent variable – i.e. enplanements and annual operations) based on two external factors or indicators. In the case of BIH, all possible combinations of population, PCI, and MHI were utilized as independent variables to determine how enplanements would trend over the planning period. However, as was the case with single regression analysis, the missing enplanements from 2003 to 2021 caused a significant decrease in forecasted enplanements in the near term and miniscule growth by the end of the 10-year period. Due to the depicted decrease, multiple regression was discarded as a tool for forecast analysis.
- ✧ 1.7.1.e The **market share evaluation** utilized an analysis of enplanements at each statistical area, using historically reported enplanements and the FAA's Terminal Area Forecasts with a determination of each airport's market share of enplanements. However, the lack of historical data available at BIH and the disproportional growth of enplanements at other statistical areas appears to hold back the true predictive capabilities of the market share evaluation.
- ✧ 1.7.1.f **Composite-Growth Blend** - Finally, a blended approach was employed that incorporates both national-level projections and local economic indicators. The FAA average-annual-growth-rate (AAGR) percentages for total U.S. enplanements

were employed to determine the number of enplanements at BIH if the airport were to grow in a manner consistent with FAA demand projections. Individual AAGRs of 2.56 percent (FAA Domestic Enplanements) and 2.65 percent (FAA Total Enplanements) were combined, with equal weight, with localized demand indicators - 1.15 percent (Bishop hotel occupancy, 2015-2024), 5.27 percent (hotel occupancy since new routes), 1.19 percent (service-area population), 5.27 percent (per-capita income), and 6.25

percent (median household income). These seven inputs average to a **3.48 percent** AAGR, and when applied to 2025 enplanements it represents a **5.7 percent** 10-year compound annual growth rate (CAGR). As the future number of enplanements at BIH is shaped by both national aviation trends and local economic and tourism dynamics, **this balanced 3.48 percent forecast is adopted as the preferred enplanement projection.**

1.7.2 Enplanement Forecast

Considering these various methodologies and factors, an enplanement forecast was prepared for BIH. This baseline forecast represents the most likely enplanement demand at Bishop Airport over the 10-year planning period absent any new terminal or gate expansion. It is an unconstrained evaluation of future demand driven by forward economic projections, consistent with FAA Forecast Review & Approval Instructions, Section 3a. The FAA also considers “constrained” scenarios should there be a hard capacity constraint. As described by the FAA, “hourly runway capacity and turns per gate per day are the primary metrics used to define hard capacity constraints in the airport system, as related to aircraft operations. Hard capacity constraints mean that operations cannot grow once the limits are reached.” By contrast, soft capacity indicators, such as Annual Service Volume (ASV) and passenger terminal levels of service, do not constrain operations or passenger growth; activity often exceeds these thresholds with reduced level of service and efficiency. Because BIH is not projected to exceed limits on turns per gate per day through the primary 10-year decision window, a “constrained” scenario is not justified under Section 3b of the FAA Forecast Review & Approval Instructions. **Table 1-13** provides a summary of the forecasts for enplanements anticipated at BIH over the 10-year planning period.

1.7.2.1 TAF Comparison – Passenger Enplanements

The 2024 FAA TAF currently shows flat enplanements at BIH with 10,342 in 2025, held constant through 2045 reflecting the TAF “freeze” after the first three years of post-restart activity showed no sustained growth. Recent 2025 gains (higher load factors and added flights) are not yet captured in the TAF. A process gap also contributed: preliminary BIH figures were not incorporated in time for TAF review, which is expected to be corrected in future cycles. Accordingly, it is anticipated the next TAF update will begin to reflect growth at BIH.

By contrast, this forecast incorporates actual and anticipated 2025 traffic (13,200 enplanements) and SkyWest/United’s published schedules for 2025, then applies a **5.7 percent** CAGR driven by population, discretionary-income trends, and growth anticipated by the FAA. The result is **19,400** enplanements in 2030 and **23,000** in 2035.

The divergence from the TAF is therefore an artefact of timing, not necessarily methodology. Current 2025 traffic already exceeds the flat-line TAF baseline; using this dynamic forecast ensures that terminal sizing, gate planning, and roadway/parking analyses reflect current market conditions and realistic airline demand.

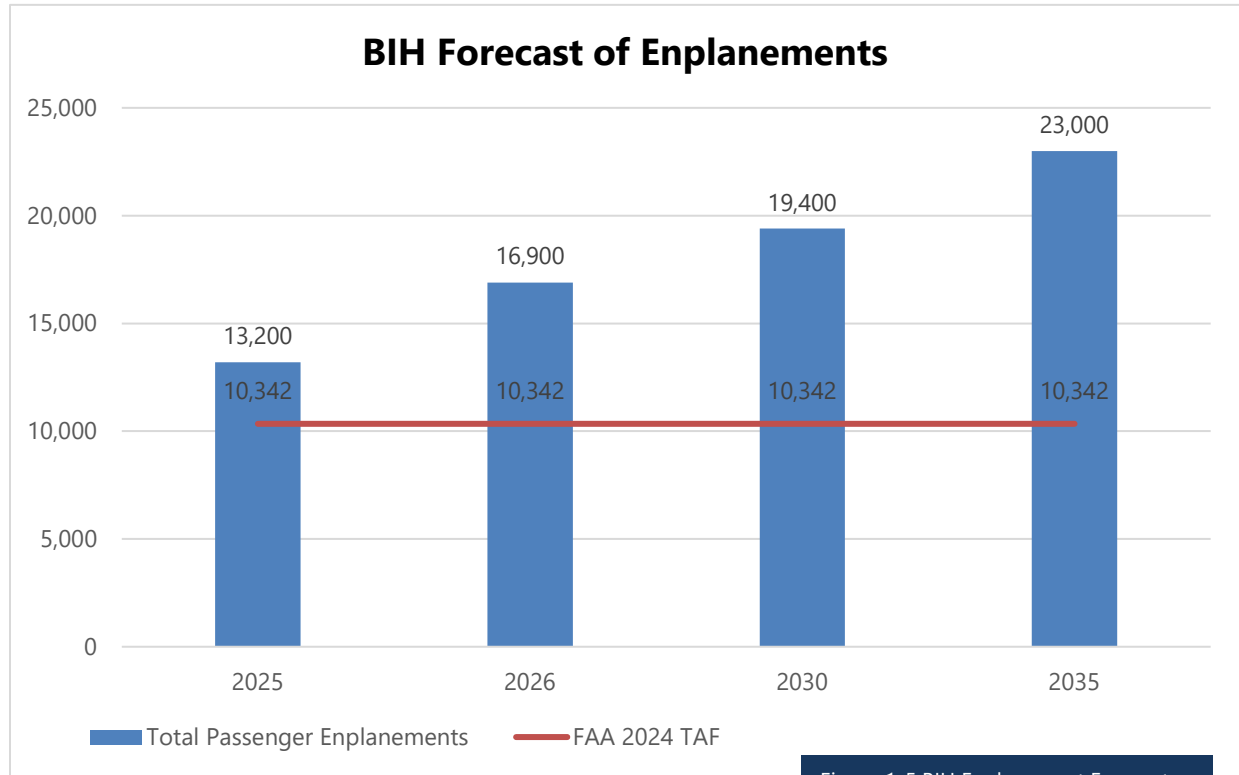


Figure 1-5 BIH Enplanement Forecast

Table 1-13 lists the anticipated enplanements by year. **Figure 1-5** depicts the forecasted enplanements by year.

Table 1-13 Forecasted Enplanements at BIH

Year	Total Passenger Enplanements	FAA TAF 2024
2025	13,200	10,342
2026	16,900	10,342
2030	19,400	10,342
2035	23,000	10,342

Source: H.W. Lochner, Inc.

As depicted in **Table 1-13**, there is reasonable evidence that BIH could experience a CAGR of **5.7 percent** with **over 23,000 enplanements per year by 2035**, based on past, current, and future demand and local forecasting trends.

1.7.3 Commercial Operations Forecast

Forecasts of commercial operations are required because gate needs are driven by aircraft movements, not passengers. FAA terminal-planning guidance (AC 150/5360-13A §7.3) specifies that future gate counts are derived from annual departures per gate (“turns per gate”), which in turn come directly from a forecast of commercial operations. Without an operations forecast that aligns with the enplanement outlook, the subsequent facility-requirements chapter would have no defensible basis for sizing contact, ground-load, or Remain Overnight (RON) positions.

Table 1-14 Forecasted Commercial Operations at BIH

Year	Total Commercial Operations	FAA TAF 2025
2025	600	950
2026	750	950
2030	850	950
2035	1,000	950

Source: FAA TAF 2025, H.W. Lochner, Inc.

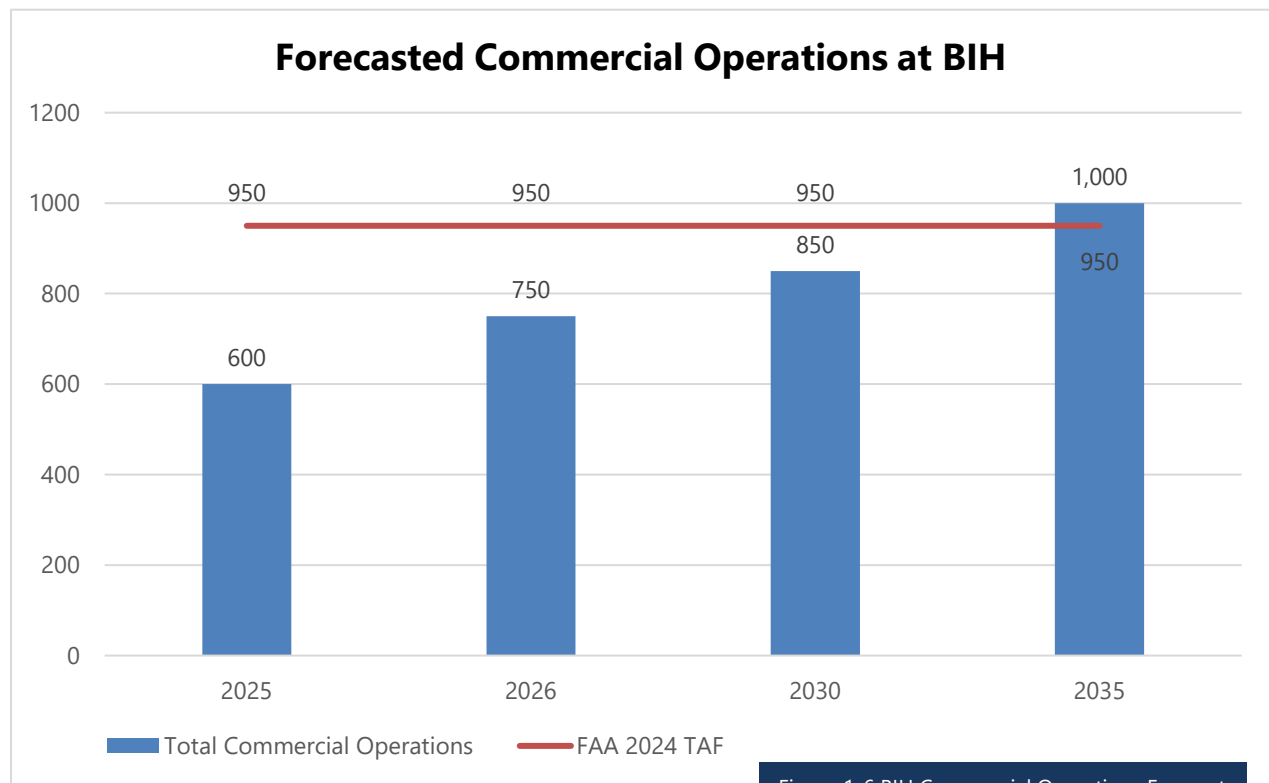


Figure 1-6 BIH Commercial Operations Forecast

The 2024 TAF lists 950 air-carrier itinerant operations for 2025 at BIH and depicts flat growth over the planning period. Bishop Airport anticipates a total of **600 commercial operations for 2025**. Applying the same **3.5 percent AAGR** used in the baseline enplanement forecast produces steady growth to **1,000 commercial operations** by 2035. This growth will inform both the peak-month/peak-hour schedule build-out and the turns-per-gate ratios required by AC 150/5360-13A. These values will feed directly into the gate-sizing calculations in determining facility requirements, maintaining a consistent, data-driven link

between forecast passenger demand and the physical number of gates the new terminal should be planned to accommodate.

1.7.4 Conceptual Scenarios: Air Service Development

As discussed, BIH is pursuing air service development opportunities with both incumbent and potential air carriers. These potential new routes are presented as conceptual planning scenarios only and are not FAA approvals. Any actual route addition requires a formal written commitment from the airline carrier and separate FAA route authority. Per Forecast Review & Approval Instructions (Sect 3c), conceptual scenarios capture aspirational new routes without written commitments and are not approved by the FAA. Bishop Airport has reached out to air carriers for written commitments as part of this forecast study. Two carriers responded: American Airlines sent a Letter of Interest dated July 1, 2025, and Breeze Airways sent a Letter of Interest dated August 19, 2025. Both of these letters can be found in the appendix to this document.

American Airlines stated it “express[es] American Airlines’ interest in the possibility of initiating commercial air service one day at Bishop Regional Airport (BIH)” to support tourism and local access to the national network. The letter is exploratory, noting that “any launch is contingent on many factors, including ... available resources at American, and the adequacy of airfield and terminal facilities” and therefore stops short of a firm commitment. Because the correspondence lacks definitive aircraft type, frequency, or start-date guarantees, it meets FAA guidance for inclusion in a Conceptual (non-approved) scenario rather than the baseline forecast, while still demonstrating tangible airline interest for future service development.

Breeze Airways stated it “express[es] interest in the possibility of initiating commercial air service at Bishop Airport (BIH)” to support visitor travel and local/business access to the national network. The letter is also exploratory and non-binding, noting that any launch would be contingent on Breeze resources and on the adequacy of airfield and terminal facilities. Breeze indicates a winter-seasonal concept from one or more western origins using the A220, with a potential start within 2–5 years. Because the correspondence stops short of definitive aircraft counts, frequencies, or a firm start date, it is appropriately treated as Conceptual (non-approved) evidence of carrier interest rather than baseline service.

Based on discussions with BIH, four key scenarios have been identified which could impact use of the existing terminal building and total enplanements. Each of these scenarios listed below assume a 76-seat aircraft is used with an initial load factor of 54 percent:

✧ Scenario 1 - Optimistic Growth: Expanding Services

This scenario assumes a second flight to Denver (DEN) will start in 2026, followed by a route to San Diego (SAN) added in 2027. This is the base case with a growth rate matching current service.

✧ Scenario 2 - Enhanced Expansion: Adding New Destinations

Similar to Scenario 1, this option also introduces a second flight to Denver in 2026 and a route to San Diego in 2027. However, it adds a third destination, Salt Lake City (SLC), in 2029. This scenario assumes an optimistic timeline for the new terminal, completing it by the 2028 season.

✦ **Scenario 3 - Aggressive Growth: Rapid Expansion**

This option builds upon Scenario 2 by adding flights to Phoenix (PHX) in 2028 and Salt Lake City in 2029, as well as Dallas-Fort Worth (DFW) in 2032. Like Scenario 2, this scenario also assumes an optimistic timeline for the new terminal, completing it by the 2028 season.

✦ **Scenario 4 - Conservative Approach: Gradual Expansion**

This conservative scenario introduces a second flight to Denver in 2026 and San Diego in 2027, followed by Salt Lake City in 2035 and Phoenix in 2035. This option assumes a more cautious approach, with the new terminal not being completed until the 2035 season.

Table 1-15 lists the anticipated enplanements for each scenario forecast by year. **Figure 1-5** depicts the forecasted enplanements by year.

Table 1-15 Conceptual Scenarios: Summary of Air Service Development

Year	Base Enplanements	Scenario 1	Scenario 2	Scenario 3	Scenario 4
2025	13,200	13,200	13,200	13,200	13,200
2026	16,900	21,400	21,400	21,400	21,400
2030	19,400	29,500	34,100	38,900	29,500
2035	23,000	35,000	40,500	46,200	44,000
CAGR	5.7%	10.2%	11.9%	13.3%	12.8%

Source: H.W. Lochner, Inc., Inyo County, CA

Each of the four strategic scenarios reflect different approaches to expanding routes and terminal development. The data highlights projected passenger numbers, showing potential for significant growth across all scenarios, with Scenario 3 showing aggressive growth through 2035. While still showing significant growth, Scenario 4 takes a conservative approach, delaying new routes to Salt Lake City and Phoenix with the terminal completion in 2035.

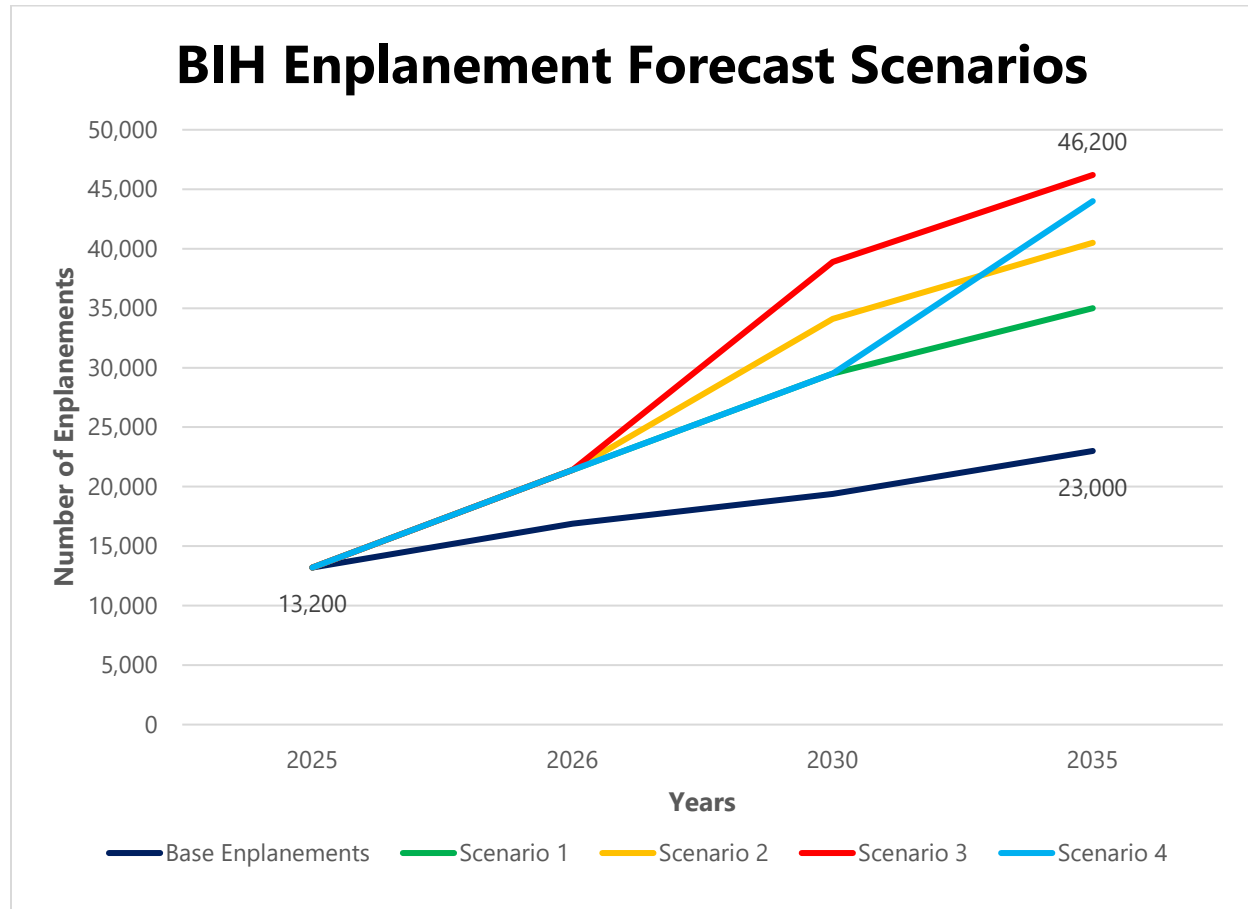


Figure 1-8 BIH Forecast Scenarios

These existing growth rate-based forecasts are depicted in **Figure 1-5**. Scenario 3 yields the highest total enplanements by 2035 (over 46,000), while the slower-starting Scenario 4 actually surpasses Scenario 1 by 2035. Faster introduction of multiple new routes (particularly under Scenario 3) drives higher near-term growth, but even delayed expansions (Scenario 4) can eventually catch or exceed more modest additions if enough new service is rolled out over time.

1.8 Design Aircraft

The existing and future design aircraft for commercial service operations is based on a combination of daily flights utilizing regional commercial service aircraft, and non-daily flights by low-cost carriers utilizing narrow-body aircraft. According to AC 150/5000-17, the design aircraft (also known as the critical aircraft) is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is 500 annual operations, including both itinerant and local operations but excluding touch and-go operations. An operation is either a takeoff or landing.

As previously discussed, regional carriers have recently transitioned the ERJ-175. SkyWest began operating routes with the ERJ-175 in 2024. For a larger aircraft to be considered the design aircraft, such

as the Airbus 319 or Boeing 737, it would need to provide service at a minimum of five days per week to reach 500 annual operations.

As such, for planning purposes, the CRJ-700 is considered the existing design aircraft and the EMB-175 is expected to be the design aircraft by the end of 2025.

Table 1-16 provides a summary of the existing and future design aircraft and associated Runway Design Code (RDC) for BIH.

Table 1-16 BIH Existing and Future Design Aircraft

Airport	Runway	Existing Design Aircraft	Future Design Aircraft	Existing RDC	Future RDC
BIH	12/30	CRJ-700	Embraer 175	C-II-5000	C-III



SkyWest Embraer 175. Source: United

1.9 Summary

This forecast of passenger enplanements for Bishop Airport (BIH) evaluates multiple data sources, methodologies, and scenarios to outline several potential growth outcomes. Because the Conceptual Air Service Development Scenarios carry inherent uncertainty, the base enplanement forecast will serve as the foundation for the next phase of the study. This forecast projects a CAGR of 5.7 percent over the forecast period and will guide the development of Terminal Facility Requirements to ensure adequate space for anticipated growth.

If terminal capacity is expanded and new airlines and routes are added, annual enplanements could increase to as much as **46,200** - a CAGR of **13.3 percent over the 10-year forecast period** in conceptual scenarios.

Appendix A: Airline Letters of Interest

July 1, 2025

Attn: Raquel Girvin
Director FAA Western - Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

Subject: American Airlines Letter of Interest - BIH Airport

Dear Ms. Girvin:

The purpose of this letter is to express American Airlines' interest in the possibility of initiating commercial air service one day at Bishop Regional Airport (BIH), serving the Bishop and Mammoth, California, region.

Representatives of the Towns of Mammoth and Bishop, Inyo and Mono Counties, Mammoth Mountain Resort, and others have approached American proposing we consider commercial jet service at BIH. The proposal from the community representatives outlines efforts to generate additional travelers to nearby mountain resorts and visitor destinations in the eastern Sierra region, as well as increased local resident and business access to the national transportation network, creating economic stimulus for the broader area.

Any service would look similar to what American operates in other tourism destination markets.

In considering this possibility over the coming several years, any launch is contingent on many factors, including but not limited to available resources at American, and the adequacy of airfield and terminal facilities.

We look forward to continued discussions about the possibility of American service at BIH; please feel free to contact me with any further questions.

Sincerely,



Mitch Goodman
Sr. Manager, Domestic Network Planning
American Airlines



Breeze Airways
6340 S 3000 E, Suite 500
Cottonwood Heights, UT
84121

Attn: Raquel Girvin
Director FAA Western - Pacific Region
777 S. Aviation Blvd., Suite 150
El Segundo, CA 90245

August 19, 2025

Subject: Breeze Airways Letter of Interest - BIH Airport

Dear Ms. Girvin:

The purpose of this correspondence is to express Breeze Airways' (Breeze's) interest in the possibility of initiating commercial air service at Bishop Regional Airport (BIH), serving the Bishop and Mammoth, California, region.

Representatives of the Towns of Mammoth and Bishop, Inyo and Mono Counties, Mammoth Mountain Resort and others have approached Breeze proposing we consider commercial jet service at BIH. The proposal from the community representatives outlines efforts to generate additional travelers to nearby mountain resorts and visitor destinations in the eastern Sierra region, as well as increased local resident and business access to the national transportation network, creating economic stimulus for the broader area.

Breeze recognizes the opportunity at BIH, and we are considering winter seasonal service from one or more of our western destinations, flying our A220 aircraft, with the potential start of service in 2-5 years.

In considering this possibility, any launch is contingent on many factors, including but not limited to available resources at Breeze, and the adequacy of airfield and terminal facilities.

We look forward to continued discussions about the possibility of Breeze service at BIH; please feel free to contact me with any further questions.

Eric Fletcher
Vice President,
Government and Airport Affairs
650-430-1003
Eric.fletcher@flybreeze.com
www.flybreeze.com

flybreeze.com

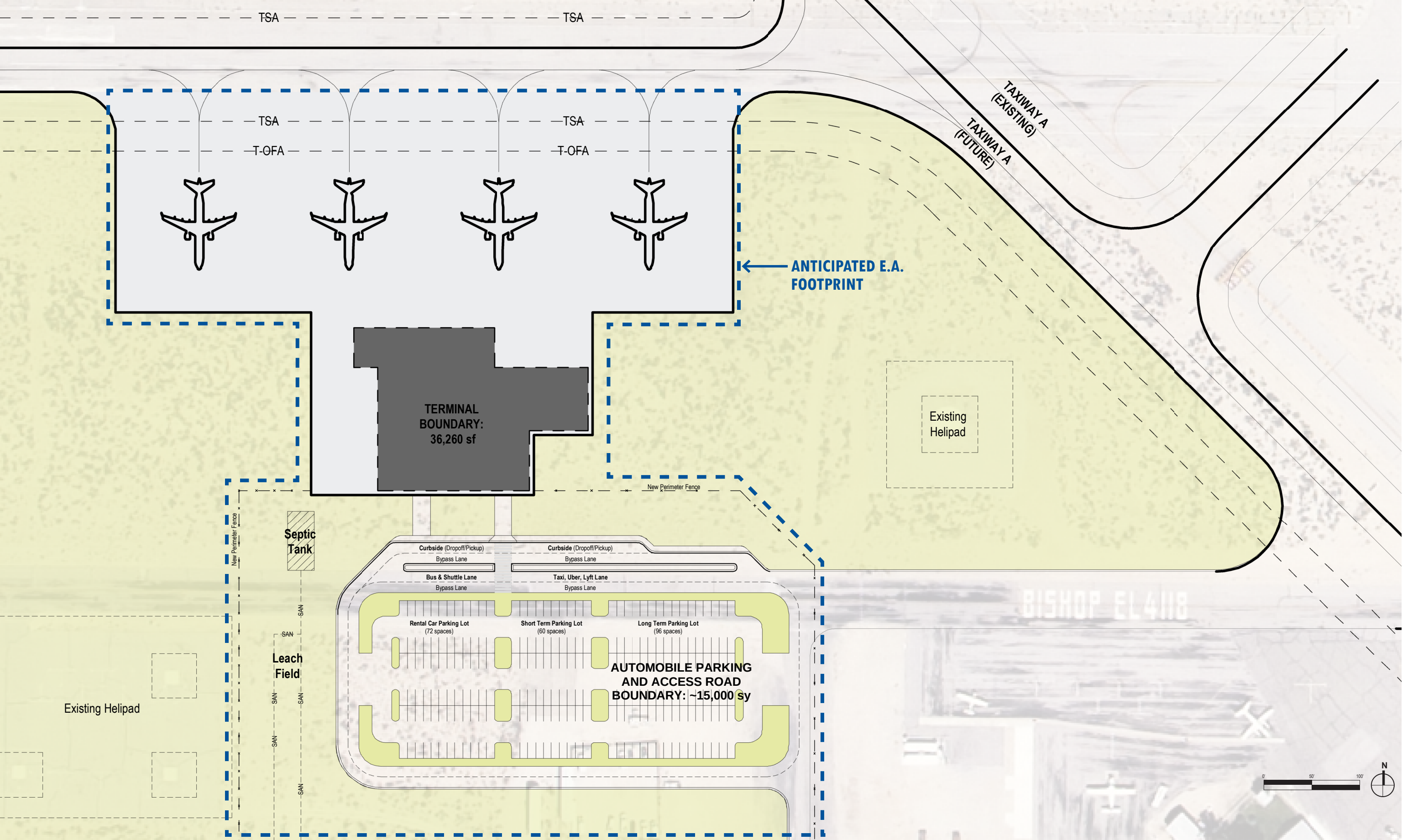


Bishop Airport

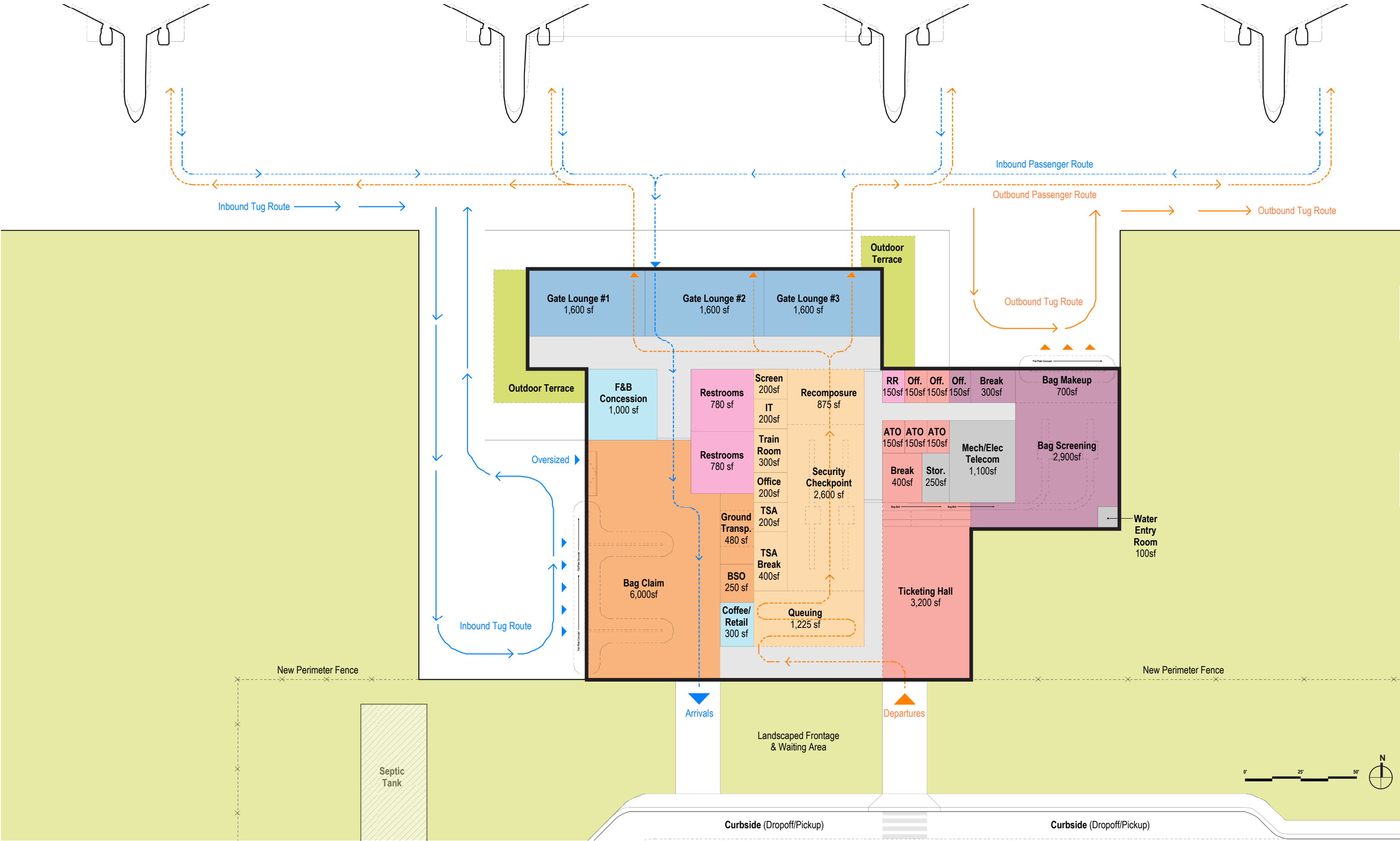
Programming Analysis | July 2026



BISHOP AIRPORT | CONCEPTUAL SITE PLAN



BISHOP AIRPORT | PROGRAMMING FLOOR PLAN



BISHOP AIRPORT | PROGRAMMING SUMMARY

	Estimated AIP Eligibility (%)	Area (SF)	
Ticketing Hall		3,200	based on Lochner Forecast + IATA standard
Ticket Counters	20%*	400	40 linear feet x 10 ft depth
Queuing	100%	1,200	40 ft wide x 28 feet deep
Cross Circulation - between queuing & ticket counters	100%	400	40 linear feet x 10 ft depth
Bag belt	100%	200	40 linear feet x 3 ft depth
Public Lobby	100%	1,000	40 linear feet x 30 ft depth
Admin		1,250	
Airline Ticketing Offices - 1 per airline, 3 total	0%	450	
Airport / County Offices - 1 per, 2 total	0%	300	
Break Room - Common Use (Airlines / Airport)	0%	500	
Outbound Baggage		3,950	
Bag Screening	100%	2,800	CT80 Machines (x2)
Bag Makeup - with overhead canopy outdoors	100%	700	Flat plate system w/ overhead canopy
Office - Ground Handler & Above Wing	0%	150	
Break Room - Ground Handlers	0%	300	
Ground Transportation		480	
Rental Car Office & Counter - 2 each	20%*	240	(8' x 15' each)
Shuttle Service Office & Counter - 2 each	20%*	240	(8' x 15' each)
Inbound Baggage		6,250	Sized for (3) simultaneous aircraft operations
Bag Service Office / Storage Closet	0%	250	
Baggage Claim	100%	6,000	312' LF of flat plate system + 20' wide oversize bag slide
Retail (Concessions)		300	
Retail & Coffee	10% **	300	
Food & Beverage (Concessions)		1,000	
F&B Kitchen	0%	300	
F&B Serving Area	10%**	300	
F&B Storage	0%	100	
F&B Seating	60%**	300	
Gate Lounges (Holdrooms)		4,800	
SF per gate	100%	4,800	1,600 SF per Holdroom
Security Checkpoint		6,225	based on Lochner Forecast + IATA standard
Queuing - 1 Standard, 1 TSA Pre-Check	100%	1,250	
2 Lanes - sized to accommodate (2) simultaneous flights	Partially ***	2,600	per TSA standard guidelines
Recomposure Area	100%	875	
Private Screening Room	Partially ***	200	
TSA Break Room	0%	400	
TSA Dedicated Space	0%	200	
TSA Office	0%	200	
TSA Training Room	0%	300	
IT Room	0%	200	
Support		6,450	
Mechanical Room	Prorated Area****	600	
Electrical Room	Prorated Area****	400	
Telecom	Prorated Area****	100	
Water Entry Room	Prorated Area****	100	
Storage	0%	250	
Circulation - Landside & Airside	100%	5,000	
Restrooms		1,710	
Mens Public Restroom - Landside	100%	390	
Womens Public Restroom - Landside	100%	390	
Mens Public Restroom - Airside	100%	390	
Womens Public Restroom - Airside	100%	390	
Office Space - Single User Restroom	0%	150	
Outdoor Space		n/a	
Parking Lot - identified in the ALP Terminal Sketch (Exhibit A)		n/a	
Airside Terrace & Extended Curbside		n/a	
TOTAL AREA (SF)		35,615	

* at nonhub primary airports, the area of the airline ticket counter or rental car counter is AIP eligible, but the area behind the counters is not

** at nonhub primary airports, the construction of bare space with appropriate utilities and fixed public-use seating is eligible for the public portion of concessions area (RE: Table N-6 Order 5100-

*** the construction of bare space with appropriate utilities is eligible for passenger screening areas (RE: Table N-5 Order 5100-38D)

**** areas needed for utilities are considered prorated areas and elibible proration % is determined through calculation (RE: Table N-4 Order 5100-38D)

BISHOP AIRPORT | PROGRAMMING SUMMARY

BASE PROGRAM ASSUMPTIONS

Ticketing Hall Assumptions	
Counter Capacity:	
6-7 feet of ticket counter per position	
Counter depth: 8-10 feet including work area	
3 airlines x 2 positions per = 6 positions total	
6 positions x 6.5 feet = approx. 40 linear feet of counter	
Queue Capacity:	
40-60 passengers checking in during peak	
20-30 passengers in queue at one time	
2035 anticipated peak hourly depature (aircraft) = 3 x ERJ-175	
Level of Service = 15 SF per person (5' wide x 3' deep)	
25 passengers x 15 sf = 375 sf per airline queue	
3 airlines = 1,125 sf of queuing	

Bag Claim Assumptions	
Aircraft: EMB-175	
Typical Seating: 76 passengers (US dual-class configuration)	
2035 anticipated peak hourly depature (aircraft) = 3 x ERJ-175	
3 simultaneous flights = 228 available peak hour departure seats	
Forecasted load factor = 78%	
Peak hour enplanements = 178	
Level of Service = 1.65 linear feet per passenger of baggage presentation	
293 linear feet of frontage/presentation (high demand)	

Bag Claim Assumptions	
Aircraft: EMB-175	
Typical Seating: 76 passengers (US dual-class configuration)	
2035 anticipated peak hourly depature (aircraft) = 3 x ERJ-175	
3 simultaneous flights = 228 available peak hour departure seats	
Forecasted load factor = 78%	
Peak hour enplanements = 178	
Level of Service = 1.65 linear feet per passenger of baggage presentation	
293 linear feet of frontage/presentation (high demand)	

Gate Lounge Assumptions	
	design aircraft: ERJ-175
Number of seats on design aircraft	78
Aircraft load factor	78%
Number of design passengers	61
Passengers at gate factor	90%
Number of passengers at gate	55
Seated Factor (85%), over "Optimum" LoS	47
Seated Area, minimum (21 SF / passenger)	977
Standing Factor (15%)	8
Standing Area, minimum (15 SF / passenger)	123
Subtotal of Seated & Standing Areas (SF)	1,101
Podium, queue, & boarding area (SF)	500
Total Area (SF) per Gate Lounge: 1,601	

FORECAST & FACILITY REQUIREMENTS

RE: 1.0 Forecast of Passenger Enplanements by Lochner 2026 | 2.0 Future Terminal Building Facility Requirements by Lochner 2026

Table 2-1 BIH Peak Hourly Commercial Operations

Year	Winter Enplanements ¹	Total Forecast Annual Enplanements	Peak Hourly Departures	Anticipated Aircraft
2025	9,900	13,200	2 + 1 RON	2 F/T Routes + 1 RON 2 x ERJ-175
2026	12,675	16,900	3	2 F/T Routes + 1 P/T Route 3 x ERJ-175
2030	14,550	19,400	3 + 1 RON	2 F/T Routes + 1P/T Route + 1 RON 3 x ERJ-175 / 1 x ERJ-175 (RON)
2035	17,250	23,000	3 + 1 RON	3 F/T Routes + 1 RON 3 x ERJ-175 / 1 x ERJ-175 (RON)

Source: HW Lochner, 2026

Full Time (F/T): Daily or more flights, Part-Time (P/T): Flights less than 5 days per week, Remain Overnight (RON): Aircraft Remaining

Parked Overnight

Note¹: Identifies annual enplanements peaking tendencies occurring during winter seasonal air service.

Table 2-2 BIH Peak Hourly Enplanement Demand

Year	Anticipated Peak Hourly Departure (Aircraft)	Available Peak Hour Departure Seats	Forecasted Load Factor	Peak Hour Enplanements
2025	2 x ERJ-175	152	68%	103
2026	3 x ERJ-175	228	70%	160
2030	3 x ERJ-175	228	74%	169
2035	3 x ERJ-175	228	78%	178

Source: HW Lochner, Inc., 2026

Table 2-3 BIH Terminal Building Facility Requirements Summary

Operational Activity/Factors	2025 (Existing)	2026	2030	2035
Aircraft (Embraer ERJ-175) Load Factor	68%	70%	74%	78%
Peak Hourly Enplanements	103	160	169	178
Aircraft Boarding Gates	2	3	3	3
Terminal Apron Aircraft Parking Position	2	3	4	4
Existing Terminal Space (sq. ft.)	~6,000			
Total Terminal Spatial Requirements (Approximate) (sq. ft.)	~ 20,000 - 35,000 ¹			
Terminal Building Space Surplus / (Deficient) (sq. ft.)	(~14,000 – 29,000) ¹			

Source: HW Lochner, 2026; FAA AC 150/5360-13; ACRP Report 25: *Airport Passenger Terminal Planning and Design*,

Volume 1: *Guidebook*.

Note¹: Provides overall estimated terminal facility spatial needs for the forecasted peak hour demand in accordance with FAA AC 150/5360-13 and “Good” Level of Service as defined in ACRP Report 25: *Airport Passenger Terminal Planning and Design*, Volume 1: *Guidebook*.

2.0 Future Terminal Building Facility Requirements

2.1 Introduction

The existing passenger terminal at BIH consists of a 5,000 sf main building constructed in 2002, and 3,000 sf tensioned fabric membrane structure constructed in 2021. The main building was originally constructed as a general aviation terminal, with a 2,000 sf restaurant, and admin offices that were converted into a check-in lobby in 2021. The passenger experience is less than ideal to services existing operations, with key functional areas including Security Screening Checkpoint (SCCP), Boarding Gates, Ticketing, Baggage Screening and Makeup, Restrooms, Passenger Holdrooms, Baggage Claim, and Circulation having insufficient capacity.

Planning for the proper space allowances needed for terminal building facilities and passenger circulation requires hourly volumes of activity consistent with the average peak demand baseline of activity at an airport. For the commercial terminal building, peak hour passenger estimates are generated by determining peak passenger activity based on regularly scheduled enplanements. In the case of BIH, the reasonable level of peak passenger traffic was evaluated utilizing the recently completed passenger enplanement forecast which was approved by the Federal Aviation Administration February 2026.

2.2 Hourly Demand and Peaking Tendencies

To arrive at a reasonable estimate of demand for the airport terminal building and the number of gates, it was necessary to develop a method to calculate the levels of activity during peak periods. Peaking characteristics for airport terminal planning are traditionally derived by applying standard peaking factors to average daily enplanements, which are themselves calculated as a function of peak forecasted monthly enplanements. While this approach provides a consistent, systemwide methodology, it assumes a relatively even distribution of passenger activity throughout the day. At BIH, however, pronounced seasonality and the concentration of activity around a limited number of scheduled commercial departures result in highly peaked, flight-driven demand patterns. In addition, closely timed and occasionally overlapping flight schedules, particularly during irregular operations, can create short-duration surges in passenger volumes that are not captured through average daily metrics. As a result, reliance solely on traditional peaking factors does not accurately represent peak hourly demand conditions at BIH and may understate the facility requirements necessary to accommodate actual operational peaks.

Rather than relying on a generalized assumption of concurrent departures, defining peak hour demand based on the number of scheduled aircraft departures within the peak design hour provides a more defensible and operationally representative approach for BIH. At commercial service airports of this scale, passenger activity is inherently tied to discrete flight events rather than continuous demand. Each departure functions as a distinct “pulse” of passengers moving through the terminal system, directly influencing processing requirements at ticketing, security screening checkpoints, hold rooms, and boarding gates.

Using actual or projected departure schedules ensures that peak hour demand reflects how passengers are realistically distributed throughout the day, including the effects of airline scheduling practices such as

banked departures, tight turn times, and seasonal service adjustments. This approach also captures the likelihood of overlapping passenger processing during irregular operations, minor delays, or closely spaced departures, conditions that are common in regional airline operations and are critical drivers of terminal congestion.

By basing the analysis on the number of departures occurring within the peak design hour, combined with aircraft seating capacity and realistic load factors, the methodology provides a transparent, data-driven foundation for sizing terminal facilities that aligns with both current operations and anticipated service growth.

The current flight schedule at BIH utilizes quick turns of aircraft with overlapping of arriving and departing aircraft throughout the course of the day. These operational characteristics result in periods of multiple aircraft on the ramp and departing passengers for multiple flights in the terminal building. This would also likely be the condition if/when new routes are added to the schedule.

Therefore, peak hour enplanements at BIH were based on simultaneous commercial aircraft operations with assumed load factors of 75 to 80 percent across the short-, medium-, and long-term planning periods. This approach ensures the terminal is adequately sized to accommodate potential delays and overlapping flight schedules. The calculations were made for each interval of the planning period. The results of the peak hour occur during the winter, with approximately 178 enplanements peak hour demand by 2035. **Table 2-1** and **Table 2-2** depict the forecasted peak hourly departures and enplanement demand for the forecast period. **Table 2-3** provides a summary of the Terminal Building Facility Requirements at BIH based upon existing and forecasted demand.

Table 2-1 BIH Peak Hourly Commercial Operations

Year	Winter Enplanements ¹	Total Forecast Annual Enplanements	Peak Hourly Departures	Anticipated Aircraft
2025	9,900	13,200	2 + 1 RON	2 F/T Routes + 1 RON 2 x ERJ-175
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2035	17,250	23,000	3 + 1 RON	3 F/T Routes + 1 RON 3 x ERJ-175 / 1 x ERJ-175 (RON)

Source: HW Lochner, 2026

Full Time (F/T): Daily or more flights, Part-Time (P/T): Flights less than 5 days per week, Remain Overnight (RON): Aircraft Remaining Parked Overnight

Note¹: Identifies annual enplanements peaking tendencies occurring during winter seasonal air service, which runs from mid-December through March.

Table 2-2 BIH Peak Hourly Enplanement Demand

Year	Anticipated Peak Hourly Departure (Aircraft)	Available Peak Hour Departure Seats	Forecasted Load Factor	Peak Hour Enplanements
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Source: HW Lochner, Inc., 2026

Table 2-3 BIH Terminal Building Facility Requirements Summary

Operational Activity/Factors	2025 (Existing)	2026	2030	2035
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Aircraft Boarding Gates	2	3	3	3
Terminal Apron Aircraft Parking Position	2	3	4	4
Existing Terminal Space (sq. ft.)	~6,000			
Total Terminal Spatial Requirements (Approximate) (sq. ft.)	~ 20,000 - 35,000 ¹			
Terminal Building Space Surplus / (Deficient) (sq. ft.)	(~14,000 – 29,000) ¹			

Source: HW Lochner, 2026; FAA AC 150/5360-13; ACRP Report 25: *Airport Passenger Terminal Planning and Design, Volume 1: Guidebook*.

Note¹: Provides overall estimated terminal facility spatial needs for the forecasted peak hour demand in accordance with FAA AC 150/5360-13 and “Good” Level of Service as defined in ACRP Report 25: *Airport Passenger Terminal Planning and Design, Volume 1: Guidebook*.

2.3 Terminal Improvement Goals and Priorities

As a result of the evaluation of the existing terminal facilities at Bishop Airport (BIH), a comprehensive set of goals and objectives has been established to guide future terminal development. These objectives are centered on enhancing operational efficiency, improving the overall passenger experience, increasing accessibility, and incorporating sustainable and resilient design practices. Collectively, these priorities reflect both the current limitations of the facility and the need for BIH to accommodate both existing and future commercial service in a manner that is functional and representative of the region it serves.

A primary driver of these improvements is the need to accommodate BIH's flight-driven peaking characteristics, which result from a limited number of commercial departures occurring within concentrated time periods. Unlike larger hub airports where activity is more evenly distributed, BIH experiences distinct passenger surges tied directly to scheduled aircraft departures. As a result, the terminal and apron must be capable of efficiently supporting multiple aircraft operations within the same time window. Planned airside enhancements include configuring the apron to accommodate up to three regional jet (ERJ-175) aircraft simultaneously, along with an additional aircraft parking position to support flexibility for overnight (RON) parking requirements and prevent gate constraints during aircraft delays. These improvements are intended to enhance operational flexibility, reduce potential conflicts on the apron, and support both existing and future airline activity.

Building upon these objectives, the facility requirements effort will include the development of a conceptual terminal design to further define and refine the airport's terminal needs. This conceptual design will serve as a critical planning tool, translating current and forecasted demand into a functional layout that identifies the size, configuration, and relationships of key terminal components. Through this process, BIH will be able to better understand how its terminal should evolve to meet both current deficiencies and future requirements.

A key component of the conceptual design effort will be the evaluation of spatial requirements for each major functional area within the terminal. This includes passenger processing elements such as ticketing, check-in, security screening, hold rooms, and baggage claim, as well as airline operational spaces, concessions, rental car facilities, administrative areas, and building support functions. Each of these components will be assessed based on established peak hour passenger volumes, industry best practices, and applicable regulatory guidance. The goal is to ensure that each space is appropriately sized to accommodate demand without creating unnecessary inefficiencies or overbuilding beyond what is required for BIH's scale of operations.

In addition to defining individual space requirements, the conceptual design will evaluate the functional relationships between these areas to optimize passenger flow and operational efficiency. This includes minimizing passenger congestion points, improving wayfinding, and ensuring logical progression through the terminal from curbside to gate. Particular attention will be given to areas that are most sensitive to peak demand conditions, such as security screening checkpoints and hold room areas, where inadequate sizing or poor configuration can significantly impact the passenger experience. The design will also consider the

interface between landside and airside components, including curbside access, parking, rental car operations, and apron connectivity, to ensure a seamless transition for passengers and airport users.

The conceptual design process will incorporate flexibility to accommodate future changes in airline operations, aircraft fleet mix, and passenger demand. Given the evolving nature of regional air service, it is important that the terminal layout allows for phased implementation and potential expansion without requiring substantial reconfiguration of core building systems. This may include identifying areas for future expansion, planning for modular construction approaches, and ensuring that critical infrastructure such as utilities and building systems can support long-term growth.

In parallel with functional and spatial planning, the conceptual design will consider regulatory requirements and industry standards that influence terminal development. This includes understanding of Transportation Security Administration (TSA) requirements for passenger and baggage screening, as well as alignment with applicable FAA guidance for terminal planning. While detailed design of these elements will occur in later phases, the conceptual layout will ensure that adequate space is reserved to accommodate these functions and that their integration into the terminal is both efficient and compliant.

Beyond operational and regulatory considerations, the conceptual terminal design will also support BIH's goal of enhancing the passenger experience. This includes opportunities to introduce additional passenger amenities such as concessions, improved seating areas, and enhanced circulation spaces that reduce congestion and improve comfort.

Accessibility will remain a key priority throughout the planning process. The conceptual design will generally protect for principles of universal access and ADA compliance to ensure that all passengers, employees, and visitors can safely and efficiently navigate the facility. This includes considerations for accessible routes, restrooms, seating areas, and passenger processing functions, as well as accommodations for individuals with reduced mobility or other accessibility needs.

Ultimately, the conceptual terminal design will provide BIH with a clear, implementable roadmap for future development. By translating operational needs and forecasted demand into a cohesive facility plan, this effort will enable the airport to pursue funding opportunities, support environmental documentation, and guide future design and construction phases. Just as importantly, it will ensure that terminal improvements are aligned with the airport's operational realities and positioned to accommodate both anticipated growth and the inherent variability of regional air service.

It is important to note that the conceptual terminal design developed as part of this effort is intended to provide a planning-level representation of future facility needs and is not a final design for construction. The level of detail will be sufficient to inform subsequent environmental investigations, including evaluation of potential impacts associated with a new terminal facility and related airside and landside improvements. This approach ensures that the proposed development footprint, building configuration, and operational assumptions are adequately defined to support environmental documentation, while maintaining flexibility for refinement during future design phases.

2.4 Terminal Facility Requirements

As a result of the evaluation of the existing terminal facilities at Bishop Airport (BIH), a comprehensive set of goals and objectives has been established to guide future terminal development. These objectives are centered on enhancing operational efficiency, improving the overall passenger experience, increasing accessibility, and incorporating sustainable and resilient design practices. Collectively, these priorities reflect both the current limitations of the facility and the need for BIH to accommodate both existing and future commercial service in a manner that is functional and representative of the region it serves.

This section summarizes the planning assumptions and factors used to evaluate facility requirements for the passenger terminal's primary functional areas. Facility requirements were assessed using a variety of planning tools and industry guidance. The primary analytical resource was ACRP Report 25, Airport Passenger Terminal Planning and Design, Volume 2: Spreadsheet Models and User's Guide (Model). Additional evaluation considered industry trends, comparable airport facilities, and guidance published in International Air Transport Association's (IATA's) Airport Development Reference Manual, FAA AC 150/5360-13, Planning and Design Guidelines for Airport Terminal Facilities, FAA AC 150/5360-9, Planning and Design of Airport Terminal Facilities at Non-Hub Locations, and FAA AC 150/5300-13A, Airport Design.

Terminal facility requirements were developed for the following functional areas:

- Curbside Vehicle Processing
- Airline Ticketing & Check-In
- Outbound Baggage (Make-up and Screening)
- Inbound Baggage
- Security Screening and Checkpoint
- Gates & Holdrooms
- Restrooms
- Concessions
- Administrative Offices

Curbside Vehicle Processing

The terminal curb is the first point of interaction for arriving and departing passengers and plays a critical role in maintaining safe and efficient terminal operations. At Bishop Airport, curbside activity is influenced by a combination of private vehicles, rental cars, commercial shuttles, hotel and resort transportation providers, ride-share services, taxis, and buses. Given the airport's strong seasonal passenger demand, particularly during peak winter recreation periods, a significant portion of travelers utilize shuttle services connecting the airport with nearby communities and resort destinations. As a result, curbside facilities should be planned to accommodate both high passenger turnover and the operational needs of larger shuttle vehicles.

Rather than sizing the curb solely to meet average operational conditions, it is recommended that the Airport protect approximately 250 linear feet of terminal curb frontage configured as a multi-lane loading area. This configuration should incorporate designated pedestrian refuge islands to safely separate vehicle movements while providing dedicated space for passenger pick-up and drop-off, commercial shuttle and

bus operations, and ride-share activity. A multi-lane configuration will improve operational flexibility by allowing passenger vehicles to circulate around stopped vehicles, reducing congestion during peak periods and minimizing delays associated with seasonal surges in passenger activity.

The recommended curb length is intended to provide sufficient flexibility to accommodate future changes in passenger volumes, transportation modes, and commercial ground transportation services while supporting safe and efficient circulation immediately adjacent to the terminal. As terminal improvements advance, opportunities to further enhance curbside operations through dedicated loading zones, wayfinding, and traffic management strategies should also be considered to improve the overall passenger experience.

Airline Ticketing & Check-In

The airline ticketing and check-in area serves as the primary processing space for departing passengers and should be sized to efficiently accommodate peak hour passenger demand while maintaining adequate circulation and operational flexibility. Facility requirements for this functional area were developed using the International Air Transport Association's (IATA's) Airport Development Reference Manual standard planning methodology, based on the Airport's enplanement forecasts and projected peak hourly departures. The recommended sizing reflects the anticipated passenger processing demand while providing sufficient flexibility to accommodate seasonal fluctuations in activity.

It is recommended to protect for approximately 3,200 square feet for the airline ticketing and check-in functional area. This recommendation includes approximately 400 square feet for ticket counter positions, based on six ticket counter positions (three airlines with two positions each) at approximately 6 to 7 feet per position. Passenger queuing areas should provide approximately 1,200 square feet, assuming an allowance of approximately 15 square feet per passenger during the forecast peak hourly departure period. An additional 400 square feet should be allocated for cross circulation between the ticket counters and queuing area to maintain efficient passenger flow and minimize conflicts during peak operating periods.

Supporting facilities should also include approximately 200 square feet for outbound baggage belt operations and approximately 1,000 square feet for the public lobby to accommodate passenger circulation, waiting, and access between the terminal entrance, ticketing area, and adjacent functional spaces. Collectively, these elements provide a flexible and efficient processing area capable of supporting the Airport's projected passenger demand while accommodating the significant seasonal fluctuations characteristic of Bishop Airport.

Outbound Baggage (Make-up and Screening)

The outbound baggage processing area supports the screening, sorting, and transfer of checked baggage from the airline ticketing area to the aircraft. To maintain efficient airline operations and accommodate projected passenger activity, the outbound baggage system should provide adequate space for Transportation Security Administration (TSA) screening equipment, baggage make-up operations, and airline ground handling support functions. Facility requirements for these areas were developed based on

the Airport's forecast enplanements, projected peak hourly departures, and anticipated operational needs while considering current TSA baggage screening practices.

Approximately 2,800 square feet should be protected for the baggage screening area to accommodate two CT80 checked baggage screening machines and the associated screening, conveyor, and operational support space. This recommendation provides flexibility for efficient baggage processing during peak departure periods while allowing sufficient room for future operational modifications as screening technologies continue to evolve.

An additional 700 square feet should be allocated for the outbound baggage make-up area utilizing a flat-plate baggage delivery system. Given the Airport's operational characteristics and available apron access, the baggage make-up area should be designed to interface with a covered exterior loading canopy where baggage carts can be staged and loaded directly onto aircraft. This arrangement provides an efficient transition between the terminal and airfield while supporting simultaneous airline operations during periods of peak activity.

Supporting airline ground handling functions should also be incorporated within the outbound baggage area, including approximately 150 square feet for a ground handler office and approximately 300 square feet for a dedicated ground handler break room. These spaces provide the operational support necessary for airline personnel responsible for baggage handling, aircraft servicing, and ramp operations, while allowing sufficient flexibility to accommodate future changes in airline service levels.

Collectively, the recommended outbound baggage facilities provide an efficient and scalable processing area capable of supporting the Airport's projected passenger demand, seasonal fluctuations in activity, and future changes in baggage screening technology and airline operations.

Inbound Baggage

The inbound baggage claim area provides passengers with a centralized location to retrieve checked baggage upon arrival and should be sized to accommodate peak passenger activity while maintaining an efficient and comfortable level of service.

The recommended baggage claim sizing assumes three simultaneous EMB-175 arrivals operating at a 78 percent load factor, resulting in approximately 178 peak hour enplaning passengers. Applying the IATA planning standard of approximately 1.65 linear feet of baggage presentation frontage per passenger, the Airport should protect for approximately 300 linear feet of baggage claim frontage. This frontage can be accommodated using a flat-plate baggage claim system designed to efficiently serve multiple arriving flights while providing operational flexibility during periods of peak seasonal demand.

To support the recommended baggage presentation frontage and provide adequate passenger circulation, approximately 6,000 square feet should be protected for the overall baggage claim area. This recommendation includes space for the flat-plate baggage claim system, passenger circulation surrounding the claim devices, waiting areas, and a dedicated 20-foot-wide oversized baggage slide to accommodate recreational equipment commonly transported through Bishop Airport, including skis, snowboards, bicycles,

and other oversized luggage. Providing a separate oversized baggage area will improve passenger flow at the primary claim devices while enhancing the overall passenger experience during the Airport's peak seasonal travel periods.

The recommended baggage claim facilities provide sufficient capacity to accommodate the Airport's projected passenger demand while maintaining flexibility for future changes in airline operations, baggage handling technology, and passenger travel characteristics.

Security Screening and Checkpoint

The security screening checkpoint serves as the primary passenger processing area between the public and secure portions of the terminal and should be designed to efficiently accommodate projected peak departure activity while maintaining passenger comfort, operational flexibility, and Transportation Security Administration (TSA) requirements. Facility requirements for the security screening area were developed based on the Airport's forecast peak departure activity and recommended TSA guidance for sizing. It is recommended that the TSA be further consulted during design of future terminal facilities to ensure adequate spacing.

Consistent with TSA planning guidance, the recommended checkpoint should provide two security screening lanes sized to accommodate two simultaneous departing flights. Approximately 2,600 square feet should be protected for the primary screening checkpoint, including passenger screening equipment, screening lanes, and queuing areas. Passenger queuing should be designed to provide approximately 15 square feet per passenger and accommodate both a standard screening queue and a dedicated TSA Pre-Check queue to improve passenger processing efficiency and provide operational flexibility as passenger volumes increase.

In addition to the primary screening area, the checkpoint should include supporting spaces necessary for efficient TSA operations. Approximately 875 square feet should be allocated for a passenger recomposure area immediately beyond the screening checkpoint to allow passengers to gather personal belongings without impeding circulation. Additional support spaces should include a 200-square-foot private screening room, 400-square-foot TSA break room, 200-square-foot dedicated TSA support space, 200-square-foot TSA office, 300-square-foot TSA training room, and a 200-square-foot information technology (IT) room to support checkpoint operations and associated equipment.

Collectively, these facilities provide a functional, efficient, and scalable security screening area capable of accommodating the Airport's projected passenger demand, significant seasonal fluctuations in activity, and future operational needs while maintaining a positive passenger experience and supporting evolving TSA screening technologies and procedures.

Holdrooms

The holdroom area provides passengers with a comfortable waiting space immediately adjacent to the departure gates and should be sized to accommodate projected peak departure activity while maintaining adequate circulation, seating capacity, and efficient boarding operations. Facility requirements for the

holdrooms were developed using the International Air Transport Association's (IATA's) Airport Development Reference Manual planning methodology, based on the Airport's forecast peak hourly enplanements and the anticipated peak hourly departure activity of three simultaneous EMB-175 aircraft.

The planning analysis assumes a design aircraft capacity of 76 seats operating at a projected 78 percent load factor, resulting in approximately 60 departing passengers per flight. Consistent with IATA planning guidance, it was assumed that approximately 90 percent of passengers would be present within the holdroom at the time boarding begins, or approximately 55 passengers per departure gate. To provide an appropriate level of passenger comfort, approximately 85 percent of these passengers should be accommodated with seating, resulting in seating for approximately 47 passengers. Using the IATA planning allowance of 21 square feet per seated passenger, approximately 977 square feet should be allocated for seating areas. The remaining 15 percent of passengers (approximately 8 passengers) are assumed to be standing, requiring approximately 123 square feet based on an allowance of 15 square feet per standing passenger. An additional 500 square feet should be provided at each gate for the boarding podium, passenger queuing, and aircraft boarding activities. Collectively, these elements result in a planning requirement of approximately 1,600 square feet per departure gate.

Based on the anticipated three simultaneous departing EMB-175 aircraft, it is recommended to protect for approximately 4,800 square feet of total holdroom space. This recommendation provides sufficient capacity to support peak departure activity while maintaining an appropriate level of service and accommodating Bishop Airport's significant seasonal fluctuations in passenger demand.

Holdrooms should be designed to support efficient boarding operations while maintaining clear circulation paths between the gate seating areas, terminal concourse, concessions, restrooms, and other passenger amenities. Consideration should also be given to incorporating charging stations, accessible seating, flight information displays, and flexible seating arrangements that can adapt to future changes in airline operations, passenger expectations, and aircraft fleet mix.

Gates

Aircraft parking gate requirements were developed based on the Airport's passenger enplanement forecasts and projected airline flight schedule. The planning analysis indicates that the terminal should protect for three aircraft boarding gates to accommodate the forecast level of commercial service activity and the anticipated peak operating condition of three simultaneous EMB-175 departures. Providing three boarding gates will allow the Airport to efficiently accommodate scheduled passenger operations while maintaining the flexibility necessary to support seasonal fluctuations in demand, operational delays, and future changes in airline schedules.

In addition to the terminal boarding gates, the Airport should protect for one dedicated Remain Overnight (RON) aircraft parking position. Due to Bishop Airport's highly seasonal operations, weather-related impacts, and limited aircraft maintenance capabilities, commercial aircraft are frequently required to remain parked overnight between scheduled operations. To maximize the availability of the terminal boarding gates for active passenger loading and unloading, the RON parking position should be located separate

from the terminal gate apron while maintaining convenient access to the terminal and airfield. Providing a dedicated RON parking position will improve operational efficiency, increase apron flexibility during peak travel periods, and support the Airport's long-term commercial service operations.

Restrooms

Restroom facilities should be distributed throughout the terminal to provide convenient access for passengers before and after passing through the security checkpoint while supporting the Airport's forecast passenger demand and anticipated operational activity. Based on the projected terminal program, the Airport should protect for dedicated Men's and Women's restroom facilities within both the non-sterile (landside) and sterile (airside) portions of the terminal. Providing restroom facilities on both sides of the security checkpoint will improve passenger convenience, reduce unnecessary circulation through the terminal, and support efficient passenger processing during peak operating periods.

To provide an appropriate level of service, each Men's and Women's restroom is recommended to encompass approximately 390 square feet, resulting in four dedicated passenger restroom facilities distributed throughout the terminal. In addition, the terminal should protect for a single-user restroom dedicated to airline, TSA, and airport staff operating within the terminal facility. Locating a staff restroom separate from passenger facilities will improve operational efficiency while ensuring adequate restroom capacity is maintained for the traveling public. Collectively, these restroom facilities provide sufficient flexibility to accommodate the Airport's forecast passenger demand, seasonal fluctuations in activity, and future terminal operational needs.

Concessions

Unlike many other functional areas within the passenger terminal, the FAA does not establish specific space requirements or planning criteria for concession facilities. The type, quantity, and size of concession space are largely influenced by local market conditions, passenger demographics, airline activity, and the overall passenger experience desired by the airport sponsor. As a result, concession planning should consider the Airport's projected passenger demand, operational characteristics, and anticipated customer expectations while maintaining flexibility to accommodate changes in tenant needs and commercial opportunities over time.

Given the Airport's forecast passenger activity and the importance of providing passenger amenities within the secure portion of the terminal, it is recommended that approximately 1,000 square feet be protected for a food and beverage concession within the sterile (airside) area of the terminal. Locating this concession beyond the security checkpoint will provide passengers with access to food and beverage services while awaiting departure and reduce the need for passengers to leave the secure area prior to boarding.

In addition, the Airport should protect approximately 300 square feet within the non-sterile (landside) portion of the terminal for a small grab-and-go style concession. This space would provide convenient access to light refreshments and packaged food items for arriving passengers, meeters and greeters, rental car customers, and other terminal visitors who do not enter the secure portion of the terminal.

Ground transportation concession space should also be incorporated within the terminal to support commercial transportation providers serving the Airport. It is recommended that the terminal protect for two rental car service counters and two shuttle service counters. Due to Bishop Airport's highly seasonal passenger activity and recreation-oriented travel market, a significant portion of arriving passengers are expected to continue utilizing shuttle services to access nearby communities, ski resorts, and other recreational destinations. Providing dedicated shuttle service counters within the terminal will improve passenger wayfinding and facilitate efficient connections between arriving flights and regional transportation providers.

Each ground transportation provider should be allocated approximately 120 square feet to accommodate customer service counters, limited back-office functions, and passenger queuing. Collectively, these facilities will provide adequate flexibility to support existing and future concession operators while accommodating changes in passenger demand and ground transportation services throughout the planning period.

Admin Offices

It is recommended to protect for administrative office space within the terminal to support the day-to-day operational functions of the airlines, Airport, and County while providing adequate flexibility to accommodate future changes in staffing and tenant needs. Unlike passenger processing areas, administrative space requirements are primarily driven by operational and staffing considerations rather than passenger demand. Accordingly, office space recommendations were developed based on the anticipated functional needs of the Airport's commercial service operations and terminal management.

To support airline operations, the terminal should protect for three dedicated airline offices, assuming one office for each potential airline serving the Airport. In addition, it is recommended to protect for one Airport administration office and one County administration office to support terminal management, tenant coordination, and operational oversight. Each office is recommended to provide approximately 150 square feet, resulting in a total of 750 square feet of dedicated office space.

It is also recommended to protect for a shared 500-square-foot common-use break room within the terminal to serve airline employees, Airport staff, and County personnel. Providing a centralized employee break area promotes efficient use of terminal space while reducing the need for individual staff facilities within each tenant office. Collectively, these administrative spaces provide the flexibility necessary to support current terminal operations while accommodating future changes in staffing levels, airline service, and operational requirements.

Terminal Apron

The terminal apron should be sized to safely and efficiently accommodate the Airport's forecast commercial service activity while providing operational flexibility during peak periods and future growth. Apron requirements were developed based on the Airport's passenger enplanement forecasts, projected airline flight schedule, and the anticipated design aircraft, the EMB-175. The recommended apron configuration is intended to support simultaneous aircraft operations while maintaining adequate aircraft clearances, ground service vehicle circulation, and safe passenger boarding activities.

Based on the forecast level of commercial service activity, it is recommended to protect for three aircraft parking positions designed to accommodate the EMB-175 at the passenger terminal. In addition, the terminal apron should include one dedicated Remain Overnight (RON) aircraft parking position to accommodate aircraft that remain on the ground between scheduled operations. Given Bishop Airport's highly seasonal service patterns, weather-related operational considerations, and limited on-airport maintenance capabilities, providing a dedicated RON parking position separate from the active boarding gates will improve operational efficiency by preserving the terminal gates for arriving and departing aircraft while reducing potential scheduling conflicts during peak travel periods.

Collectively, the terminal apron should protect for approximately 23,000 square yards of paved apron area to accommodate the three terminal aircraft parking positions, dedicated RON parking position, aircraft maneuvering clearances, and the circulation of ground support equipment. The recommended apron size provides sufficient flexibility to support the Airport's forecast commercial service demand while allowing for safe aircraft operations and future changes in airline schedules and fleet mix.

Terminal Parking Facilities

Public parking facilities should be planned to accommodate the Airport's forecast passenger demand while providing convenient access for a variety of ground transportation modes. Unlike larger commercial service airports where parking demand is driven primarily by local originating passengers, Bishop Airport serves a significant recreation-oriented travel market that relies heavily on rental vehicles and commercial shuttle services to access surrounding communities, ski resorts, and other regional destinations. As a result, the parking program should provide a balanced mix of public parking and commercial transportation facilities that can accommodate the Airport's highly seasonal fluctuations in passenger activity.

Based on the Airport's passenger enplanement forecasts, projected airline activity, and anticipated ground transportation demand, it is recommended to protect for three primary parking components: a shared rental car and shuttle services lot, short-term public parking, and long-term public parking. Approximately 70 parking spaces are recommended to be protected for within the shared rental car and shuttle services area to accommodate ready/return rental vehicles, commercial shuttle staging, and passenger loading activities. Given the Airport's strong seasonal recreation travel market, providing adequate space for shuttle operations is particularly important, as these services are expected to continue serving a substantial portion of arriving passengers traveling to regional recreation destinations.

In addition, it is recommended to protect for approximately 60 short-term public parking spaces to accommodate passenger pick-up and drop-off activity, meeters and greeters, and short-duration terminal visits. A further 100 long-term public parking spaces are recommended to be protected for to serve passengers parking personal vehicles during travel. Collectively, these facilities provide approximately 230 parking spaces to support the Airport's forecast commercial service activity while maintaining flexibility to accommodate seasonal variations in demand and future adjustments to airline schedules and ground transportation services. As commercial service continues to evolve, the parking areas should be designed to allow for phased expansion should future passenger demand warrant additional parking capacity.

2.4.1 Summary of Terminal Facility Requirements

This section summarizes the recommended terminal facility requirements and presents a conceptual terminal programming plan and site layout illustrating the facilities needed to accommodate the Airport's forecast commercial service activity.



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



October 13, 2026

Cathryn Cason, Manager
Los Angeles Airport District Office
Federal Aviation Administration

Subject: Support for Three-Gate Commercial Service Terminal at Bishop Airport (BIH)

To Whom It May Concern:

The Inyo County Board of Supervisors wishes to formally express its support for the proposed three-gate commercial service terminal at the Bishop Airport. Following review of the terminal planning work completed to date, the Board recognizes that this facility is essential to meeting current and projected passenger demand, improving safety and operational efficiency, and supporting long-term air service development in the Eastern Sierra region.

The Board understands that the proposed terminal project will require a significant local funding match as part of the federal funding process. Inyo County is committed to working collaboratively to meet these obligations. The County is actively coordinating with regional partners—including local jurisdictions, tourism and economic development organizations, air service stakeholders, and other potential funding contributors—to identify and evaluate viable funding mechanisms that will allow the project to move forward responsibly.

We appreciate the FAA's ongoing support for Bishop Airport and look forward to continuing our partnership as the terminal project advances through planning, environmental review, and future development phases. Please feel free to contact us if additional information is needed.

Sincerely,

Trina Orrill
Board Chairperson
Inyo County Board of Supervisors



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-532

Agreement between the County of Inyo and LSC Transportation Planning Consultants of Tahoe City, CA for the Provision of Transportation Planning Services Public Works ACTION REQUIRED

ITEM SUBMITTED BY

Justine Kokx, Transportation Planner

ITEM PRESENTED BY

Justine Kokx, Transportation Planner

RECOMMENDED ACTION:

- A) Amend the Fiscal Year 2026-2027 Local Transportation Planning Commission Budget 504605 as follows: increase appropriation in Professional Services Object Code 5265 by \$125,000 (*4/5ths vote required*); and
- B) Ratify and approve the Master Services Agreement between the County of Inyo and LSC Transportation Planning Consultants, Inc. of Tahoe City, CA for the provision of transportation planning services for an initial amount not to exceed \$199,937 for the period of September 29, 2026, through June 30, 2029, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

The Inyo County Local Transportation Commission (ICLTC) benefits from ongoing transportation planning services that not only enhance staffing capacity when grant opportunities arise with tight timelines, but also provide invaluable technical and strategic assistance with long-term plan updates, benefit cost analysis, strategic planning, graphics and community engagement. Specifically, in FY 2027-2028, the required update to the Regional Transportation Plan (RTP) must be completed. This is directly tied to the 2027 Regional Transportation Improvement Program (RTIP) and subsequent State Transportation Improvement Program (STIP) adoption — a significant source of funding for transportation projects.

During the month of July 2026, a Request for Qualifications (RFQ) was advertised for a nearly three-year contract period for on-call comprehensive transportation planning services. The services described in the RFQ included:

- Preparation of the four-year 2027 Update to the Inyo County Regional Transportation Plan (RTP).
- Update of the Inyo County Active Transportation Plan (ATP).
- Update of the Inyo County Local Road Safety Plan (LRSP).
- Assistance with the development of a Comprehensive Safety Action Plan (CSAP) and other transportation safety initiatives.

- Traffic and safety data analysis to support Safe Streets and Roads for All (SS4A) or Highway Safety Improvement Program (HSIP) efforts and initiatives.
- Preparation of grant applications, including funding research, project development, technical writing, benefit-cost analysis, budget development, community outreach and stakeholder engagement, mapping, graphics, and supporting documentation.
- General transportation planning support, including strategic planning, technical analysis, policy development, data collection and analysis, meeting facilitation, public presentations, and coordination with local, regional, state, federal, and tribal partners.
- Preparation, maintenance, and minor updates to transportation planning documents, including but not limited to the Overall Work Program (OWP), Regional Transportation Improvement Program (RTIP), Transportation Development Act documentation, and other state- and federally required planning documents.
- Other transportation planning, programming, and technical assistance services as requested by ICLTC and authorized through individual task orders.

A total of five competitive Statements of Qualifications (SOQ) were received and evaluated. LSC Transportation Consultants, Inc. was selected as the most qualified consultant. Their experience with Inyo County spans over a decade, and their in-depth understanding of the transportation challenges and qualities unique to Inyo County has been instrumental in multiple successful grant efforts over the years, for numerous programs such as the Active Transportation Program (ATP), the Highway Safety Improvement Program (HSIP), and the Sustainable Transportation Planning Program (STP). Furthermore, LSC Transportation Consultants, Inc. spearheaded the last three Regional Transportation Plan (RTP) updates in 2015, 2019 and 2023, a 20-year long-term plan that must be updated every four years. LSC Transportation Consultants, Inc. has fostered a productive rapport with both County and City LTC staff, and this contract will allow for an uninterrupted span of time to complete multiple updates to regional plans and to take advantage of upcoming grant opportunities at a moment's notice.

After LSC was selected as the most qualified consultant, Public Works requested a proposal for the preparation of an application for Cycle 13 HSIP grant opportunity. The first Task Order to be included in this 3-year on-call master services agreement includes this scope for a fee not to exceed \$18,675. Future Task Orders will be negotiated as additional transportation planning needs arise.

FISCAL IMPACT:

Funding Source	Local Transportation Funds/ Rural Planning Assistance/Planning Programming Monitoring	Budget Unit	504605
Budgeted?	Yes, \$75,000 was included in the 2026-2027 budget and this amendment will increase the budget to \$200,000.	Object Code	5265
Recurrence	Planning consultant need is an Ongoing Expenditure, however this contract is only for the next three fiscal years.	Sole Source?	No

If Sole Source, provide justification below

Current Fiscal Year Impact

Up to \$66,646 for the period between September 29, 2026 and June 30, 2027.

Future Fiscal Year Impacts

Up to \$66,646 for FY 27/28 and up to \$66,645 for FY 28/29.

Additional Information

The increase to the budget will utilize fund balance from fund 5440 where sufficient funds are available.

Task Order 1 under this agreement will be to support LTC Staff in preparing an application for Cycle 13 HSIP grant opportunity. The fee associated with this Task Order is \$18,675.

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Not approving this contract would deprive LTC staff of needed assistance with regional plan updates, grant writing and review as well as on-call strategic planning and advice. This action is not recommended. LTC Staff relies on qualified grant writers to assist with the County's grant applications. Every year, LTC Staff brings in significant funding through grant awards to fund local transportation projects.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Enhanced Transportation Services

APPROVALS:

Justine Kokx	Created/Initiated - 09/22/2026
Darcy Israel	Approved - 09/22/2026
Breanne Nelums	Approved - 09/22/2026
Kelsey Gonzalez	Approved - 09/23/2026
John Vallejo	Approved - 09/23/2026
Amy Shepherd	Approved - 09/24/2026
Keri Oney	Approved - 09/28/2026
Denelle Carrington	Final Approval - 10/05/2026

ATTACHMENTS:

1. LSC Contract

**AGREEMENT BETWEEN COUNTY OF INYO
AND LSC Local Transportation Consultants, Inc.**

FOR THE PROVISION OF On Call Comprehensive Transportation Planning Services

INTRODUCTION

WHEREAS, the County of Inyo (hereinafter referred to as "County") may have the need for the services of LSC Local Transportation Consultants, Inc. (hereinafter referred to as "Contractor"). In consideration of the mutual terms and conditions hereinafter contained, the parties agree as follows:

TERMS AND CONDITIONS

1. SCOPE OF WORK

1.1. Work to be Performed

The Contractor shall furnish to the County, upon its request, those services and work set forth in Section 1.2: Scope of Services. Requests by the County to the Contractor to perform under this Agreement will be made by Justine Kokx, Senior Transportation Planner, or their designee. Requests to the Contractor for work or services to be performed under this Agreement will be based upon the County's need for such services. Staff will request that the Contractor prepare a Scope of Work and fee for the requested services and will prepare a Task Order approving the work to be included in this Agreement. The County makes no guarantee that any minimum amount of services or work will be requested of the Contractor. County by this Agreement incurs no obligation or requirement to request from Contractor the performance of any services or work at all, even if County should have need for such services or work during the term of this Agreement.

Services and work provided by the Contractor at the County's request under this Agreement will be performed in a manner consistent with the requirements and standards established by applicable federal, state, and County laws, ordinances, regulations, and resolutions.

1.2. Scope of Services

As detailed in the July 2026 Request for Qualifications, the scope of services in this on-call contract may include the following:

- Preparation of the four-year 2027 Update to the Inyo County Regional Transportation Plan (RTP).
- Update of the Inyo County Active Transportation Plan (ATP).
- Update of the Inyo County Local Road Safety Plan (LRSP).

- Assistance with the development of a Comprehensive Safety Action Plan (CSAP) and other transportation safety initiatives.
- Traffic and safety data analysis to support Safe Streets and Roads for All (SS4A) or Highway Safety Improvement Program (HSIP) efforts and initiatives.
- Preparation of grant applications, including funding research, project development, technical writing, benefit-cost analysis, budget development, community outreach and stakeholder engagement, mapping, graphics, and supporting documentation.
- General transportation planning support, including strategic planning, technical analysis, policy development, data collection and analysis, meeting facilitation, public presentations, and coordination with local, regional, state, federal, and tribal partners.
- Preparation, maintenance, and minor updates to transportation planning documents, including but not limited to the Overall Work Program (OWP), Regional Transportation Improvement Program (RTIP), Transportation Development Act documentation, and other state- and federally required planning documents.
- Other transportation planning, programming, and technical assistance services as requested by ICLTC and authorized through individual task orders.

2. **TERM**

The term of this Agreement shall be from Tuesday, September 29, 2026 to Saturday, June 30, 2029 unless sooner terminated as provided below.

3. **CONSIDERATION**

- A. Compensation. County shall pay to Contractor in accordance with **Attachment A ("Schedule of Fees")** attached hereto and by reference incorporated herein, for the services and work described in the **Scope of Work** which are performed by Contractor at the County's request.
- B. Task Orders. County shall issue Task Orders for services under this contract as they become necessary. Each Task Order will be based on a Scope of Work and Fee agreed to by the Contractor and County. The Contractor shall not be authorized to incur expenses beyond the total of all approved Task Orders.
- C. No additional consideration. Except as expressly provided in this Agreement, Contractor shall not be entitled to, nor receive, from County, any additional consideration, compensation, salary, or other type of remuneration for services rendered under this Agreement. Specifically, Contractor shall not be entitled, by virtue of this Agreement, to consideration in the form of overtime, health insurance benefits, retirement benefits,

disability retirement benefits, sick leave, vacation time, paid holidays, or other paid leaves of absence of any type or kind whatsoever.

D. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$199,937.00 (hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.

E. Federal and State taxes.

- i. Except as provided in subparagraph (2) below, County will not withhold any federal or state income taxes or social security from any payments made by County to Contractor under the terms and conditions of this Agreement.
- ii. County will withhold California State income taxes from payments made under this Agreement to non-California resident independent contractors when it is anticipated that total annual payments to Contractor under this Agreement will exceed one thousand four hundred ninety-nine dollars (\$1,499.00).
- iii. Except as set forth above, County has no obligation to withhold any taxes or payments from sums paid by County to Contractor under this Agreement. Payment of all taxes and other assessments on such sums is the sole responsibility of Contractor. County has no responsibility or liability for payment of Contractor's taxes or assessments.
- iv. The total amounts paid by County to Contractor, and taxes withheld from payments to non-California residents, if any, will be reported annually to the Internal Revenue Service and the California State Franchise Tax Board. To facilitate this reporting, Contractor shall complete and submit to the County an Internal Revenue Service (IRS) Form W-9 upon executing this Agreement.

4. **WORK SCHEDULE**

Contractor's obligation is to perform, in a timely manner, those services and work identified in the **Scope of Work** which are requested by the County. It is understood by Contractor that the performance of these services and work will require a varied schedule. Contractor will arrange his/her own schedule but will coordinate with County to ensure that all services and work requested by County under this Agreement will be performed within the time frame set forth by County.

5. **REQUIRED LICENSES, CERTIFICATES, AND PERMITS**

A. Any licenses, certificates, or permits required by the federal, state, county, or municipal governments for contractor to provide the services and work described in the **Scope of**

Work must be procured by Contractor and be valid at the time Contractor enters into this Agreement or as otherwise may be required. Further, during the term of this Agreement, Contractor must maintain such licenses, certificates, and permits in full force and effect at no expense to the County. Contractor will provide County, upon execution of this Agreement, with evidence of current and valid licenses, certificates and permits which are required to perform the services identified in the **Scope of Work**. Where there is a dispute between Contractor and County as to what licenses, certificates, and permits are required to perform the services identified in the **Scope of Work**, County reserves the right to make such determinations for purposes of this Agreement.

- B. Contractor warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any federal department or agency. Contractor also warrants that it is not suspended or debarred from receiving federal funds as listed in the List of Parties Excluded from Federal Procurement or Non-procurement Programs issued by the General Services Administration available at: <http://www.sam.gov>.

6. OFFICE SPACE, SUPPLIES, EQUIPMENT, ET CETERA

Contractor shall provide such office space, supplies, equipment, vehicles, reference materials, and utility connections as are necessary for Contractor to provide the services identified in the **Scope of Work**. County is not obligated to reimburse or pay Contractor for any expense or cost incurred by Contractor in procuring or maintaining such items.

7. COUNTY PROPERTY

- A. Personal Property of County. Any personal property provided to Contractor by County pursuant to this Agreement are the sole and exclusive property of County. Contractor will use reasonable care to protect, safeguard and maintain such items while they are in Contractor's possession. Contractor will be financially responsible for any loss or damage to such items.
- B. Products of Contractor's Work and Services. Any and all compositions, publications, plans, designs, specifications, blueprints, maps, formulas, processes, photographs, slides, video tapes, computer programs, computer disks, computer tapes, memory chips, soundtracks, audio recordings, films, audio-visual presentations, exhibits, reports, studies, works of art, inventions, patents, trademarks, copyrights, or intellectual properties of any kind which are created, produced, assembled, compiled by, or are the result, product, or manifestation of Contractor's services or work under this Agreement are, and at the termination of this Agreement remain, the sole and exclusive property of the County. At the termination of the Agreement, Contractor will convey possession and title to all such properties to County.

8. MINIMUM INSURANCE REQUIREMENTS

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

8.1. Commercial General Liability (CGL)

Insurance Services Office Form CG 00 01 covering CGL on an “occurrence” basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

8.2. Automobile Liability

Insurance Services Office Form Number CA 0001 covering any auto (Code 1), or if Contractor has no owned autos, covering hired (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.

8.3. Workers’ Compensation

Insurance as required by the State of California, with **Statutory Limits**, and Employer’s Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease. *(Provision may be waived if Contractor provides written declaration of the following: (a) Contractor has no employees and agrees to obtain workers’ compensation insurance and notify Inyo County if any employee is hired, (b) Contractor agrees to verify proof of coverage for any subcontractor, and (c) Contractor agrees to hold Inyo County harmless and defend Inyo County in the case of claims arising from failure to provide benefits.)*

8.4. Professional Liability (Errors and Omissions)

Insurance appropriate to the Contractor’s profession, with limit no less than **\$2,000,000** per occurrence or claim, **\$2,000,000** aggregate.

8.5. Contractor Broader Coverage

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, Inyo County requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to Inyo County.

8.6. OTHER INSURANCE PROVISIONS

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status: Inyo County, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used).

Primary Coverage: For any claims related to this contract, the **Contractor's insurance coverage shall be primary and non-contributory** and at least as broad as ISO CG 20 01 04 13 as respects Inyo County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Inyo County, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Notice of Cancellation: Each insurance policy required above shall state that coverage shall not be canceled, except with notice to Inyo County.

Umbrella or Excess Policy: The Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until the Contractor's primary and excess liability policies are exhausted.

Waiver of Subrogation: Contractor hereby grants to Inyo County a waiver of any right to subrogation which any insurer of said Contractor may acquire against Inyo County by virtue of the payment of any loss under such insurance. The contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not Inyo County has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions: Self-insured retentions must be declared to and approved by Inyo County. Inyo County may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Inyo County. The CGL and Professional Liability policies must provide that defense costs, including ALAE, will satisfy the SIR or deductible.

Acceptability of Insurers: Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to Inyo County.

Claims Made Policies: If any of the required policies provide coverage on a claims-made basis:

- A. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
- B. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
- C. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase “extended reporting” coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage: Contractor shall furnish Inyo County with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. **All certificates and endorsements and copies of all Declarations and Endorsements pages are to be received and approved by Inyo County before work commences.** However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor’s obligation to provide them. Inyo County reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Special Risks or Circumstances: Inyo County reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

9. STATUS OF CONTRACTOR

All acts of Contractor, its agents, officers, and employees, relating to the performance of this Agreement, shall be performed as independent contractors, and not as agents, officers, or employees of County. Contractor, by virtue of this Agreement, has no authority to bind or incur any obligation on behalf of County. Except as expressly provided in the **Scope of Work**, Contractor has no authority to exercise any rights or power vested in the County. No agent, officer, or employee of the Contractor is to be considered an employee of the County. It is understood by both Contractor and County that this Agreement shall not under any circumstances be construed or considered to create an employer-employee relationship or a joint venture. As an independent contractor:

- A. Contractor shall determine the method, details, and means of performing the work and services to be provided by Contractor under this Agreement.
- B. Contractor shall be responsible to County only for the requirements and results specified in this Agreement, and except as expressly provided in this Agreement, shall not be subjected to County's control with respect to the physical action or activities of Contractor in fulfillment of this Agreement.

- C. Contractor, its agents, officers, and employees are, and at all times during the term of this Agreement shall, represent and conduct themselves as independent contractors, and not as employees of County.

10. DEFENSE AND INDEMNITY

Contractor shall hold harmless, defend and indemnify County and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in connection with Contractor's performance of work hereunder or its failure to comply with any of its obligations contained in the agreement, except such loss or damages which was caused by the sole negligence or willful misconduct of the County.

11. RECORDS AND AUDIT

- A. Records. Contractor shall prepare and maintain all records required by the various provisions of this Agreement and any applicable laws, ordinances, or regulations. Contractor shall maintain these records for a minimum of four (4) years from the termination or completion of this Agreement.
- B. Inspections and Audits. Any authorized representative of County shall have access to any records including, but not limited to, financial records of Contractor, which County determines to be pertinent to this Agreement, for the purposes of making an audit, evaluation, or examination during the period such records are to be maintained by Contractor. Further, County has the right to audit, inspect, or otherwise evaluate the work performed or being performed under this Agreement.

12. NONDISCRIMINATION

During the performance of this Agreement, Contractor, its agents, officers, and employees shall not unlawfully discriminate in violation of any federal, state, or local law, against any employee, or applicant for employment, or person receiving services under this Agreement, because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age, or sex. Contractor and its agents, officers, and employees shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), and the applicable regulations promulgated thereunder in the California Code of Regulations. Contractor shall also abide by the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act.

The parties to this Agreement agree that all federally funded purchases shall follow federal procurement requirements set forth in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR

section 200 *et. seq.*). Contractor agrees to adhere to all applicable Federal, State, and local laws and regulations in Contractor's performance of this Agreement.

13. CANCELLATION

This Agreement may be canceled by County without cause, and at will, for any reason by giving to Contractor thirty (30) days written notice of such intent to cancel. Contractor may cancel this Agreement without cause, and at will, for any reason whatsoever by giving thirty (30) days written notice of such intent to cancel to County.

14. ASSIGNMENT

This is an agreement for the services of Contractor. County has relied upon the skills, experience, and training of Contractor as an inducement to enter into this Agreement. Contractor shall not assign or subcontract any part of this Agreement without the written consent of County. Further, Contractor shall not assign any monies due or to become due under this Agreement without the written consent of County.

15. DEFAULT

If the Contractor abandons the work, fails to proceed with the work and services requested by County in a timely manner, or fails in any way as required to conduct the work and services as required by County, County may declare the Contractor in default and terminate this Agreement upon five (5) days written notice to Contractor. Upon such termination by default, County will pay to Contractor all amounts owing for services and work satisfactorily performed to the date of termination.

16. WAIVER OF DEFAULT

Waiver of any default by either party to this Agreement shall not be deemed to be waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless this Agreement is modified as provided in paragraph twenty-two (22) below.

17. CONFIDENTIALITY

Contractor further agrees to comply with the various provisions of the federal, state, and county laws, regulations, and ordinances providing that information and records kept, maintained, or accessible by Contractor in the course of providing services and work under this Agreement, shall be privileged, restricted, or confidential. Contractor agrees to keep confidential all such information and records. Disclosure of such confidential, privileged, or protected information shall be made by Contractor only with the express written consent of the County. Any disclosure of confidential information by Contractor without the County's written consent is solely and exclusively the legal responsibility of Contractor in all respects.

Notwithstanding anything in the Agreement to the contrary, names of persons receiving public social services are confidential and are to be protected from unauthorized disclosure in accordance with Title 45, Code of Federal Regulations Section 205.50, the Health Insurance Portability and Accountability Act of 1996, and Sections 10850 and 14100.2 of the Welfare and Institutions Code, and regulations adopted pursuant thereto. For the purpose of this Agreement, all information, records, and data elements pertaining to beneficiaries shall be protected by the provider from unauthorized disclosure.

18. CONFLICTS

Contractor agrees that it has no interest, and shall not acquire any direct or indirect interest which would conflict in any manner or degree with the performance of the work and services under this Agreement.

19. POST AGREEMENT COVENANT

Contractor agrees not to use any confidential, protected, or privileged information which is gained from the County in the course of providing services and work under this Agreement, for any personal benefit, gain, or enhancement. Further, Contractor agrees for a period of two years after the termination of this Agreement not to seek or accept any employment with any entity which, during the term of this Agreement, has had an adverse or conflicting interest with the County or who has been an adverse party in litigation with the County, and concerning such, Contractor by virtue of this Agreement has gained access to the County's confidential, privileged, protected, or proprietary information.

20. SEVERABILITY

If any portion of this Agreement shall be declared invalid by a court of competent jurisdiction, the remaining provisions of this Agreement shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

21. FUNDING LIMITATION

The ability of County to enter this Agreement is based upon available funding from various sources. In the event that such funding fails, is reduced, or is modified, from one or more sources, County has the option to cancel, reduce, or modify this Agreement, or any of its terms within ten (10) days of its notifying Contractor of the cancellation, reduction, or modification of available funding. Any reduction or modification of this Agreement made pursuant to this provision must comply with the requirements of paragraph twenty-two (22) (Amendment).

22. AMENDMENT

This Agreement may be modified by the mutual consent of the parties, if such amendment or change is in written form and executed with the same formalities as this Agreement, and attached to the original Agreement to maintain continuity.

23. NOTICE

Any notice regarding this Agreement shall be in writing and may be personally served, or sent by prepaid first-class mail to, the respective parties as follows:

County of Inyo:

Public Works
168 N EDWARDS ST Independence CA, 93526

Contractor:

LSC Local Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C

24. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the parties, and no representations, inducements, promises, or agreements otherwise between the parties not embodied herein or incorporated herein by reference, shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged, or terminated, unless the same be in writing executed by the parties hereto.

For Inyo County

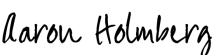
Signed by:

DB92A4FA96C1495...
SIGNATURE

John Vallejo
FULL NAME

9/16/2026
DATE SIGNED

County Counsel
TITLE

Signed by:

E921B073F8A2426...
SIGNATURE

Aaron Holmberg
FULL NAME

9/16/2026
DATE SIGNED

Risk Manager

TITLE
Signed by:

3094C2B4A2DB49F...
SIGNATURE

Kortni Girardin on behalf of Amy Shepherd
FULL NAME

9/18/2026
DATE SIGNED

Auditor-Controller
TITLE

SIGNATURE

Trina Orrill
FULL NAME

DATE SIGNED

Board Chairperson
TITLE

For Contractor

Signed by:

0FF2A2421B15408...
SIGNATURE

Genevieve Evans
FULL NAME

9/21/2026
DATE SIGNED

Principal
TITLE

Exhibit A

Cost Proposal Revised 091426



LSC Transportation Consultants, Inc.

2690 Lake Forest Road, Suite C

P.O. Box 5875

Tahoe City, CA 96145

530-583-4053 ▲ FAX: 530-583-5966

info@lsctahoe.com ▲ www.lsctrans.com

September 14, 2026

Justine Kokx, Senior Transportation Planner
Inyo County Local Transportation Commission
P.O. Drawer Q
Independence, CA 93526

RE: Cost for FY 2026-27 - FY 2028-29 Comprehensive Transportation Planning Assistance for Inyo County

Dear Ms. Kokx:

Per your request, LSC Transportation Consultants, Inc. has prepared the following costs to accompany our proposal to provide comprehensive transportation planning services for the ICLTC through FY 2028-29.

Respectfully submitted,
LSC TRANSPORTATION CONSULTANTS, INC.

A handwritten signature in black ink, appearing to read 'Genevieve Evans', is written over a horizontal line.

Genevieve Evans, AICP

LSC Transportation Consultants, Inc.



Cost for FY 2026-27 - FY 2028-29 Comprehensive Transportation Planning Assistance for Inyo County

 LSC TRANSPORTATION CONSULTANTS, INC.  EASTERN SIERRA ENGINEERING ENGINEERING THE FUTURE <th colspan="9">LSC</th> <th colspan="3">ESE</th> <th colspan="2" rowspan="3">HoursCosts</th>		LSC									ESE			HoursCosts	
		Principal	Senior Advisor	Senior Planner	Planner	Assistant Planner	Senior Engineer	Engineer	Graphics Technician	Admin	Principal Engineer	Project Engineer	Staff Designer		
		Billing Rate:	\$288.00	\$260.00	\$159.00	\$133.00	\$113.00	\$196.00	\$165.00	\$113.00	\$97.00	\$275.00	\$220.00		
LSC/ESE Hours by Task															
Task 1: Regional Transportation Plan Update		15	0	50	10	120	10	20	40	20	10	10	0	285	\$43,830
Task 2: Active Transportation Plan Update		10	0	60	0	60	0	0	30	10	10	10	0	170	\$28,510
Task 3: Local Roadway Safety Plan Update		8	0	20	0	0	80	100	30	16	10	10	0	254	\$47,556
Task 4: Safety Planning		20	0	19	0	0	30	40	0	0	10	0	0	109	\$24,011
Task 5: Grant Writing		10	0	80	0	20	10	40	0	0	8	20	40	160	\$40,020
Task 6: Strategic Planning and On-Call Services for the RTPA		30	10	30	0	0	0	0	0	0	0	0	0	70	\$16,010
LSC Project Staff Hours		93	10	259	10	200	130	200	100	46	48	50	40	1,048	
LSC Labor Cost		\$26,784	\$2,600	\$41,181	\$1,330	\$22,600	\$25,480	\$33,000	\$11,300	\$4,462	\$13,200	\$11,000	\$7,000		\$199,937

\$199,937



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-684

Contract Amendment No. 1 between the County of Inyo and Pahrump Valley Disposal Public Works - Recycling & Waste Management ACTION REQUIRED

ITEM SUBMITTED BY

Teresa Elliott, Administrative Analyst

ITEM PRESENTED BY

Richard Shore, Compliance and Project Manager

RECOMMENDED ACTION:

Ratify and approve Amendment No. 1 to the Contract between the County of Inyo and Pahrump Valley Disposal of Pahrump, NV, decreasing the contract to an amount not to exceed \$672,119.00 for the period of July 1, 2026, through June 30, 2031, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

Pahrump Valley Disposal, Inc. is the only provider of solid waste hauling and transfer services in Charleston View, Death Valley Junction, Shoshone, and Tecopa, and is the only waste hauler that currently holds the required permit to operate the service. Pahrump Valley Disposal, Inc. will place a total of sixteen (16) trash dumpsters, and three (3) recycling containers in these communities and transport the waste to the Pahrump, Nevada landfill. The scope of work was amended effective September 1, 2026, to add one trash bin in Charleston View and to reduce the number of unnecessary trash bins in other locations. The service contract, if amended, is scheduled for a five-year term. The annual cost of providing the trash services in all identified areas, as outlined in the Scope of Work in the attached Contract, will be \$120,668.52 for Fiscal Year 2026/2027, \$127,184.62 for Fiscal Year 2027/2028, \$134,052.59 for Fiscal Year 2028/2029, \$141,291.42 for Fiscal Year 2029/2030, and \$148,921.15 for Fiscal Year 2030/2031. The five (5) year not-to-exceed amount has been reduced from \$1,129,125.00 to \$672,119.00.

FISCAL IMPACT:

Funding Source	Non-General Fund	Budget Unit	045700
Budgeted?	Yes	Object Code	5265
Recurrence	Ongoing Expenditure	Sole Source?	Yes

If Sole Source, provide justification below

Pahrump Valley Disposal, Inc. is the only provider of solid waste hauling and transfer services in Charleston View, Death Valley Junction, Shoshone, and Tecopa, and is the only waste hauler that currently holds the required permit to operate the service.

Current Fiscal Year Impact

Up to \$94,077.23 in savings for the period between July 1, 2026 and June 30, 2027
--

Future Fiscal Year Impacts

Up to \$429,928.79 in savings for the period between July 1, 2027 and June 30, 2031

Additional Information

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board could choose not to enter into this contract amendment and lose more than \$500,000 in identified cost savings over the next five years, and leave the residents of Charleston View with an inadequate number of trash bins in their community, which could lead to an increase in illegally dumped waste in this part of the County.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Economic Enhancement | Local Businesses, Organizations, and Workforce

High-Quality Services | Improved County Facilities

APPROVALS:

Richard Shore	Created/Initiated - 09/21/2026
Darcy Israel	Approved - 09/21/2026
Richard Shore	Approved - 09/21/2026
Breanne Nelums	Approved - 09/22/2026
Amy Shepherd	Approved - 09/22/2026
Keri Oney	Approved - 09/28/2026
John Vallejo	Approved - 09/28/2026
Denelle Carrington	Final Approval - 10/05/2026

ATTACHMENTS:

1. Amendment No. 1 to Pahrump Valley Disposal Contract
2. Pahrump Valley Disposal Contract

AMENDMENT NUMBER 1 TO
AGREEMENT BETWEEN THE COUNTY OF INYO AND
Pahrump Valley Disposal Inc
FOR THE PROVISION OF INDEPENDENT CONTRACTOR SERVICES

WHEREAS, the County of Inyo (hereinafter referred to as "County") and Pahrump Valley Disposal Inc, of Bishop, CA (hereinafter referred to as "Contractor"), have entered into an Agreement for the Provision of Independent Contractor Services dated July 1, 2026, on County of Inyo Standard Contract, for the term from July 1, 2026 to June 30, 2031.

WHEREAS, County and Contractor 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 Contractor hereby amend such Agreement as follows:

3. CONSIDERATION

C. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$672,119.00 hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.

County will pay contractor amount not to exceed \$672,119.00 for all work listed in Attachment A.

Exhibit A Scope of Work, Remove the following:

<u>Location</u>	<u>Bin Size</u>	<u>#of Bins/Frequency</u>
Furnace Creek	3-Yard	20 / 2x week
	6-Yard Recycling Bin	1 / EO week
	<i>Capable of recycling</i>	
	<i>Aluminum cans, Tin/Metal & Foil,</i>	
	<i>Plastics# 1-2, Glass, Cardboard, Newspaper</i>	

Exhibit A Scope of Work, Add the following:

<u>Location</u>	<u>Bin Size</u>	<u>#of Bins/Frequency</u>
Charleston View	6-Yard	1 / weekly

The effective date of this Amendment to the Agreement is September 1, 2026.

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

County of Inyo Standard Contract

**AMENDMENT NUMBER 1 TO
AGREEMENT BETWEEN THE COUNTY OF INYO AND
Pahrump Valley Disposal Inc
FOR THE PROVISION OF INDEPENDENT CONTRACTOR SERVICES**

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

COUNTY OF INYO

By: _____

Dated: _____

CONTRACTOR

By: Dan Schooler
Dan Schooler (Sep 15, 2026 16:31:48 PDT)
Signature

Dan Schooler

Type or Print

Dated: 09/15/2026

APPROVED AS TO FORM AND LEGALITY:

John-Carl Vallejo
County Counsel

APPROVED AS TO ACCOUNTING FORM:

[Signature]
County Auditor

APPROVED AS TO PERSONNEL REQUIREMENTS:

K. Oney
Personnel Services

APPROVED AS TO RISK ASSESSMENT:

Aaron Holmberg
Aaron Holmberg (Sep 17, 2026 16:57:13 PDT)
County Risk Manager

AGREEMENT BETWEEN COUNTY OF INYO
AND Pahrump Valley Disposal
FOR THE PROVISION OF Waste Hauling Services in Permit Areas D & E

INTRODUCTION

WHEREAS, the County of Inyo (hereinafter referred to as "County") may have the need for the services of Pahrump Valley Disposal Inc. (hereinafter referred to as "Contractor"). In consideration of the mutual terms and conditions hereinafter contained, the parties agree as follows:

TERMS AND CONDITIONS

1. SCOPE OF WORK

1.1. Work to be Performed

The Contractor shall furnish to the County, upon its request, those services and work set forth in **Attachment A ("Scope of Work")**, attached hereto and by reference incorporated herein. Requests by the County to the Contractor to perform under this Agreement will be made by Richard Shore, Complaint and Project Manager, or their designee. Requests to the Contractor for work or services to be performed under this Agreement will be based upon the County's need for such services. The County makes no guarantee that any minimum amount of services or work will be requested of the Contractor. County by this Agreement incurs no obligation or requirement to request from Contractor the performance of any services or work at all, even if County should have need for such services or work during the term of this Agreement.

Services and work provided by the Contractor at the County's request under this Agreement will be performed in a manner consistent with the requirements and standards established by applicable federal, state, and County laws, ordinances, regulations, and resolutions.

2. TERM

The term of this Agreement shall be from Wednesday, July 1, 2026 to Monday, June 30, 2031 unless sooner terminated as provided below.

3. CONSIDERATION

3.1. Payment Terms

- A. Compensation. County shall pay to Contractor in accordance with the **Schedule of Fees** set forth in herein for the services and work described in the **Scope of Work** which are performed by Contractor at the County's request.

- B. No additional consideration. Except as expressly provided in this Agreement, Contractor shall not be entitled to, nor receive, from County, any additional consideration, compensation, salary, or other type of remuneration for services rendered under this Agreement. Specifically, Contractor shall not be entitled, by virtue of this Agreement, to consideration in the form of overtime, health insurance benefits, retirement benefits, disability retirement benefits, sick leave, vacation time, paid holidays, or other paid leaves of absence of any type or kind whatsoever.
- C. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$1,196,125.00 (hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.
- D. Federal and State taxes.
 - i. Except as provided in subparagraph (2) below, County will not withhold any federal or state income taxes or social security from any payments made by County to Contractor under the terms and conditions of this Agreement.
 - ii. County will withhold California State income taxes from payments made under this Agreement to non-California resident independent contractors when it is anticipated that total annual payments to Contractor under this Agreement will exceed one thousand four hundred ninety-nine dollars (\$1,499.00).
 - iii. Except as set forth above, County has no obligation to withhold any taxes or payments from sums paid by County to Contractor under this Agreement. Payment of all taxes and other assessments on such sums is the sole responsibility of Contractor. County has no responsibility or liability for payment of Contractor's taxes or assessments.
 - iv. The total amounts paid by County to Contractor, and taxes withheld from payments to non-California residents, if any, will be reported annually to the Internal Revenue Service and the California State Franchise Tax Board. To facilitate this reporting, Contractor shall complete and submit to the County an Internal Revenue Service (IRS) Form W-9 upon executing this Agreement.

3.2. Schedule of Fees

The Schedule of Fees is described in Attachment A to this contract, titled Scope of Work.

This contract includes an annual CPI adjustment to rates determined by the Garbage and Trash Collection Index as published by the Bureau of Labor Statistics at the end of each fiscal year using the annual average change for the previous year.

Not to exceed amount for 5 year period 2026-2031 is \$1,196,125.00.

4. **WORK SCHEDULE**

Contractor's obligation is to perform, in a timely manner, those services and work identified in the **Scope of Work** which are requested by the County. It is understood by Contractor that the performance of these services and work will require a varied schedule. Contractor will arrange his/her own schedule but will coordinate with County to ensure that all services and work requested by County under this Agreement will be performed within the time frame set forth by County.

5. **REQUIRED LICENSES, CERTIFICATES, AND PERMITS**

- A. Any licenses, certificates, or permits required by the federal, state, county, or municipal governments for contractor to provide the services and work described in the **Scope of Work** must be procured by Contractor and be valid at the time Contractor enters into this Agreement or as otherwise may be required. Further, during the term of this Agreement, Contractor must maintain such licenses, certificates, and permits in full force and effect at no expense to the County. Contractor will provide County, upon execution of this Agreement, with evidence of current and valid licenses, certificates and permits which are required to perform the services identified in the **Scope of Work**. Where there is a dispute between Contractor and County as to what licenses, certificates, and permits are required to perform the services identified in the **Scope of Work**, County reserves the right to make such determinations for purposes of this Agreement.
- B. Contractor warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any federal department or agency. Contractor also warrants that it is not suspended or debarred from receiving federal funds as listed in the List of Parties Excluded from Federal Procurement or Non-procurement Programs issued by the General Services Administration available at: <http://www.sam.gov>.

6. **OFFICE SPACE, SUPPLIES, EQUIPMENT, ET CETERA**

Contractor shall provide such office space, supplies, equipment, vehicles, reference materials, and utility connections as are necessary for Contractor to provide the services identified in the **Scope of Work**. County is not obligated to reimburse or pay Contractor for any expense or cost incurred by Contractor in procuring or maintaining such items.

7. **COUNTY PROPERTY**

- A. Personal Property of County. Any personal property provided to Contractor by County pursuant to this Agreement are the sole and exclusive property of County. Contractor will use reasonable care to protect, safeguard and maintain such items while they are in

Contractor's possession. Contractor will be financially responsible for any loss or damage to such items caused by the Contractor's wrongful acts or omissions while they are in the Contractor's possession.

- B. Products of Contractor's Work and Services. Any and all compositions, publications, plans, designs, specifications, blueprints, maps, formulas, processes, photographs, slides, video tapes, computer programs, computer disks, computer tapes, memory chips, soundtracks, audio recordings, films, audio-visual presentations, exhibits, reports, studies, works of art, inventions, patents, trademarks, copyrights, or intellectual properties of any kind which are created, produced, assembled, compiled by, or are the result, product, or manifestation of Contractor's services or work under this Agreement are, and at the termination of this Agreement remain, the sole and exclusive property of the County. At the termination of the Agreement, Contractor will convey possession and title to all such properties to County.

8. MINIMUM INSURANCE REQUIREMENTS

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor, their agents, representatives, or employees, or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

8.1. Commercial General Liability (CGL)

Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general aggregate limit shall be twice the required occurrence limit.

8.2. Automobile Liability

Insurance Services Office Form Number CA 0001 covering any auto (Code 1), or if Contractor has no owned autos, covering hired (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.

8.3. Workers' Compensation

Insurance as required by the State of California or Nevada, with **Statutory Limits**, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease.

8.4. Broader Coverage

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, Inyo County requires and shall be entitled to the broader coverage and/or the higher limits maintained by the contractor.

8.5. Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status: Inyo County, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy, and SAM policy if SAM applies, with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used).

Primary Coverage: For any claims related to this contract, the **Contractor's insurance coverage shall be primary and non-contributory** and at least as broad as ISO CG 20 01 04 13 as respects Inyo County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Inyo County, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy: The Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General liability insurance.

Notice of Cancellation: Each insurance policy required above shall state that coverage shall not be canceled, except with notice to Inyo County.

Waiver of Subrogation: Contractor hereby grants to Inyo County a waiver of any right to subrogation which any insurer of said Contractor may acquire against Inyo County by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not Inyo County has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions: Self-insured retentions must be declared to and approved by Inyo County. Inyo County may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Inyo County. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds \$25,000 unless approved in writing by Inyo County.

Acceptability of Insurers: Insurance is to be placed with insurers authorized to conduct business in California with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to Inyo County.

Claims Made Policies: If any of the required policies provide coverage on a claims-made basis:

- A. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
- B. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
- C. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage: Contractor shall furnish Inyo County with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. **All certificates and endorsements and copies of all Declarations and Endorsements pages are to be received and approved by Inyo County before work commences.** However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. Inyo County reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Special Risks or Circumstances: Inyo County reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

9. STATUS OF CONTRACTOR

All acts of Contractor, its agents, officers, and employees, relating to the performance of this Agreement, shall be performed as independent contractors, and not as agents, officers, or employees of County. Contractor, by virtue of this Agreement, has no authority to bind or incur any obligation on behalf of County. Except as expressly provided in the **Scope of Work**, Contractor has no authority to exercise any rights or power vested in the County. No agent, officer, or employee of the Contractor is to be considered an employee of the County. It is understood by both Contractor and County that this Agreement shall not under any circumstances be construed or considered to create an employer-employee relationship or a joint venture. As an independent contractor:

- A. Contractor shall determine the method, details, and means of performing the work and services to be provided by Contractor under this Agreement.

- B. Contractor shall be responsible to County only for the requirements and results specified in this Agreement, and except as expressly provided in this Agreement, shall not be subjected to County's control with respect to the physical action or activities of Contractor in fulfillment of this Agreement.
- C. Contractor, its agents, officers, and employees are, and at all times during the term of this Agreement shall, represent and conduct themselves as independent contractors, and not as employees of County.

10. DEFENSE AND INDEMNITY

Contractor shall hold harmless, defend and indemnify County and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature to the extent arising out of Contractor's negligent or willful misconduct in the performance of work hereunder or its failure to comply with any of its obligations contained in the agreement, except such loss or damages which was caused by the negligence or willful misconduct of the County.

11. RECORDS AND AUDIT

- A. Records. Contractor shall prepare and maintain all records required by the various provisions of this Agreement and any applicable laws, ordinances, or regulations. Contractor shall maintain these records for a minimum of four (4) years from the termination or completion of this Agreement.
- B. Inspections and Audits. Any authorized representative of County shall have access to any records including, but not limited to, financial records of Contractor, which County determines to be pertinent to this Agreement, for the purposes of making an audit, evaluation, or examination during the period such records are to be maintained by Contractor. Further, County has the right to audit, inspect, or otherwise evaluate the work performed or being performed under this Agreement.

12. NONDISCRIMINATION

During the performance of this Agreement, Contractor, its agents, officers, and employees shall not unlawfully discriminate in violation of any federal, state, or local law, against any employee, or applicant for employment, or person receiving services under this Agreement, because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age, or sex. Contractor and its agents, officers, and employees shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), and the applicable regulations promulgated thereunder in the California Code of Regulations. Contractor shall also

abide by the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act.

The parties to this Agreement agree that all federally funded purchases shall follow federal procurement requirements set forth in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR section 200 *et. seq.*). Contractor agrees to adhere to all applicable Federal, State, and local laws and regulations in Contractor's performance of this Agreement.

13. CANCELLATION

This Agreement may be canceled by County without cause, and at will, for any reason by giving to Contractor thirty (30) days written notice of such intent to cancel. Contractor may cancel this Agreement without cause, and at will, for any reason whatsoever by giving thirty (30) days written notice of such intent to cancel to County.

14. ASSIGNMENT

This is an agreement for the services of Contractor. County has relied upon the skills, experience, and training of Contractor as an inducement to enter into this Agreement. Contractor shall not assign or subcontract any part of this Agreement without the written consent of County. Further, Contractor shall not assign any monies due or to become due under this Agreement without the written consent of County.

15. DEFAULT

If the Contractor abandons the work, fails to proceed with the work and services requested by County in a timely manner, or fails in any way as required to conduct the work and services as required by County, County may declare the Contractor in default and terminate this Agreement upon five (5) days written notice to Contractor. Upon such termination by default, County will pay to Contractor all amounts owing for services and work satisfactorily performed to the date of termination.

16. WAIVER OF DEFAULT

Waiver of any default by either party to this Agreement shall not be deemed to be waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless this Agreement is modified as provided in paragraph twenty-one (21) below.

17. CONFIDENTIALITY

Contractor further agrees to comply with the various provisions of the federal, state, and county laws, regulations, and ordinances providing that information and records kept, maintained, or accessible by Contractor in the course of providing services and work under this Agreement,

shall be privileged, restricted, or confidential. Contractor agrees to keep confidential all such information and records. Disclosure of such confidential, privileged, or protected information shall be made by Contractor only with the express written consent of the County. Any disclosure of confidential information by Contractor without the County's written consent is solely and exclusively the legal responsibility of Contractor in all respects.

Notwithstanding anything in the Agreement to the contrary, names of persons receiving public social services are confidential and are to be protected from unauthorized disclosure in accordance with Title 45, Code of Federal Regulations Section 205.50, the Health Insurance Portability and Accountability Act of 1996, and Sections 10850 and 14100.2 of the Welfare and Institutions Code, and regulations adopted pursuant thereto. For the purpose of this Agreement, all information, records, and data elements pertaining to beneficiaries shall be protected by the provider from unauthorized disclosure.

18. CONFLICTS

Contractor agrees that it has no interest, and shall not acquire any direct or indirect interest which would conflict in any manner or degree with the performance of the work and services under this Agreement.

19. POST AGREEMENT COVENANT

Contractor agrees not to use any confidential, protected, or privileged information which is gained from the County in the course of providing services and work under this Agreement, for any personal benefit, gain, or enhancement. Further, Contractor agrees for a period of two years after the termination of this Agreement not to seek or accept any employment with any entity which, during the term of this Agreement, has had an adverse or conflicting interest with the County or who has been an adverse party in litigation with the County, and concerning such, Contractor by virtue of this Agreement has gained access to the County's confidential, privileged, protected, or proprietary information.

20. SEVERABILITY

If any portion of this Agreement shall be declared invalid by a court of competent jurisdiction, the remaining provisions of this Agreement shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

21. FUNDING LIMITATION

The ability of County to enter this Agreement is based upon available funding from various sources. In the event that such funding fails, is reduced, or is modified, from one or more sources, County has the option to cancel, reduce, or modify this Agreement, or any of its terms within ten (10) days of its notifying Contractor of the cancellation, reduction, or modification of available funding. Any reduction or modification of this Agreement made pursuant to this provision must comply with the requirements of paragraph twenty-one(21) (Amendment).

22. AMENDMENT

This Agreement may be modified by the mutual consent of the parties, if such amendment or change is in written form and executed with the same formalities as this Agreement, and attached to the original Agreement to maintain continuity.

23. NOTICE

Any notice regarding this Agreement shall be in writing and may be personally served, or sent by prepaid first-class mail to, the respective parties as follows:

County of Inyo:

Public Works
1360 N Main St Bishop CA, 93514

Contractor:

Pahrump Valley Disposal
P O BOX 1310 PAHRUMP, NV 89041

24. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the parties, and no representations, inducements, promises, or agreements otherwise between the parties not embodied herein or incorporated herein by reference, shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged, or terminated, unless the same be in writing executed by the parties hereto.

For Inyo County

Signed by:

DB92A4FA96C1495...
SIGNATURE

Eric Chilton
FULL NAME

7/24/2026
DATE SIGNED

County Counsel
TITLE

Signed by:

E921B073F8A2426...
SIGNATURE

Aaron Holmberg
FULL NAME

7/23/2026
DATE SIGNED

Risk Manager

TITLE
Signed by:

3094C2B4A2DB49F...
SIGNATURE

Kortni Girardin on behalf of Amy Shepherd
FULL NAME

7/27/2026
DATE SIGNED

Auditor-Controller

TITLE
Signed by:

E731DF73E0AB45F...
SIGNATURE

Trina Orrill
FULL NAME

8/11/2026
DATE SIGNED

Board Chairperson
TITLE

For Contractor

Signed by:

CB379DE8BD8C434...
SIGNATURE

Dan Schooler
FULL NAME

7/28/2026
DATE SIGNED

Region Vice President
TITLE

Exhibits List

A - Scope of Work

Exhibit A

Scope of Work



**July 1, 2026 – June 30, 2027
SCOPE OF WORK**

Pick-up of waste bins (per schedule below) located in each community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Proposals shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container).

Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such service. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning proposer must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Location</u>	<u>Bin Size</u>	<u>#of Bins/Frequency</u>
Shoshone	3-Yard	7 Weekly
Shoshone	15-Yard Covered Roll Off	1 Weekly
Shoshone	15-Yard Roll Off (Brush)	1 Every Other Week
Charleston View	6-Yard	5 Weekly
Shoshone	30-Yard Recycling Bin Capable of recycling Aluminum Cans, Tin/Metal & Foil, Plastics #1-2, Glass, Cardboard	1 Every Other Week

Proposal Total \$63,983.52 Annual Service



**July 1, 2026 – June 30, 2027
SCOPE OF WORK**

Pick-up of waste bins (per schedule below) located in the community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Proposals shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container). Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such services. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning proposer must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Tecopa Locations</u>	<u>Bin Size</u>	<u># of Bins/Frequency</u>
Community Center	3-Yard	1 Weekly
Anderson/Downey	3-Yard (1)/6-Yard (1)	2 Weekly
Grimshaw/Downey	3-Yard	1 Weekly
Bonita/Bob White	3-Yard	1 Weekly
Tecopa Park Location	3-Yard (2)/6-Yard (1)	3 Weekly
Tecopa Park Location	15-Yard Roll-off (Brush)	1 Every Other week
	15-Yard covered roll-off	1 weekly
	30-Yard Recycling Bin	1 Every Other week
	<i>Capable of recycling</i>	
	<i>Aluminum Cans, Tin/Metal & Foil,</i>	
	<i>Plastics # 1-2, Glass, Cardboard, Newspaper</i>	

Proposal Total \$47,890.80 Annual Service



**July 1, 2026 – June 30, 2027
SCOPE OF WORK**

Pick-up of waste bins (per schedule below) located in the community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Bids shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container).

Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such services. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning bidder must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Location</u>	<u>Bin Size</u>	<u># of Bins/Frequency</u>
Death Valley Junction	3-Yard	1 Weekly
Death Valley Junction	2-yard Recycling Bin	1 Weekly
	<i>Capable of recycling Aluminum Cans, Tin/Metal & Foil, Plastics # 1 -2, Glass, Cardboard, Newspaper</i>	

Bid Total \$4,238.28 Annual Service



July 1, 2026 – June 30, 2027
SCOPE OF WORK

Pick-up of waste bins (per schedule below) located in the community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Proposal shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container).

Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such services. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning proposer must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Location</u>	<u>Bin Size</u>	<u>#of Bins/Frequency</u>
Furnace Creek	3-Yard	20 2x week
	6-Yard Recycling Bin	1 EO week
	<i>Capable of recycling Aluminum Cans, Tin/Metal & Foil, Plastics # 1-2, Glass, Cardboard, Newspaper</i>	

Proposal Total \$98,633.16 Annual Service

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a regular meeting of the Board of Supervisors of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 11th day of August 2026 an order was duly made and entered as follows:

*Public Works-
Recycling & Waste
Management –
Pahrump Valley
Disposal Contract*

Moved by Supervisor Wadelton and seconded by Supervisor Roeser to ratify and approve the contract between the County of Inyo and Pahrump Valley Disposal of Pahrump, NV as a sole-source provider for waste hauling services from the communities of Tecopa, Shoshone, Charleston View, Furnace Creek, and Death Valley Junction to Pahrump, Nevada Waste Disposal Facility, in an amount not to exceed \$1,196,124.40 for the period of July 1, 2026 through June 30, 2031, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign. Motion carried unanimously.

WITNESS my hand and the seal of said Board this 11th
Day of August, 2026



DAVID FRASER
Clerk of the Board of Supervisors

A handwritten signature in blue ink, appearing to read "David Fraser", is written over a light blue horizontal line.

By: _____

Routing
CC Purchasing Personnel Auditor CAO Other: Public Works DATE: August 18, 2026



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DAVID FRASER
COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

August 11, 2026

Reference ID:
2026-521

Contract between the County of Inyo and Pahrump Valley Disposal Public Works - Recycling & Waste Management ACTION REQUIRED

ITEM SUBMITTED BY

Teresa Elliott, Administrative Analyst

ITEM PRESENTED BY

Richard Shore, Compliance and Project Manager

RECOMMENDED ACTION:

Ratify and approve the contract between the County of Inyo and Pahrump Valley Disposal of Pahrump, NV as a sole-source provider for waste hauling services from the communities of Tecopa, Shoshone, Charleston View, Furnace Creek, and Death Valley Junction to Pahrump, Nevada Waste Disposal Facility, in an amount not to exceed \$1,196,124.40 for the period of July 1, 2026 through June 30, 2031, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

Pahrump Valley Disposal, Inc. is the only provider of solid waste hauling and transfer services in Tecopa, Death Valley Junction. Shoshone, Charleston View, and Furnace Creek and is the only waste hauler that currently holds the required permit to operate the service. Pahrump Valley Disposal, Inc. will place a total of thirty six (36) trash dumpsters, and four (4) recycling containers in the multiple communities and transport the waste to the Pahrump, Nevada landfill.

The service contract, if approved, would be scheduled for a five-year term. The annual cost of providing the trash services in all identified areas, as outlined in the Scope of Work in the attached Contract, will be \$214,745.76 for Fiscal Year 2026/2027, \$226,342.03 for Fiscal Year 2027/2028, \$238,564.50 for Fiscal Year 2028/2029, \$251,446.98 for Fiscal Year 2029/2030 and \$265,025.12 for Fiscal Year 2030/2031. The five (5) year not-to-exceed amount is \$1,196,124.40.

This item is arriving late to the Board because the vendor made changes to their pricing, which required additional time for them to finalize their proposal. I received the updated proposal in mid-June. After entering the contract into OpenGov, the vendor requested further revisions, which then had to be reviewed and approved by County Counsel. Once approved, the contract had to be re-entered into OpenGov for final approval and signatures. Unfortunately, this process is not quick and contributed to the delay.

FISCAL IMPACT:

Funding Source	Non-General Fund	Budget Unit	045700
Budgeted?	Yes	Object Code	5265

Recurrence	Ongoing Expenditure	Sole Source?	Yes
If Sole Source, provide justification below			
Pahrump Valley Disposal, Inc. is the only provider of solid waste hauling and transfer services in Tecopa, Death Valley Junction, Shoshone, Charleston View, and Furnace Creek and is the only waste hauler that currently holds the required permit to operate the service.			
Current Fiscal Year Impact			
Up to \$214,745.76 for the fiscal year 2026/2027			
Future Fiscal Year Impacts			
Up to \$981,378.64 for the period between July 2027 and June 2031			
Additional Information			

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board could choose to not implement this agreement and not place bins in these communities and require the residents to transport their waste to the Pahrump landfill.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

Economic Enhancement | Local Businesses, Organizations, and
High-Quality Services | Improved County Facilities

APPROVALS:

Teresa Elliott	Created/Initiated - 06/23/2026
Darcy Israel	Approved - 06/23/2026
Teresa Elliott	Approved - 07/28/2026
Breanne Nelums	Approved - 07/28/2026
Denelle Carrington	Approved - 07/29/2026
Amy Shepherd	Approved - 07/29/2026
Eric Chilton	Approved - 07/29/2026
John Vallejo	Approved - 08/04/2026
David Fraser	Final Approval - 08/04/2026

ATTACHMENTS:

1. Sole Source Authorization Form
2. Pahrump Contract

County of Inyo

Sole Source Authorization Form

Vendor: Pahrump Valley Disposal

Date: 7/6/2026

A sole source procurement may be justified in the following situations: Section II.D.1 (located on page 6)

Sole source procurements are the exception, not the norm. They are to be used sparingly and shall not be used in lieu of any competitive process simply because the department failed to allot sufficient time to engage in the competitive process or because the department finds the competitive process to be onerous.

Select one of the following:

☐	The capability of the proposed contractor is critical to the specific effort and makes the contractor clearly unique compared to other contractors in the general field.
☐	The proposed contractor has prior experience of a highly specialized nature that is vital to the proposed effort.
☒	The proposed contractor has facilities, staffing, or equipment that are specialized and vital to the services being requested.
☐	The proposed contractor has a substantial investment that would have to be duplicated at the County's expense by another contractor entering the field.
☐	A critical proposed schedule for the service and/or product that only one proposed contractor can meet.
☒	A lack of competition because of the existence of patent rights, copyrights, trade secrets, and/or location.
☐	Sourcewell Purchase under Account#4507

Amount	Required Action
Less than or equal to \$5,000	Compliance with the competitive process is not required, but price shopping is encouraged.
☐ \$5,001 to \$10,000	Three informal bids (e.g. printouts from websites showing prices or quotes solicited from vendors) must be obtained. ☐ Informal bids received
☐ \$10,001 to \$25,000	Three informal bids (e.g. printouts from websites showing prices or quotes solicited from vendors) must be obtained. ☐ Informal bids received
☐ \$25,001 to \$75,000	A formal RFP or RFQ must be prepared and publicized, with sealed submissions opened on a predetermined date. ☐ RFP/RFQ Received by Board Clerk on _____
☒ Over \$75,000	A formal RFP or RFQ must be prepared and publicized, with sealed submissions opened on a predetermined date. Board Approval Required

Sole Source Authorization Form

The agreement in Open Gov provides waste hauling services in South County.

Pahrump Valley Disposal, Inc. is the only provider of solid waste hauling and transfer services in Tecopa, Death Valley Junction, Shoshone, Charleston View, and Furnace Creek and is the only waste hauler that currently holds the required permit to operate the service.

CONTRACT AMOUNT FOR 5 YEARS \$1,196,124.40

BUDGET 045700
OBJECT CODE 5265

Department Head Signature

Sole Source Approval

Donelle Carrieton (Jul 6, 2026 11:29:38 EDT)

Purchasing Agent Signature

County Counsel Signature

Auditor-Controller Signature

**AGREEMENT BETWEEN COUNTY OF INYO
AND Pahrump Valley Disposal
FOR THE PROVISION OF Waste Hauling Services in Permit Areas D & E**

INTRODUCTION

WHEREAS, the County of Inyo (hereinafter referred to as "County") may have the need for the services of Pahrump Valley Disposal Inc. (hereinafter referred to as "Contractor"). In consideration of the mutual terms and conditions hereinafter contained, the parties agree as follows:

TERMS AND CONDITIONS

1. SCOPE OF WORK

1.1. Work to be Performed

The Contractor shall furnish to the County, upon its request, those services and work set forth in **Attachment A ("Scope of Work")**, attached hereto and by reference incorporated herein. Requests by the County to the Contractor to perform under this Agreement will be made by Richard Shore, Complaint and Project Manager, or their designee. Requests to the Contractor for work or services to be performed under this Agreement will be based upon the County's need for such services. The County makes no guarantee that any minimum amount of services or work will be requested of the Contractor. County by this Agreement incurs no obligation or requirement to request from Contractor the performance of any services or work at all, even if County should have need for such services or work during the term of this Agreement.

Services and work provided by the Contractor at the County's request under this Agreement will be performed in a manner consistent with the requirements and standards established by applicable federal, state, and County laws, ordinances, regulations, and resolutions.

2. TERM

The term of this Agreement shall be from Wednesday, July 1, 2026 to Monday, June 30, 2031 unless sooner terminated as provided below.

3. CONSIDERATION

3.1. Payment Terms

- A. Compensation. County shall pay to Contractor in accordance with the **Schedule of Fees** set forth in herein for the services and work described in the **Scope of Work** which are performed by Contractor at the County's request.

- B. No additional consideration. Except as expressly provided in this Agreement, Contractor shall not be entitled to, nor receive, from County, any additional consideration, compensation, salary, or other type of remuneration for services rendered under this Agreement. Specifically, Contractor shall not be entitled, by virtue of this Agreement, to consideration in the form of overtime, health insurance benefits, retirement benefits, disability retirement benefits, sick leave, vacation time, paid holidays, or other paid leaves of absence of any type or kind whatsoever.
- C. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$1,196,125.00 (hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.
- D. Federal and State taxes.
- i. Except as provided in subparagraph (2) below, County will not withhold any federal or state income taxes or social security from any payments made by County to Contractor under the terms and conditions of this Agreement.
 - ii. County will withhold California State income taxes from payments made under this Agreement to non-California resident independent contractors when it is anticipated that total annual payments to Contractor under this Agreement will exceed one thousand four hundred ninety-nine dollars (\$1,499.00).
 - iii. Except as set forth above, County has no obligation to withhold any taxes or payments from sums paid by County to Contractor under this Agreement. Payment of all taxes and other assessments on such sums is the sole responsibility of Contractor. County has no responsibility or liability for payment of Contractor's taxes or assessments.
 - iv. The total amounts paid by County to Contractor, and taxes withheld from payments to non-California residents, if any, will be reported annually to the Internal Revenue Service and the California State Franchise Tax Board. To facilitate this reporting, Contractor shall complete and submit to the County an Internal Revenue Service (IRS) Form W-9 upon executing this Agreement.

3.2. Schedule of Fees

The Schedule of Fees is described in Attachment A to this contract, titled Scope of Work.

This contract includes an annual CPI adjustment to rates determined by the Garbage and Trash Collection Index as published by the Bureau of Labor Statistics at the end of each fiscal year using the annual average change for the previous year.

Not to exceed amount for 5 year period 2026-2031 is \$1,196,125.00.

4. WORK SCHEDULE

Contractor's obligation is to perform, in a timely manner, those services and work identified in the **Scope of Work** which are requested by the County. It is understood by Contractor that the performance of these services and work will require a varied schedule. Contractor will arrange his/her own schedule but will coordinate with County to ensure that all services and work requested by County under this Agreement will be performed within the time frame set forth by County.

5. REQUIRED LICENSES, CERTIFICATES, AND PERMITS

- A. Any licenses, certificates, or permits required by the federal, state, county, or municipal governments for contractor to provide the services and work described in the **Scope of Work** must be procured by Contractor and be valid at the time Contractor enters into this Agreement or as otherwise may be required. Further, during the term of this Agreement, Contractor must maintain such licenses, certificates, and permits in full force and effect at no expense to the County. Contractor will provide County, upon execution of this Agreement, with evidence of current and valid licenses, certificates and permits which are required to perform the services identified in the **Scope of Work**. Where there is a dispute between Contractor and County as to what licenses, certificates, and permits are required to perform the services identified in the **Scope of Work**, County reserves the right to make such determinations for purposes of this Agreement.
- B. Contractor warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any federal department or agency. Contractor also warrants that it is not suspended or debarred from receiving federal funds as listed in the List of Parties Excluded from Federal Procurement or Non-procurement Programs issued by the General Services Administration available at: <http://www.sam.gov>.

6. OFFICE SPACE, SUPPLIES, EQUIPMENT, ET CETERA

Contractor shall provide such office space, supplies, equipment, vehicles, reference materials, and utility connections as are necessary for Contractor to provide the services identified in the **Scope of Work**. County is not obligated to reimburse or pay Contractor for any expense or cost incurred by Contractor in procuring or maintaining such items.

7. COUNTY PROPERTY

- A. Personal Property of County: Any personal property provided to Contractor by County pursuant to this Agreement are the sole and exclusive property of County. Contractor will use reasonable care to protect, safeguard and maintain such items while they are in

Contractor's possession. Contractor will be financially responsible for any loss or damage to such items caused by the Contractor's wrongful acts or omissions while they are in the Contractor's possession.

- B. Products of Contractor's Work and Services. Any and all compositions, publications, plans, designs, specifications, blueprints, maps, formulas, processes, photographs, slides, video tapes, computer programs, computer disks, computer tapes, memory chips, soundtracks, audio recordings, films, audio-visual presentations, exhibits, reports, studies, works of art, inventions, patents, trademarks, copyrights, or intellectual properties of any kind which are created, produced, assembled, compiled by, or are the result, product, or manifestation of Contractor's services or work under this Agreement are, and at the termination of this Agreement remain, the sole and exclusive property of the County. At the termination of the Agreement, Contractor will convey possession and title to all such properties to County.

8. MINIMUM INSURANCE REQUIREMENTS

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor, their agents, representatives, or employees, or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

8.1. Commercial General Liability (CGL)

Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 05 09 or 25 04 05 09) or the general aggregate limit shall be twice the required occurrence limit.

8.2. Automobile Liability

Insurance Services Office Form Number CA 0001 covering any auto (Code 1), or if Contractor has no owned autos, covering hired (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.

8.3. Workers' Compensation

Insurance as required by the State of California or Nevada, with **Statutory Limits**, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease.

8.4. Broader Coverage

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, Inyo County requires and shall be entitled to the broader coverage and/or the higher limits maintained by the contractor.

8.5. Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status: Inyo County, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy, and SAM policy if SAM applies, with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used).

Primary Coverage: For any claims related to this contract, the **Contractor's insurance coverage shall be primary and non-contributory** and at least as broad as ISO CG 20 01 04 13 as respects Inyo County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Inyo County, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy: The Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General liability insurance.

Notice of Cancellation: Each insurance policy required above shall state that coverage shall not be canceled, except with notice to Inyo County.

Waiver of Subrogation: Contractor hereby grants to Inyo County a waiver of any right to subrogation which any insurer of said Contractor may acquire against Inyo County by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not Inyo County has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions: Self-insured retentions must be declared to and approved by Inyo County. Inyo County may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Inyo County. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds \$25,000 unless approved in writing by Inyo County.

Acceptability of Insurers: Insurance is to be placed with insurers authorized to conduct business in California with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to Inyo County.

Claims Made Policies: If any of the required policies provide coverage on a claims-made basis:

- A. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
- B. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
- C. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage: Contractor shall furnish Inyo County with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. **All certificates and endorsements and copies of all Declarations and Endorsements pages are to be received and approved by Inyo County before work commences.** However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. Inyo County reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Special Risks or Circumstances: Inyo County reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

9. STATUS OF CONTRACTOR

All acts of Contractor, its agents, officers, and employees, relating to the performance of this Agreement, shall be performed as independent contractors, and not as agents, officers, or employees of County. Contractor, by virtue of this Agreement, has no authority to bind or incur any obligation on behalf of County. Except as expressly provided in the **Scope of Work**, Contractor has no authority to exercise any rights or power vested in the County. No agent, officer, or employee of the Contractor is to be considered an employee of the County. It is understood by both Contractor and County that this Agreement shall not under any circumstances be construed or considered to create an employer-employee relationship or a joint venture. As an independent contractor:

- A. Contractor shall determine the method, details, and means of performing the work and services to be provided by Contractor under this Agreement.

- B. Contractor shall be responsible to County only for the requirements and results specified in this Agreement, and except as expressly provided in this Agreement, shall not be subjected to County's control with respect to the physical action or activities of Contractor in fulfillment of this Agreement.
- C. Contractor, its agents, officers, and employees are, and at all times during the term of this Agreement shall, represent and conduct themselves as independent contractors, and not as employees of County.

10. DEFENSE AND INDEMNITY

Contractor shall hold harmless, defend and indemnify County and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature to the extent arising out of Contractor's negligent or willful misconduct in the performance of work hereunder or its failure to comply with any of its obligations contained in the agreement, except such loss or damages which was caused by the negligence or willful misconduct of the County.

11. RECORDS AND AUDIT

- A. Records. Contractor shall prepare and maintain all records required by the various provisions of this Agreement and any applicable laws, ordinances, or regulations. Contractor shall maintain these records for a minimum of four (4) years from the termination or completion of this Agreement.
- B. Inspections and Audits. Any authorized representative of County shall have access to any records including, but not limited to, financial records of Contractor, which County determines to be pertinent to this Agreement, for the purposes of making an audit, evaluation, or examination during the period such records are to be maintained by Contractor. Further, County has the right to audit, inspect, or otherwise evaluate the work performed or being performed under this Agreement.

12. NONDISCRIMINATION

During the performance of this Agreement, Contractor, its agents, officers, and employees shall not unlawfully discriminate in violation of any federal, state, or local law, against any employee, or applicant for employment, or person receiving services under this Agreement, because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age, or sex. Contractor and its agents, officers, and employees shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), and the applicable regulations promulgated thereunder in the California Code of Regulations. Contractor shall also

abide by the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act.

The parties to this Agreement agree that all federally funded purchases shall follow federal procurement requirements set forth in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR section 200 *et. seq.*). Contractor agrees to adhere to all applicable Federal, State, and local laws and regulations in Contractor's performance of this Agreement.

13. CANCELLATION

This Agreement may be canceled by County without cause, and at will, for any reason by giving to Contractor thirty (30) days written notice of such intent to cancel. Contractor may cancel this Agreement without cause, and at will, for any reason whatsoever by giving thirty (30) days written notice of such intent to cancel to County.

14. ASSIGNMENT

This is an agreement for the services of Contractor. County has relied upon the skills, experience, and training of Contractor as an inducement to enter into this Agreement. Contractor shall not assign or subcontract any part of this Agreement without the written consent of County. Further, Contractor shall not assign any monies due or to become due under this Agreement without the written consent of County.

15. DEFAULT

If the Contractor abandons the work, fails to proceed with the work and services requested by County in a timely manner, or fails in any way as required to conduct the work and services as required by County, County may declare the Contractor in default and terminate this Agreement upon five (5) days written notice to Contractor. Upon such termination by default, County will pay to Contractor all amounts owing for services and work satisfactorily performed to the date of termination.

16. WAIVER OF DEFAULT

Waiver of any default by either party to this Agreement shall not be deemed to be waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless this Agreement is modified as provided in paragraph twenty-one (21) below.

17. CONFIDENTIALITY

Contractor further agrees to comply with the various provisions of the federal, state, and county laws, regulations, and ordinances providing that information and records kept, maintained, or accessible by Contractor in the course of providing services and work under this Agreement,

shall be privileged, restricted, or confidential. Contractor agrees to keep confidential all such information and records. Disclosure of such confidential, privileged, or protected information shall be made by Contractor only with the express written consent of the County. Any disclosure of confidential information by Contractor without the County's written consent is solely and exclusively the legal responsibility of Contractor in all respects.

Notwithstanding anything in the Agreement to the contrary, names of persons receiving public social services are confidential and are to be protected from unauthorized disclosure in accordance with Title 45, Code of Federal Regulations Section 205.50, the Health Insurance Portability and Accountability Act of 1996, and Sections 10850 and 14100.2 of the Welfare and Institutions Code, and regulations adopted pursuant thereto. For the purpose of this Agreement, all information, records, and data elements pertaining to beneficiaries shall be protected by the provider from unauthorized disclosure.

18. CONFLICTS

Contractor agrees that it has no interest, and shall not acquire any direct or indirect interest which would conflict in any manner or degree with the performance of the work and services under this Agreement.

19. POST AGREEMENT COVENANT

Contractor agrees not to use any confidential, protected, or privileged information which is gained from the County in the course of providing services and work under this Agreement, for any personal benefit, gain, or enhancement. Further, Contractor agrees for a period of two years after the termination of this Agreement not to seek or accept any employment with any entity which, during the term of this Agreement, has had an adverse or conflicting interest with the County or who has been an adverse party in litigation with the County, and concerning such, Contractor by virtue of this Agreement has gained access to the County's confidential, privileged, protected, or proprietary information.

20. SEVERABILITY

If any portion of this Agreement shall be declared invalid by a court of competent jurisdiction, the remaining provisions of this Agreement shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

21. FUNDING LIMITATION

The ability of County to enter this Agreement is based upon available funding from various sources. In the event that such funding fails, is reduced, or is modified, from one or more sources, County has the option to cancel, reduce, or modify this Agreement, or any of its terms within ten (10) days of its notifying Contractor of the cancellation, reduction, or modification of available funding. Any reduction or modification of this Agreement made pursuant to this provision must comply with the requirements of paragraph twenty-one(21) (Amendment).

22. AMENDMENT

This Agreement may be modified by the mutual consent of the parties, if such amendment or change is in written form and executed with the same formalities as this Agreement, and attached to the original Agreement to maintain continuity.

23. NOTICE

Any notice regarding this Agreement shall be in writing and may be personally served, or sent by prepaid first-class mail to, the respective parties as follows:

County of Inyo:

Public Works
1360 N Main St Bishop CA, 93514

Contractor:

Pahrump Valley Disposal
P O BOX 1310 PAHRUMP, NV 89041

24. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the parties, and no representations, inducements, promises, or agreements otherwise between the parties not embodied herein or incorporated herein by reference, shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged, or terminated, unless the same be in writing executed by the parties hereto.

Docusign Envelope ID: 1BBF2E11-3BF2-B297-8D13-E4EB2FF7146D



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For Inyo County

Signed by

Eric Chilton

08B2A4F-A86C11495

SIGNATURE

Eric Chilton

FULL NAME

7/24/2026

DATE SIGNED

County Counsel

TITLE

Signed by

Aaron Holmberg

1-107153734-1A210425

SIGNATURE

Aaron Holmberg

FULL NAME

7/23/2026

DATE SIGNED

Risk Manager

TITLE

Signed by

Kortni Girardin on behalf of Amy Shepherd

30E4E27E4A210440

SIGNATURE

Kortni Girardin on behalf of Amy Shepherd

FULL NAME

7/27/2026

DATE SIGNED

Auditor-Controller

TITLE

Signed by

Trina Orrill

1-107153734-1A210425

SIGNATURE

Trina Orrill

FULL NAME

For Contractor

Signed by

Dan Schooler

C13E2700E-B548C7A24

SIGNATURE

Dan Schooler

FULL NAME

7/28/2026

DATE SIGNED

Region Vice President

TITLE



100%



Exhibits List

A - Scope of Work

Exhibit A

Scope of Work



**July 1, 2026 – June 30, 2027
SCOPE OF WORK**

Pick-up of waste bins (per schedule below) located in each community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Proposals shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container).

Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such service. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning proposer must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Location</u>	<u>Bin Size</u>	<u>#of Bins/Frequency</u>
Shoshone	3-Yard	7 Weekly
Shoshone	15-Yard Covered Roll Off	1 Weekly
Shoshone	15-Yard Roll Off (Brush)	1 Every Other Week
Charleston View	6-Yard	5 Weekly
Shoshone	30-Yard Recycling Bin	1 Every Other Week
	Capable of recycling Aluminum Cans, Tin/Metal & Foil, Plastics #1-2, Glass, Cardboard	

Proposal Total \$63,983.52 Annual Service



**July 1, 2026 – June 30, 2027
SCOPE OF WORK**

Pick-up of waste bins (per schedule below) located in the community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Proposals shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container). Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such services. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning proposer must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Tecopa Locations</u>	<u>Bin Size</u>	<u># of Bins/Frequency</u>
Community Center	3-Yard	1 Weekly
Anderson/Downey	3-Yard (1)/6-Yard (1)	2 Weekly
Grimshaw/Downey	3-Yard	1 Weekly
Bonita/Bob White	3-Yard	1 Weekly
Tecopa Park Location	3-Yard (2)/6-Yard (1)	3 Weekly
Tecopa Park Location	15-Yard Roll-off (Brush)	1 Every Other week
	15-Yard covered roll-off	1 weekly
	30-Yard Recycling Bin	1 Every Other week
	<i>Capable of recycling</i>	
	<i>Aluminum Cans, Tin/Metal & Foil,</i>	
	<i>Plastics # 1-2, Glass, Cardboard, Newspaper</i>	

Proposal Total \$47,890.80 Annual Service



**July 1, 2026 – June 30, 2027
SCOPE OF WORK**

Pick-up of waste bins (per schedule below) located in the community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Bids shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container).

Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such services. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning bidder must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Location</u>	<u>Bin Size</u>	<u># of Bins/Frequency</u>
Death Valley Junction	3-Yard	1 Weekly
Death Valley Junction	2-yard Recycling Bin	1 Weekly
<i>Capable of recycling Aluminum Cans, Tin/Metal & Foil, Plastics # 1 -2, Glass, Cardboard, Newspaper</i>		

Bid Total \$4,238.28 Annual Service



July 1, 2026 – June 30, 2027
SCOPE OF WORK

Pick-up of waste bins (per schedule below) located in the community and transport the waste to the Pahrump, Nevada waste disposal facility. All permits and fees required by the State of Nevada are the responsibility of the waste hauler.

Proposal shall also include a Recycling Component containing detailed and specific information of what will be provided to the County of Inyo to participate in recycling (i.e. type and size of recycling container, materials to be accepted in the container).

Contractor shall furnish, at Contractor's sole expense, all bins, vehicles and other equipment and supplies necessary to perform such services. The bins and equipment must be maintained in good working order and in sanitary condition.

The winning proposer must be permitted to operate in Inyo County prior to commencement of the Scope of Work and contract term.

<u>Location</u>	<u>Bin Size</u>	<u>#of Bins/Frequency</u>
Furnace Creek	3-Yard	20 2x week
	6-Yard Recycling Bin	1 EO week
	<i>Capable of recycling Aluminum Cans, Tin/Metal & Foil, Plastics # 1-2, Glass, Cardboard, Newspaper</i>	

Proposal Total \$98,633.16 Annual Service



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DENELLE CARRINGTON
ACTING COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

October 13, 2026

Reference ID:
2026-688

Contract Amendment No. 1 between the County of Inyo and Geo-Logic Associates, Inc.

Public Works - Recycling & Waste Management

ACTION REQUIRED

ITEM SUBMITTED BY

Richard Shore, Compliance and Project Manager

ITEM PRESENTED BY

Richard Shore, Compliance and Project Manager

RECOMMENDED ACTION:

Ratify and approve Amendment No. 1 to the agreement between the County of Inyo and Geo-Logic Associates of Grass Valley, CA, increasing the contract by \$46,854.60 to an amount not to exceed \$1,008,221.00 for the period of July 1, 2026 through June 30, 2031, contingent upon the Board's approval of future budgets, and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

The Inyo County Water Department is continuing with the design and engineering phase of the Lower Owens River Water Trail Project. Detailed plans and specifications are required in order to secure a lease from the Los Angeles Department of Water and Power. The Solid Waste Division currently has an active contract with Geo-Logic Associates, and the firm has provided a proposal to support the Water Department with continued design services for the Water Trail Project. Geo-Logic Associates has the expertise and qualifications to perform the required work and is well positioned to assist with this important initiative. To facilitate this effort, it is recommended that the Solid Waste budget, which holds the current contract, be temporarily increased to cover final design and permit application submittal expenses. This action enables timely procurement, contract execution, and fund encumbrance, keeping the Water Trail Project on track.

FISCAL IMPACT:

Funding Source	Non-General Fund	Budget Unit	045700
Budgeted?	Yes	Object Code	5265
Recurrence	One-Time Expenditure	Sole Source?	Yes

If Sole Source, provide justification below

Inyo County seeks to continue its contract with Geo-Logic Associates for engineering and design services for the Owens River Water Trail project. Since April 2025, Geo-Logic Associates has worked closely with the County on the project's planning, design, and engineering. The firm has completed approximately 60% of the design, is working on required permits, and has established relationships with the agencies reviewing the project. Changing consultants at this stage would require a new firm to spend significant time learning the project, reviewing completed work, understanding site conditions,

and rebuilding agency relationships. This could lead to duplicated work, delays, and higher costs. Continuing with Geo-Logic Associates will provide consistency, save time and public resources, and allow the project to move forward without unnecessary disruption. For these reasons, the County finds that Geo-Logic Associates is uniquely qualified to continue the work and that a sole source contract is in the County's best interest.

Current Fiscal Year Impact
Up to \$46,854.60 for the period between July 1, 2026, and June 30, 2027. The Water Department will reimburse Solid Waste for actual expenses.
Future Fiscal Year Impacts
N/A
Additional Information

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

If your Board chooses not to approve this Amendment, the Water Trail Project will no longer move forward and could affect future funding for the Water Department.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

Inyo County Water Department

STRATEGIC PLAN ALIGNMENT:

Thriving Communities | Climate Resilience and Natural Resource Protection

APPROVALS:

Richard Shore	Created/Initiated - 09/21/2026
Darcy Israel	Approved - 09/21/2026
Richard Shore	Approved - 09/21/2026
Breanne Nelums	Approved - 09/22/2026
Holly Alpert	Approved - 09/22/2026
Amy Shepherd	Approved - 09/22/2026
Keri Oney	Approved - 09/28/2026
John Vallejo	Approved - 09/28/2026
Denelle Carrington	Final Approval - 10/05/2026

ATTACHMENTS:

1. Amendment No. 1 to Geo-Logic Associates Contract
2. Sole Source Justification
3. Geo-Logic Contract

**AMENDMENT NUMBER 1 TO
AGREEMENT BETWEEN THE COUNTY OF INYO AND
Geo-Logic Associates
FOR THE PROVISION OF INDEPENDENT CONTRACTOR SERVICES**

WHEREAS, the County of Inyo (hereinafter referred to as "County") and Geo-Logic Associates, of Grass Valley, CA (hereinafter referred to as "Contractor"), have entered into an Agreement for the Provision of Independent Contractor Services dated July 1, 2026, on County of Inyo Standard Contract No. 156, for the term from July 1, 2026 to June 30, 2031.

WHEREAS, County and Contractor 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 Contractor hereby amend such Agreement as follows:

3. CONSIDERATION

C. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$1,008,221.00 hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.

County will pay contractor amount not to exceed \$1,008,221.00 for all work listed in Attachment A.

The Scope of Services and Cost Summary presented in the attached Proposal No. 0726.1033.PR dated August 26, 2026, and revised on September 11, 2026, shall be added onto the existing contract.

The effective date of this Amendment to the Agreement is July 1, 2026.

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

County of Inyo Standard Contract - No. 156

AMENDMENT NUMBER 1 TO
AGREEMENT BETWEEN THE COUNTY OF INYO AND
Geo-Logic Associates
FOR THE PROVISION OF INDEPENDENT CONTRACTOR SERVICES

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

COUNTY OF INYO

By: _____

Dated: _____

CONTRACTOR

By: John M. Hower
Signature

John Hower

Type or Print

Dated: 09/18/2026

APPROVED AS TO FORM AND LEGALITY:

John Carl Vallejo
County Counsel

APPROVED AS TO ACCOUNTING FORM:

[Signature]
County Auditor

APPROVED AS TO RISK ASSESSMENT:

Aaron Holmberg
Aaron Holmberg (Sep 19, 2026 14:12:53 PDT)
County Risk Manager



August 26, 2026, Revised September 11, 2026
Proposal No. 0726.1033.PR

Ms. Holly Alpert, PHD, Water Director
Inyo County Water Department
PO Box 337
Independence, California 93526

Mr. Fred 'Cap' Aubrey, Assistant Director of Public Works
Inyo County Public Works Department
1360 N. Main Street
Bishop, California 93514

Subject: Proposal for Owens River Water Trail Engineering Support Services

Dear Ms. Alpert and Mr. Aubrey,

Geo-Logic Associates (GLA) is pleased to provide this proposal to the Inyo County (County) Public Works Department for continued engineering support services for the Owens River Water Trail (ORWT) project. It is our understanding that our services as listed below will be piggy-backed onto our Public Works contract for Landfill Engineering and Environmental Consulting Services for Regulatory Mandated Projects (Contract) and will be billed to the Inyo County Water Department.

This proposal was prepared based on our knowledge of the project and the Water Departments request for proposal sent via email on August 19, 2026 and subsequent emails on August 31, 2026 and September 10, 2026.

Project History

In April 2025, the County was preparing an RFP for solicitation of qualified design Consultants that could move the ORWT from a conceptual design to a final design along with the necessary permitting required for construction. At that time the County reached out to GLA to see if we had the necessary expertise to complete the project. GLA promptly prepared a proposal to provide the following services and was provided a budget amendment through our Public Works contract of \$150,000.

- Project management
- Document review
- Site topographic survey
- Design drawings
- Technical specifications

- Permitting assistance
- Assistance in completing CEQA documents

GLA has completed the document review, draft (80%) design drawings, is in process of completing permit applications for the US Army Corps of Engineers (USACOE), the California Department of Fish and Wildlife (CDFW), the RWQCB, and LADWP (as the landowner), and has provided assistance in reviewing and completing the CEQA documents. Our teaming partner, Triad/Holmes has completed the site topographic survey for the launch and takeout. In addition, GLA has assisted the County in preparing construction cost estimates and project schedule for grant applications. In support of project permitting, GLA has attended meetings with the USACOE, CDFW, and the RWQCB, compiled all the necessary project information for the permit applications, has started entering the project into the permit applications, and has prepared supporting figures of the ORWT to designate occlusions and access roads for vegetation management.

GLA has invoiced the County \$103,145.40 thus far for the services rendered. As our contract with Public Works expired June 30, 2026, this proposal summarizes the upcoming tasks that would utilize the remaining \$46,854.60 from the original budget amendment.

Scope of Services

The scope of services includes completing the following services as listed below.

- Task 1: Permitting
- Task 2: Draft Design
- Task 3: Technical Specifications
- Task 4: Construction Quality Assurance Plan
- Task 5: Biological Surveys

Our proposed scope of services is discussed in greater detail in the following sections.

Task 1 - Permitting

In this task, GLA will continue efforts in preparing the 80% draft design and completing the permit applications, with County assistance, for submittal to the regulatory agencies [Lahontan Regional Water Quality Control Board (RWQCB), United States Army Corps of Engineers (USCOE), the California Department of Fisht and Wildlife (CDFW), and the California Department of Transportation (Caltrans)] and the Los Angeles Department of Power and Water (LADWP), as the land owner.

Task 2 – Draft Design

In an effort to maintain the project schedule, GLA will continue to revise the draft (80%) design to the next draft design stage of 90% while the regulatory agencies and landowner are reviewing the draft (80%) design and permit applications. During this design phase, GLA will collaborate with the County on the final details for project components such as the dock surface, elevated gangway surface, vault restroom finish, kiosk, and pedestrian bridge details.

It does not make sense for us to go beyond the 90% draft design phase as we anticipate at least one round of comments from the regulatory agencies and/or landowner that will need to be incorporated into the design Drawings.

Task 3 – Technical Specifications

In this task, GLA will prepare a set of Technical Specifications in support of the design Drawings. Technical Specifications for the design will be prepared in accordance with the Construction Specifications Institute (CSI) format. The Technical Specifications will include descriptions of the project scope of work, material requirements, and required submittals.

Task 4 – Construction Quality Assurance Plan

In this task, GLA will prepare a Construction Quality Assurance (CQA) Plan to coincide with the design Drawings and Technical Specifications. The CQA Plan will be prepared to assure that acceptable test results and inspection observations are obtained to evaluate whether the final product is completed in compliance with minimum regulatory standards and the approved project design.

The CQA Plan will conform to applicable state and local regulatory requirements and among other things, discuss the following:

- General project design information;
- Definitions of responsible parties and description of specific materials to be used in the construction;
- Personnel qualifications, chain of command, and CQA organization;
- Project meetings;
- Test methods and inspection requirements for materials to be used in the construction of the subgrade, engineered fill, piping, concrete, asphalt concrete, geosynthetics, and related appurtenances;

- CQA testing interpretation protocols, including data evaluation, pass/fail criteria, and methods for combining different test methods to provide overall confidence in the quality and uniformity of the facility improvements; and
- Documentation requirements and formats, including daily records, inspection sheets, photographs, acceptance of completed portions of the project, final documentation (Construction Report of Compliance) and document storage.

Task 5 – Biological Surveys

It is anticipated that there will some budget available for GLA's teaming partner, Wildscape Restoration (Wildscape), to be able to provide a pre-construction biological survey. It is assumed that a Wildscape Field Technician would be onsite for one week for surveys.

Project Schedule

It is our understanding that the project needs to begin construction by March 1, 2027 in order for the County to utilize grant monies that have been awarded. GLA is prepared to submit the permit applications in September and will work with County and Regulators in an effort to obtain the necessary permits in time for the construction deadline.

Project Team / Organization Chart

Noah Campbell, PE, QSD, QISP, will continue to act as the Project Manager for the ORWT project. He will be supported by John Hower PG, CEG, GLA's Principal and Parker Armbrust, EIT., staff engineer. Mr. Armbrust was instrumental in preparing the 80% design drawings.

Our teaming partner, Wildscape is a small environmental consulting firm and general engineering contractor based in southern California. They provide various biological services throughout California.

Resumes of key staff are available upon request.

Project Costs

As described above, the project costs for the scope of services is the remaining \$46,854.60 from the original \$150,000 budget amendment that was added to our Public Works contract.

Additional scope such as responding to regulatory comments, final 100% design, bid support, preparing a Stormwater Pollution Prevention Plan (SWPPP), CQA field services, construction phase documentation, post-construction final CQA report, biological monitoring surveys/reports, photo documentation, and biological compliance summaries will be scoped under a future proposal.

Proposal for Owens River Water Trail
Engineering Support Services

If you have any questions regarding the information provided, please feel free to contact Noah Campbell at 530-559-5268, ncampbell@geo-logic.com.

We look forward to our continued relationship working with you and County Staff on this project.

Respectfully submitted,

GEO-LOGIC ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to be 'NC' or similar initials, representing Noah Campbell.

Noah Campbell, PE, QSD, QISP
Senior Engineer

A handwritten signature in blue ink, appearing to be 'C. Miller', representing Caleb Miller.

Caleb Miller, PE
Northern California Operations Manager

Attachment: Cost Estimate

**OWENS RIVER WATER TRAIL
ENGINEERING SUPPORT SERVICES
COST SUMMARY**

Task 1 - Permitting	\$15,240.00
Task 2 - Draft Design	\$9,820.00
Task 3 - Technical Specifications	\$7,880.00
Task 4 - Construction Quality Assurance (CQA) Plan	\$5,174.00
Task 5 - Biological Surveys	\$8,739.00
Total =	\$46,853.00

Task 1 - Permitting				
Personnel	Units	No. of Units	Rate per Unit	Subtotal Cost
Senior Professional III	hours	46.25	\$240	\$11,100.00
Staff Professional II	hours	12	\$145	\$1,740.00
CADD/GIS/Database Manager I	hours	20	\$120	\$2,400.00
Task 1 Total				\$15,240.00

Task 2 - Draft Design				
Personnel	Units	No. of Units	Rate per Unit	Subtotal Cost
Senior Professional III	hours	24	\$240	\$5,760.00
Staff Professional II	hours	28	\$145	\$4,060.00
Task 1 Total				\$9,820.00

Task 3 - Technical Specifications				
Personnel	Units	No. of Units	Rate per Unit	Subtotal Cost
Principal Professional I	hours	4	\$260	\$1,040.00
Senior Professional III	hours	24	\$240	\$5,760.00
Project Professional II	hours	6	\$145	\$870.00
Administrative Assistant I	hours	2	\$105	\$210.00
Task 2 Total				\$7,880.00

Task 4 - Construction Quality Assurance (CQA) Plan				
Personnel	Units	No. of Units	Rate per Unit	Subtotal Cost
Principal Professional I	hours	2	\$260	\$520.00
Senior Professional III	hours	16	\$240	\$3,840.00
Project Professional II	hours	4	\$145	\$580.00
Administrative Assistant I	hours	2	\$117	\$234.00
Task 3 Total				\$5,174.00

Task 5 - Biological Surveys				
Personnel	Units	No. of Units	Rate per Unit	Subtotal Cost
Senior Professional III	hours	2	\$240	\$480.00
Senior Project Manager - Wildscape Restoration	hours	8	\$185	\$1,480.00
Technician - Wildscape Restoration	hours	40	\$110	\$4,400.00
Administrative Assistant - Wildscape Restoration	hours	3	\$75	\$225.00
Vehicle	week	1	\$600	\$600.00
Per Diem (GSA Rates, lodging, meals, plus incidentals)	day	7	\$222	\$1,554.00
Task 5 Total				\$8,739.00

AGREEMENT BETWEEN COUNTY OF INYO

AND Geo-Logic Associates

FOR THE PROVISION OF Landfill Engineering and Environmental Consulting Services for Regulatory Mandated Projects

INTRODUCTION

WHEREAS, the County of Inyo (hereinafter referred to as "County") may have the need for the services of Geo-Logic Associates (hereinafter referred to as "Contractor"). In consideration of the mutual terms and conditions hereinafter contained, the parties agree as follows:

TERMS AND CONDITIONS

1. SCOPE OF WORK

1.1. Work to be Performed

The Contractor shall furnish to the County, upon its request, those services and work set forth in **Attachment A ("Scope of Work")**, attached hereto and by reference incorporated herein. Requests by the County to the Contractor to perform under this Agreement will be made by Compliance & Project Manager, Richard Shore, or their designee. Requests to the Contractor for work or services to be performed under this Agreement will be based upon the County's need for such services. The County makes no guarantee that any minimum amount of services or work will be requested of the Contractor. County by this Agreement incurs no obligation or requirement to request from Contractor the performance of any services or work at all, even if County should have need for such services or work during the term of this Agreement.

Services and work provided by the Contractor at the County's request under this Agreement will be performed in a manner consistent with the requirements and standards established by applicable federal, state, and County laws, ordinances, regulations, and resolutions.

2. TERM

The term of this Agreement shall be from Wednesday, July 1, 2026 to Monday, June 30, 2031 unless sooner terminated as provided below.

3. CONSIDERATION

- A. Compensation. County shall pay to Contractor in accordance with **Attachment B ("Schedule of Fees")** attached hereto and by reference incorporated herein, for the services and work described in the **Scope of Work** which are performed by Contractor at the County's request.

- B. No additional consideration. Except as expressly provided in this Agreement, Contractor shall not be entitled to, nor receive, from County, any additional consideration, compensation, salary, or other type of remuneration for services rendered under this Agreement. Specifically, Contractor shall not be entitled, by virtue of this Agreement, to consideration in the form of overtime, health insurance benefits, retirement benefits, disability retirement benefits, sick leave, vacation time, paid holidays, or other paid leaves of absence of any type or kind whatsoever.
- C. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$961,366.00 (hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.
- D. Federal and State taxes.
 - i. Except as provided in subparagraph (2) below, County will not withhold any federal or state income taxes or social security from any payments made by County to Contractor under the terms and conditions of this Agreement.
 - ii. County will withhold California State income taxes from payments made under this Agreement to non-California resident independent contractors when it is anticipated that total annual payments to Contractor under this Agreement will exceed one thousand four hundred ninety-nine dollars (\$1,499.00).
 - iii. Except as set forth above, County has no obligation to withhold any taxes or payments from sums paid by County to Contractor under this Agreement. Payment of all taxes and other assessments on such sums is the sole responsibility of Contractor. County has no responsibility or liability for payment of Contractor's taxes or assessments.
 - iv. The total amounts paid by County to Contractor, and taxes withheld from payments to non-California residents, if any, will be reported annually to the Internal Revenue Service and the California State Franchise Tax Board. To facilitate this reporting, Contractor shall complete and submit to the County an Internal Revenue Service (IRS) Form W-9 upon executing this Agreement.

4. **WORK SCHEDULE**

Contractor's obligation is to perform, in a timely manner, those services and work identified in the **Scope of Work** which are requested by the County. It is understood by Contractor that the performance of these services and work will require a varied schedule. Contractor will arrange

his/her own schedule but will coordinate with County to ensure that all services and work requested by County under this Agreement will be performed within the time frame set forth by County.

5. REQUIRED LICENSES, CERTIFICATES, AND PERMITS

- A. Any licenses, certificates, or permits required by the federal, state, county, or municipal governments for contractor to provide the services and work described in the **Scope of Work** must be procured by Contractor and be valid at the time Contractor enters into this Agreement or as otherwise may be required. Further, during the term of this Agreement, Contractor must maintain such licenses, certificates, and permits in full force and effect at no expense to the County. Contractor will provide County, upon execution of this Agreement, with evidence of current and valid licenses, certificates and permits which are required to perform the services identified in the **Scope of Work**. Where there is a dispute between Contractor and County as to what licenses, certificates, and permits are required to perform the services identified in the **Scope of Work**, County reserves the right to make such determinations for purposes of this Agreement.
- B. Contractor warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any federal department or agency. Contractor also warrants that it is not suspended or debarred from receiving federal funds as listed in the List of Parties Excluded from Federal Procurement or Non-procurement Programs issued by the General Services Administration available at: <http://www.sam.gov>.

6. OFFICE SPACE, SUPPLIES, EQUIPMENT, ET CETERA

Contractor shall provide such office space, supplies, equipment, vehicles, reference materials, and utility connections as are necessary for Contractor to provide the services identified in the **Scope of Work**. County is not obligated to reimburse or pay Contractor for any expense or cost incurred by Contractor in procuring or maintaining such items.

7. COUNTY PROPERTY

- A. Personal Property of County. Any personal property provided to Contractor by County pursuant to this Agreement are the sole and exclusive property of County. Contractor will use reasonable care to protect, safeguard and maintain such items while they are in Contractor's possession. Contractor will be financially responsible for any loss or damage to such items.
- B. Products of Contractor's Work and Services. Any and all compositions, publications, plans, designs, specifications, blueprints, maps, formulas, processes, photographs, slides, video tapes, computer programs, computer disks, computer tapes, memory chips, soundtracks, audio recordings, films, audio-visual presentations, exhibits, reports, studies,

works of art, inventions, patents, trademarks, copyrights, or intellectual properties of any kind which are created, produced, assembled, compiled by, or are the result, product, or manifestation of Contractor's services or work under this Agreement are, and at the termination of this Agreement remain, the sole and exclusive property of the County. At the termination of the Agreement, Contractor will convey possession and title to all such properties to County.

8. MINIMUM INSURANCE REQUIREMENTS

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

8.1. Commercial General Liability (CGL)

Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

8.2. Automobile Liability

Insurance Services Office Form Number CA 0001 covering any auto (Code 1), or if Contractor has no owned autos, covering hired (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.

8.3. Workers' Compensation

Insurance as required by the State of California, with **Statutory Limits**, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease. *(Provision may be waived if Contractor provides written declaration of the following: (a) Contractor has no employees and agrees to obtain workers' compensation insurance and notify Inyo County if any employee is hired, (b) Contractor agrees to verify proof of coverage for any subcontractor, and (c) Contractor agrees to hold Inyo County harmless and defend Inyo County in the case of claims arising for failure to provide benefits.)*

8.4. Professional Liability (Errors and Omissions)

Insurance appropriate to the Contractor's profession, with limit no less than **\$2,000,000** per occurrence or claim, **\$2,000,000** aggregate.

8.5. Contractor Broader Coverage

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, Inyo County requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to Inyo County.

8.6. OTHER INSURANCE PROVISIONS

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status: Inyo County, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used).

Primary Coverage: For any claims related to this contract, the **Contractor's insurance coverage shall be primary and non-contributory** and at least as broad as ISO CG 20 01 04 13 as respects Inyo County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Inyo County, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Notice of Cancellation: Each insurance policy required above shall state that coverage shall not be canceled, except with notice to Inyo County.

Umbrella or Excess Policy: The Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until the Contractor's primary and excess liability policies are exhausted.

Waiver of Subrogation: Contractor hereby grants to Inyo County a waiver of any right to subrogation which any insurer of said Contractor may acquire against Inyo County by virtue of the payment of any loss under such insurance. The contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not Inyo County has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions: Self-insured retentions must be declared to and approved by Inyo County. Inyo County may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Inyo County. The CGL

and Professional Liability policies must provide that defense costs, including ALAE, will satisfy the SIR or deductible.

Acceptability of Insurers: Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to Inyo County.

Claims Made Policies: If any of the required policies provide coverage on a claims-made basis:

- A. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
- B. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
- C. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage: Contractor shall furnish Inyo County with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. **All certificates and endorsements and copies of all Declarations and Endorsements pages are to be received and approved by Inyo County before work commences.** However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. Inyo County reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Special Risks or Circumstances: Inyo County reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

8.7. Unmanned Aerial Systems (drones) Legal Liability

If contractor, or their subcontractor, will be using a UAS for this agreement, then contractor shall ensure that FAA's Part 107 specific safety regulations for unmanned aircraft drones are followed and that the operator carries legal liability insurance covering the cost to property repair or injury to persons related to the use of an UAS with limit no less than **\$1,000,000** per occurrence or claim, **\$2,000,000** aggregate. An endorsement on a CGL policy which specifically extends coverage to drone use may suffice. Recording of individuals engaging in private, personal, or familial activity without their permission is prohibited. Inyo County shall not be responsible for loss or damage to any UAS.

9. STATUS OF CONTRACTOR

All acts of Contractor, its agents, officers, and employees, relating to the performance of this Agreement, shall be performed as independent contractors, and not as agents, officers, or employees of County. Contractor, by virtue of this Agreement, has no authority to bind or incur any obligation on behalf of County. Except as expressly provided in the **Scope of Work**, Contractor has no authority to exercise any rights or power vested in the County. No agent, officer, or employee of the Contractor is to be considered an employee of the County. It is understood by both Contractor and County that this Agreement shall not under any circumstances be construed or considered to create an employer-employee relationship or a joint venture. As an independent contractor:

- A. Contractor shall determine the method, details, and means of performing the work and services to be provided by Contractor under this Agreement.
- B. Contractor shall be responsible to County only for the requirements and results specified in this Agreement, and except as expressly provided in this Agreement, shall not be subjected to County's control with respect to the physical action or activities of Contractor in fulfillment of this Agreement.
- C. Contractor, its agents, officers, and employees are, and at all times during the term of this Agreement shall, represent and conduct themselves as independent contractors, and not as employees of County.

10. DEFENSE AND INDEMNITY

Contractor shall hold harmless, defend and indemnify County and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in connection with Contractor's performance of work hereunder or its failure to comply with any of its obligations contained in the agreement, except such loss or damages which was caused by the sole negligence or willful misconduct of the County.

11. RECORDS AND AUDIT

- A. Records. Contractor shall prepare and maintain all records required by the various provisions of this Agreement and any applicable laws, ordinances, or regulations. Contractor shall maintain these records for a minimum of four (4) years from the termination or completion of this Agreement.
- B. Inspections and Audits. Any authorized representative of County shall have access to any records including, but not limited to, financial records of Contractor, which County determines to be pertinent to this Agreement, for the purposes of making an audit, evaluation, or examination during the period such records are to be maintained by Contractor. Further, County has the right to audit, inspect, or otherwise evaluate the work performed or being performed under this Agreement.

12. NONDISCRIMINATION

During the performance of this Agreement, Contractor, its agents, officers, and employees shall not unlawfully discriminate in violation of any federal, state, or local law, against any employee, or applicant for employment, or person receiving services under this Agreement, because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age, or sex. Contractor and its agents, officers, and employees shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), and the applicable regulations promulgated thereunder in the California Code of Regulations. Contractor shall also abide by the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act.

The parties to this Agreement agree that all federally funded purchases shall follow federal procurement requirements set forth in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR section 200 *et. seq.*). Contractor agrees to adhere to all applicable Federal, State, and local laws and regulations in Contractor's performance of this Agreement.

13. CANCELLATION

This Agreement may be canceled by County without cause, and at will, for any reason by giving to Contractor thirty (30) days written notice of such intent to cancel.

14. ASSIGNMENT

This is an agreement for the services of Contractor. County has relied upon the skills, experience, and training of Contractor as an inducement to enter into this Agreement. Contractor shall not assign or subcontract any part of this Agreement without the written consent of County. Further, Contractor shall not assign any monies due or to become due under this Agreement without the written consent of County.

15. DEFAULT

If the Contractor abandons the work, fails to proceed with the work and services requested by County in a timely manner, or fails in any way as required to conduct the work and services as required by County, County may declare the Contractor in default and terminate this Agreement upon five (5) days written notice to Contractor. Upon such termination by default, County will pay to Contractor all amounts owing for services and work satisfactorily performed to the date of termination.

16. WAIVER OF DEFAULT

Waiver of any default by either party to this Agreement shall not be deemed to be waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification

of the terms of this Agreement unless this Agreement is modified as provided in paragraph twenty-two (22) below.

17. CONFIDENTIALITY

Contractor further agrees to comply with the various provisions of the federal, state, and county laws, regulations, and ordinances providing that information and records kept, maintained, or accessible by Contractor in the course of providing services and work under this Agreement, shall be privileged, restricted, or confidential. Contractor agrees to keep confidential all such information and records. Disclosure of such confidential, privileged, or protected information shall be made by Contractor only with the express written consent of the County. Any disclosure of confidential information by Contractor without the County's written consent is solely and exclusively the legal responsibility of Contractor in all respects.

Notwithstanding anything in the Agreement to the contrary, names of persons receiving public social services are confidential and are to be protected from unauthorized disclosure in accordance with Title 45, Code of Federal Regulations Section 205.50, the Health Insurance Portability and Accountability Act of 1996, and Sections 10850 and 14100.2 of the Welfare and Institutions Code, and regulations adopted pursuant thereto. For the purpose of this Agreement, all information, records, and data elements pertaining to beneficiaries shall be protected by the provider from unauthorized disclosure.

18. CONFLICTS

Contractor agrees that it has no interest, and shall not acquire any direct or indirect interest which would conflict in any manner or degree with the performance of the work and services under this Agreement.

19. POST AGREEMENT COVENANT

Contractor agrees not to use any confidential, protected, or privileged information which is gained from the County in the course of providing services and work under this Agreement, for any personal benefit, gain, or enhancement. Further, Contractor agrees for a period of two years after the termination of this Agreement not to seek or accept any employment with any entity which, during the term of this Agreement, has had an adverse or conflicting interest with the County or who has been an adverse party in litigation with the County, and concerning such, Contractor by virtue of this Agreement has gained access to the County's confidential, privileged, protected, or proprietary information.

20. SEVERABILITY

If any portion of this Agreement shall be declared invalid by a court of competent jurisdiction, the remaining provisions of this Agreement shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

21. FUNDING LIMITATION

The ability of County to enter this Agreement is based upon available funding from various sources. In the event that such funding fails, is reduced, or is modified, from one or more sources, County has the option to cancel, reduce, or modify this Agreement, or any of its terms within ten (10) days of its notifying Contractor of the cancellation, reduction, or modification of available funding. Any reduction or modification of this Agreement made pursuant to this provision must comply with the requirements of paragraph twenty-two (22) (Amendment).

22. AMENDMENT

This Agreement may be modified by the mutual consent of the parties, if such amendment or change is in written form and executed with the same formalities as this Agreement, and attached to the original Agreement to maintain continuity.

23. NOTICE

Any notice regarding this Agreement shall be in writing and may be personally served, or sent by prepaid first-class mail to, the respective parties as follows:

County of Inyo:

Public Works
1360 N. Main Street Bishop CA, 93514

Contractor:

Geo-Logic Associates
Geo-Logic Associates 143E Spring Hill Drive Grass Valley, CA 95945

24. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the parties, and no representations, inducements, promises, or agreements otherwise between the parties not embodied herein or incorporated herein by reference, shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged, or terminated, unless the same be in writing executed by the parties hereto.

For Inyo County

Signed by:

DB92A4FA96C1495...
SIGNATURE

John Vallejo
FULL NAME

6/9/2026
DATE SIGNED

County Counsel
TITLE

Signed by:

E921B073F8A2426...
SIGNATURE

Aaron Holmberg
FULL NAME

6/9/2026
DATE SIGNED

Risk Manager

TITLE
Signed by:

3094C2B4A2DB49F...
SIGNATURE

Heather Williams on behalf of Amy Shepherd
FULL NAME

6/10/2026
DATE SIGNED

Auditor-Controller

TITLE
Signed by:

8BB77B07BFC44D2...
SIGNATURE

Keri Oney
FULL NAME

6/8/2026
DATE SIGNED

Assistant Personnel Director
TITLE

For Contractor

Signed by:

5D461BB00794498...
SIGNATURE

John Hower
FULL NAME

6/10/2026
DATE SIGNED

Senior Vice President
TITLE

Signed by:


E731DF73E0AB45F...
SIGNATURE

Trina Orrill
FULL NAME

7/1/2026
DATE SIGNED

Board Chairperson
TITLE

Exhibits List

A - Geo-Logic Scope of Work

B - Geo-Logic Schedule of Fees

Exhibit A

Geo-Logic Scope of Work



May 22, 2026

Inyo County Department of Public Works
Landfill Engineering and Environmental Consultant Services

Subject: Cost Estimate for Landfill Engineering and Environmental Consultant Services for Regulatory Mandated Projects / Project ID #2025-RFP-S-0078

Geo-Logic Associates (GLA) is pleased to provide this cost estimate in support of our proposal for Landfill Engineering and Environmental Consultant Services for Regulated Mandated Projects. This letter summarized the general assumptions made in developing the cost estimate. GLA understands that there are many items that are unknown or may not come to fruition during this contract term. However, we thought it appropriate to provide as detailed a cost estimate for planned and anticipated tasks as described in our proposal. The costs assume the following:

Bishop-Sunland Solid Waste Site

- GLA will prepare the 5-year permit review and submit to the regulatory agencies.
- GLA will complete the ET cover analysis.
- GLA will assist the County in soliciting bids for construction of the two new septage ponds.
- GLA will provide CQA services (observation, testing, reporting) for construction of the two new septage ponds. It is assumed that construction will last five weeks. This includes one pre-construction meeting at the County offices and one meeting onsite during construction by GLA's Project Manager.
- GLA will provide CQA services (observation, testing, reporting) for decommissioning the existing septage ponds. It is assumed that this will take one week.
- GLA will assist the County in reviewing the new Waste Discharge Requirements (WDRs) that are anticipated.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and provide fence line staking (assumes stakes at 100 feet over a length of 10,800 feet).
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for assisting the County in the California Environmental Quality Act (CEQA) documents for the 2 new septage ponds as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.
- Triad/Holmes will be available to provide construction staking and surveying for construction of the two new septage ponds and decommissioning of the 4 old septage ponds. However, a cost for these services has not been included this is typically up to the Contractor to select the Surveyor.

Cost Estimate for the Landfill Engineering and Environmental Consulting Services

Independence Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies.
- GLA will complete the ET cover analysis.
- GLA will assist the County in reviewing the new Waste Discharge Requirements (WDRs) that are anticipated.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and provide fence line staking (assumes stakes at 100 feet over a length of 7,500 feet).
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for any groundwater related corrective action items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Keeler Landfill

- GLA will prepare the five-year iso-settlement report and submit to the regulatory agencies.
- GLA has assumed some nominal time for providing assistance as needed through the post-closure maintenance period.
- GLA's Project Manager will make one site visit in the five-year contract period. However, no costs have been included for this task as a sited visit to Keeler will be incorporated into either the Independence Landfill or Lone Pine Landfill site visit.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set targets and fly the aerial topographic survey for the five-year iso-settlement mapping.
- GLA has not included costs for preparing the workplan to abandon the groundwater monitoring wells after rescission of the WDR's as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Lone Pine Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies.
- GLA will complete the ET cover analysis.
- GLA will assist the County in reviewing the new Waste Discharge Requirements (WDRs) that are anticipated.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.

Cost Estimate for the Landfill Engineering and Environmental Consulting Services

Shoshone Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies. Included in this task is updating the RDSI.
- GLA assumed that the six new landfill gas monitoring probes will be installed and that we would prepare the workplan and provide observation and reporting for the probe construction. It is assumed that this will be 2 weeks of field work, including travel time. GLA has not included the drillers costs.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and will survey in the six new landfill gas probes.
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for any groundwater related corrective action items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

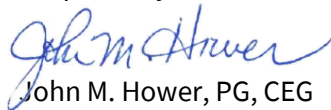
Tecopa Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies. Included in this task is updating the RDSI.
- GLA assumed that the one new landfill gas monitoring probe will be installed and that we would prepare the workplan and provide observation and reporting for the probe construction. It is assumed that this will be one week of field work, including travel time. GLA has not included the drillers costs.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and will survey in the six new landfill gas probes.
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for any groundwater related corrective action items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Cost Estimate for the Landfill Engineering and Environmental Consulting Services

- GLA will prepare the AB-32/Title 17 Greenhouse Emissions Annual Report by March 15th of each contract year. The report will include the waste-in-place for each active landfill and a Heat Input Capacity Calculation (HICC) for the Bishop-Sunland Solid Waste Site.
- GLA will prepare the two annual financial assurance reports as required by CalRecycle. The first report is the annual inflation factor report that is due by June 1st of each year. This report will be prepared for Bishop-Sunland, Independence, Keeler, Lone Pine, Shoshone and Tecopa and sent to the County for signature and submittal to CalRecycle. The second report is the annual closure fund deposit report that is due by August 29th of each year. This report will be prepared for Bishop-Sunland, Independence, Lone Pine, Shoshone and Tecopa and sent to the County for signature and submittal to CalRecycle. GLA will also provide an estimate of the annual closure fund deposit amounts around May/June to assist the County in preparing their annual budgets.
- The Project Team will assist the County in preparing the 5-year integrated waste management plan (CIWMP/RAIWMP) report.
- GLA will provide contract administration, management, invoicing, and project statusing on at least a monthly basis.
- GLA has not included costs for any SB1383 task items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.
- GLA has not included any costs for the Old Spanish Trail road improvements as it is unknown on whether it will or will not come to fruition during the contract term. If this project does happen, then GLA will prepare a separate cost estimate specific to this project.
- GLA has not included any costs for the Lone Pine Water System improvements as it is unknown on whether it will or will not come to fruition during the contract term. If this project does happen, then GLA will prepare a separate cost estimate specific to this project.

Respectfully submitted,



John M. Hower, PG, CEG

Senior Vice President

TABLE 1

Cost Estimate (5-Year Term)
Inyo County Solid Waste Engineering Services - Contract Year 2026 - 2031

Task No.	Description	Task Cost
1	Bishop Sunland Landfill	\$ 289,290.00
2	Independence Landfill	\$ 104,722.00
3	Lone Pine Landfill	\$ 103,722.00
4	Shoshone Disposal Site	\$ 121,532.00
5	Tecopa Disposal Site	\$ 113,058.00
6	Keeler Landfill	\$ 44,180.00
7	AB-32/Title 17 Greenhouse Emissions Reporting	\$ 36,480.00
8	CIWMP/RAIWMP Report	\$ 14,400.00
9	Financial Assurance Calculations	\$ 48,000.00
10	Contract Management and Project Statusing	\$ 85,982.00
		\$
	Total	\$ 961,366.00

Exhibit B

Geo-Logic Schedule of Fees



2026 TO 2031 INYO COUNTY FEE SCHEDULE

PROFESSIONAL STAFF

Staff Professional I	\$133.00/Hour
Staff Professional II	145.00/Hour
Staff Professional III	158.00/Hour
Project Professional I	171.00/Hour
Project Professional II	184.00/Hour
Project Professional III	200.00/Hour
Senior Professional I	213.00/Hour
Senior Professional II	226.00/Hour
Senior Professional III	240.00/Hour
Principal Professional I	260.00/Hour
Principal Professional II	280.00/Hour
Principal Professional III	300.00/Hour
Court Appearance (Expert Witness, Deposition, etc.; four-hour minimum)	2 x HourlyRate

FIELD/LABORATORY STAFF

Technician I	105.00/Hour
Technician II	120.00/Hour
Technician III	130.00/Hour
Technician IV	140.00/Hour
Managing Technician (or minimum Prevailing Wage Rate)	170.00/Hour
Principal Technician	213.00/Hour
Laboratory Manager	170.00/Hour

CADD/GIS

CADD/GIS/Database Manager I	120.00/Hour
CADD/GIS/Database Manager II	140.00/Hour
CADD/GIS/Database Manager III	150.00/Hour
CADD Designer	160.00/Hour
GIS Specialist	160.00/Hour

SUPPORT STAFF

Administrative Assistant I	105.00/Hour
Administrative Assistant II	110.00/Hour
Administrative Assistant III	115.00/Hour
Technical Editor	115.00/Hour
Senior Technical Editor	150.00/Hour

*Overtime Premium is 35% of PERSONNEL CHARGE

EQUIPMENT CHARGES

BAT Permeameter	250.00/Day
Compaction Testing Equipment & Supplies	100.00/Day
Peel & Shear Strength Apparatus (FML Seams)	900.00/Month
ReMi/Refraction Seismograph	600.00/Day
Sealed Single Ring Infiltrimeter (SSRI)	200.00/Day or 750.00/Month
Sealed Double Ring Infiltrimeter (SDRI)	Call for Quote
Slope Inclinator	250.00/Day
Unmanned Aerial Vehicle (Drone) Reconnaissance	500.00/Day



EQUIPMENT CHARGES, CONTINUED

Vehicle Use for Field Services.....	20.00/Hour or 600.00/week
Groundwater Sampling Equipment and Supplies	25.00/Hour
WestBay Equipment	25.00/Hour
Soil Sampling Equipment & Drilling Supplies	8.00/Hour
Downhole Video Camera.....	15.00/Hour
GEM 5000	10.00/Hour
GPS Survey Equipment	10.00/Hour

EXPENSES

Per Diem	Lesser of (Cost +15%) or (Local Government Rate)
Portable Laboratory (8' x 32' trailer) with equipment	Cost + 15%
HydraSleeve™	Cost + 15%
Portable Laboratory (mobilization / demobilization).....	Cost + 15%
Outside Services (Consultants, Surveys, Chemical lab Tests, etc.).....	Cost + 15%
Reimbursables (Maps, Photos, Permits, Expendable Supplies, etc.)	Cost + 15%
Outside Equipment (Drill Rig, Backhoe, Monitoring Equipment, etc.).....	Cost + 15%

PERMITS, FEES AND BONDS

The costs of all permits, fees, and performance bonds required by government agencies are to be paid by the Client, unless stated otherwise in an accompanying proposal.

INSURANCE

Geo-Logic Associates, Inc. carries workers' compensation, comprehensive general liability and automobile with policy limits normally acceptable to most clients. The cost for this insurance is covered by the fees listed in this schedule. Cost of any special insurance required by the Client, including increases in policy limits, adding additional insured parties and waivers of subrogation, are charged at cost plus 15%. Unless otherwise stated, such charges are in addition to the estimated or maximum charges stated in any accompanying proposal.

TERMS

Payment is due upon presentation of invoice and is past due thirty (30) days from invoice date. Past due accounts are subject to a finance charge of one and one-half percent (1-1/2%) per month, or the maximum rate allowed by law.

PROPOSAL PERIOD

Unless otherwise stated, a proposal accompanying this schedule is effective for sixty (60) days. If authorization to proceed is not received within this period, Geo-Logic Associates, Inc. reserves the right to renegotiate the fee.



2026 TO 2031 INYO COUNTY FEE SCHEDULE

<u>TEST NAME</u>	<u>TEST METHOD</u>	<u>UNIT RATE</u>
<u>Geotechnical / Physical Properties</u>		
Moisture Content, gravimetric	D2216/AASHTO T265	\$27/Test
Moisture Content (volumetric and gravimetric) and Bulk Density.....	D2216/D7263	\$62/Test
Porosity.....		\$129/Test
Particle Size Analyses		
Standard Sieves and Hydrometer	D422	\$247/Test
Standard Sieves; no Hydrometer	D422	\$185/Test
Particle Size Analysis – Aggregate, no hydrometer.....	D422/C136/CT202.....	\$185/Test
Particle Size Analysis with Gravel with hydrometer	D422	\$247/Test
Percent Passing #200 Sieve.....	D1140/C117	\$93/Test
Particle Size Analysis, #4, #40, #200 with wash		\$93/Test
Atterberg Limits		
Liquid Limit, Plastic Limit, Plasticity Index (LL, PL, and PI)	D4318	\$196/Test
Wet preparation, add		\$67/Test
USCS Classification (included with sieve and Atterberg Limits)	D2487	\$381/Test
Specific Gravity, Fine (<4.75mm diameter materials)	D854	\$118/Test
Specific Gravity, Coarse (>4.75mm diameter materials).....	C127	\$155/Test
Dispersion Testing		
Double Hydrometer (add second hydrometer)	D4221	\$232/Test
Proctor Compaction Test		
Method A or B (<25% retained on a 3/8" sieve).....	D698/D1557	\$283/Test
Method C (>25% retained on a 3/8" sieve).....	D698/D1557	\$304/Test
Moisture Density Single Point, std/mod (Proctor check point)	D698/D1557	\$129/Point
Percent Organic Matter by Muffle Furnace	D2974	\$118/Test
<u>Permeability / Conductivity Testing</u>		
Hydraulic Conductivity, Fixed Wall		
up to 8" Diameter Cell	D5856/USBR 5600-89.....	\$412/Test
up to 12" Diameter Cell	D5856/USBR 5600-89.....	\$670/Test
Extra Load per Test		\$144/Load
Hydraulic Conductivity, Flexible Wall		
Falling Head, Rising Tail, 1" to 4" Diameter Sample	D5084	\$381/Test
Falling Head, Rising Tail, 6" Diameter Sample	D5084	\$711/Test
High Pressure (<1200 psi) per sample, add.....		\$77/Test
Ksat with other permeant fluid, long term	D7100	\$5,150/Test
Added machine time per day		\$82/Day
Intrinsic Permeability (Calculation)	Fetter.....	No Charge
<u>Strength and Consolidation Testing</u>		
Consolidation Testing		
Consolidation Test – Method A.....	D2435A.....	\$500/Test
Consolidation Test – Method B.....	D2435B.....	\$608/Test
Consolidation Test (single point)	D2435.....	\$134/Test
Consolidation Test (without rate data).....	D2435.....	\$206/Test
Test rate data per load increment	D2435.....	\$93/Test-Load
Consolidation Test (multiple points and time rates).....	D2435.....	\$505/Test
Percent Collapse: Collapse Potential of Soils	D5333	\$221/Test
Strength Testing		
Unconfined Compressive Strength (UC), 2-3"	D2166	\$113/Test
Unconfined Compressive Strength (UC), 4 or 6"	D2166	\$155/Test



2026 TO 2031 INYO COUNTY FEE SCHEDULE

Strength and Consolidation Testing, Continued

Triaxial Compression

Unconsol.-Undrained Triax. Compression (UU), 2-3", 1-pt test.....	D2850	\$221/Test
Unconsol.-Undrained Triax. Compression (UU), 4", 1-pt test.....	D2850	\$263/Test
Unconsol.-Undrained Triax. Compression (UU), 6", 1-pt test.....	D2850	\$556/Test
Consolidated Undrained Triax. Compression (CU), 2-3" (3 pt. test)	D4767	\$1,622/Test
Consolidated Undrained Triax. Compression (CU), 2-3" (per point)....	D4767	\$541/Point
Consolidated Undrained Triax. Compression (CU), 4" (3 pt. test)	D4767	\$1,808/Test
Consolidated Undrained Triax. Compression (CU), 4" (per point)	D4767	\$603/Point
Consolidated Undrained Triax. Compression (CU), 6" (3 pt. test)	D4767	\$3,754/Test
Consolidated Undrained Triax. Compression (CU), 6" (per point)	D4767	\$1,251/Point
CU – add per point for progressive (staged) test.....		\$340/Point
Consolidated Drained Triax. Compression (CD), 2-3" (3 pt. test).....	D7181	\$2,039/Test
Consolidated Drained Triax. Compression (CD), 2-3" (per point)	D7181	\$680/Point
Consolidated Drained Triax. Compression (CD), 4" (3 pt. test)	D7181	\$2,410/Test
Consolidated Drained Triax. Compression (CD), 4" (per point)	D7181	\$803/Point
Consolidated Drained Triax. Compression (CD), 6" (3 pt. test)	D7181	\$3,739/Test
Consolidated Drained Triax. Compression (CD), 6" (per point)	D7181	\$1,246/Point
High Pressure (>120 psi), add		\$103/Point

Direct Shear

Direct Shear, 2.5" (3 pt. test)	D3080	\$695/Test
Direct Shear, 2.5" (per point).....	D3080	\$232/Point
Additional Cycles (per load)	D3080	\$57/Load
Direct Shear, 12" (3 pt. test)	D3080	\$1,282/Test
Direct Shear, 12" (per point).....	D3080	\$427/Point

California Bearing Ratio (per point).....	D1883	\$412/Point
Added machine time when > 2 days of shear		\$127/Day

Aggregate and Rock Testing

Dry Rodded Unit Weight	C29	\$93/Test
Rock Density	D7263	\$62/Test
Saturated Hydraulic Conductivity.....	D5084	\$381/Test
Rock Point Load Index, 1-break	D5731	\$67/Test
Rock Point Load Index, multiple breaks	D5731	\$247/Test
Rock Joint Direct Shear, per point	D5607	\$388/Point
Rock Joint Direct Shear, add per load.....	D5607	\$108/Load
Uniaxial Strength, Peak Only	D7012	\$157/Test
Compression Test, Concrete.....	C39	\$77/Test
Percent Crushed Particles (Fractured Faces).....	D5821	\$144/Test

Geosynthetics Testing

Large Scale Direct Shear

Geosynthetic/Geosynthetic, 3-point test	D5321	\$865/Test
Geosynthetic/Geosynthetic, per point	D5321	\$288/Test
Soil/Geosynthetic, 3-point test	D5321	\$1,190/Test
Soil/Geosynthetic, per point	D5321	\$397/Test
Geosynthetic Clay Liner (GCL), 3-point test	D6243	\$1,220/Test
Geosynthetic Clay Liner (GCL), per point	D6243	\$407/Test
Soil/GCL, 3-point test	D6243	\$1,220/Test
Soil/GCL, per point	D6243	\$407/Test
Sandwich (multiple layers), 3-point test		\$1,670/Test
Sandwich (multiple layers), per point		\$557/Point



Large Scale Puncture

Large Scale Puncture, modified	D5514	\$597/Test
Puncture Test High Pressure (>120 psi), per point		\$103/Point

Soil with Amendments and Slurry Testing

Slurry Wall Soil/Bentonite Saturated Hydraulic Conductivity, Falling Head, Rising Tail

1-100 samples	D5084	\$335/Test
101-200 samples	D5084	\$325/Test
201-300 samples	D5084	\$315/Test
301-400 samples	D5084	\$305/Test
Greater than 400 samples.....	D5084	\$295/Test
Soi/Cement/Bentonite, Unconfined Compressive (UC) Strength	D4832	\$30/Test
Soil / Bentonite Mix Evaluation		\$335/Test
Soil / Cement / Bentonite Mix Evaluation		\$443/Test
Pocket Penetrometer		\$21/Test

Soil Chemistry

pH of Soil		\$26/Test
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Handling and Preparation

Remold Fee, 2" to 2.5" Diameter		\$41/Sample
Remold Fee, 3" to 5" Diameter		\$82/Sample
Remold Fee, 6" Diameter		\$144/Sample
Bulk Sample Preparation & Processing, per one-half hour		\$57/Sample
Hazardous Material Surcharge (sample/containment dependent)		Call for Quote
Rush Fee Fast Track Surcharge		Additional 50% per test

All test methods are ASTM unless otherwise noted.

Special sample preparation and laboratory testing not listed above will be charged at applicable personnel rates.

All laboratory test rates are for standard turn-around time and normal reporting procedures. Rush orders will be subject to a 50 percent premium. Manpower requirements or test protocol may preclude the granting of a rush request.



TEAMENVIRONMENTAL.COM

760-872-1033

459 W. Line Street, Suite A
Bishop, CA 93514

SCHEDULE OF FEES AND CHARGES

INYO COUNTY LANDFILL – AS-NEEDED LANDFILL ENGINEERING AND ENVIRONMENTAL CONSULTING SERVICES

FY2026-2031

PROFESSIONAL FEES

Principal	\$ 252.00 per hour
Project Manager	\$ 202.00 per hour
Senior Hydrologist/Hydrogeologist	\$ 179.00 per hour
Professional Geologist	\$ 172.00 per hour
Senior Environmental Scientist	\$ 162.00 per hour
Project Geologist	\$ 148.00 per hour
Project Scientist / Biologist	\$ 145.00 per hour
Staff Scientist	\$ 122.00 per hour
Field Technician II	\$ 98.00 per hour
Administrative Support	\$ 90.00 per hour

EQUIPMENT RENTAL CHARGES

Water Quality Meter (Horiba)	\$ 158.00 per day
Water Level Indicator (Solinst)	\$ 37.00 per day
Groundwater Sampling Pump (<100'depth) (Monsoon or Peristaltic)	\$ 120.00 per day
Groundwater Sampling Pump (>100'depth) (Mega Monsoon or Geosub)	\$ 185.00 per day
Dedicated Sample Tubing	\$ 0.79 per foot
Air Quality Safety (CH ₄ /CO) Meter (GX2012)	\$ 65.00 per day
Landfill Gas Analyzer (GEM 5000)	\$ 200.00 per day
Photoionization Detector (PID MiniRAE 3000)	\$ 100.00 per day
Vehicle Use 2WD	\$ 125.00 per day
Vehicle Use 4WD	\$ 145.00 per day
Mileage (in lieu of daily rate >100 miles)	\$ 1.00 per mile

EXPENSES

Sampling/Shipping Supplies	\$ 55.00 per package
Per diem (for Tecopa/Shoshone only)	\$ 280.00 per day
Necessary Job-Related Expenses/Subcontractors	Cost plus 10 percent

NOTES

Above fees and charges are project-specific and are subject to annual revision unless prohibited by contract terms. Charges for services will be in accordance with TEAM's Schedule of Fees and Charges in effect at the time services are rendered. Overtime rates may apply for field events over 8 hours or for any night, holiday, or weekend work.



PROFESSIONAL FEES FOR EASTERN SIERRA

EFFECTIVE June 1, 2025

Hourly Rate

Engineering	Principal	\$240.00
	Senior	\$200.00
	Staff	\$170.00
Project Management	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Project Coordination	Principal	\$210.00
	Senior	\$180.00
	Staff	\$150.00
Boundary Determination	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Boundary & Map Research		\$140.00
Legal Description	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Calculation	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Design	Principal	\$200.00
	Senior	\$195.00
	Staff	\$165.00
Drafting		\$120.00
Clerical		\$105.00
Construction Supervision/Inspection	Principal	\$240.00
	Senior	\$200.00
	Staff	\$170.00
Survey One-Man Crew		\$200.00
Survey Two-Man Crew		\$280.00
Survey One-Man Crew Prevailing Wage		\$290.00
Survey Two-Man Crew Prevailing Wage		\$430.00
Travel Time	Principal	\$265.00
	Senior	\$240.00
	Staff	\$200.00
Hearings/Project Representation	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Expert Witness (Including Standby)	Principal	\$350.00
	Senior	\$260.00

County of Inyo

Sole Source Authorization Form

Vendor: Geo-Logic Associates

Date: September 14, 2026

A sole source procurement may be justified in the following situations: Section II.D.1 (located on page 6)

Sole source procurements are the exception, not the norm. They are to be used sparingly and shall not be used in lieu of any competitive process simply because the department failed to allot sufficient time to engage in the competitive process or because the department finds the competitive process to be onerous.

Select one of the following:

☐	The capability of the proposed contractor is critical to the specific effort and makes the contractor clearly unique compared to other contractors in the general field.
☒	The proposed contractor has prior experience of a highly specialized nature that is vital to the proposed effort.
☐	The proposed contractor has facilities, staffing, or equipment that are specialized and vital to the services being requested.
☒	The proposed contractor has a substantial investment that would have to be duplicated at the County's expense by another contractor entering the field.
☐	A critical proposed schedule for the service and/or product that only one proposed contractor can meet.
☐	A lack of competition because of the existence of patent rights, copyrights, trade secrets, and/or location.
☐	Sourcewell Purchase under Account#4507

Amount	Required Action
Less than or equal to \$5,000	Compliance with the competitive process is not required, but price shopping is encouraged.
☐ \$5,001 to \$10,000	Three informal bids (e.g. printouts from websites showing prices or quotes solicited from vendors) must be obtained. ☐ Informal bids received
☐ \$10,001 to \$25,000	Three informal bids (e.g. printouts from websites showing prices or quotes solicited from vendors) must be obtained. ☐ Informal bids received
☒ \$25,001 to \$75,000	A formal RFP or RFQ must be prepared and publicized, with sealed submissions opened on a predetermined date. ☐ RFP/RFQ Received by Board Clerk on _____
☐ Over \$75,000	A formal RFP or RFQ must be prepared and publicized, with sealed submissions opened on a predetermined date. Board Approval Required

County of Inyo

Sole Source Authorization Form

Sole Source Justification:

Inyo County seeks to continue its contract with Geo-Logic Consultants for engineering and design services for the Owens River Water Trail project. Since April 2025, Geo-Logic Associates has worked closely with the County on the project's planning, design, and engineering. The firm has completed approximately 60% of the design, is working on required permits, and has established relationships with the agencies reviewing the project. Changing consultants at this stage would require a new firm to spend significant time learning the project, reviewing completed work, understanding site conditions, and rebuilding agency relationships. This could lead to duplicated work, delays, and higher costs. Continuing with Geo-Logic Associates will provide consistency, save time and public resources, and allow the project to move forward without unnecessary disruption. For these reasons, the County finds that Geo-Logic Associates is uniquely qualified to continue the work and that a sole source contract is in the County's best interest.

Denelle Carrington

Denelle Carrington (Sep 15, 2026 12:08:10 PDT)

Department Head Signature

Sole Source Approval

Denelle Carrington

Denelle Carrington (Sep 15, 2026 12:08:10 PDT)

Purchasing Agent Signature

John Carl Vallejo

County Counsel Signature

Heather Williams

Auditor-Controller Signature

In the Rooms of the Board of Supervisors

County of Inyo, State of California

I, HEREBY CERTIFY, that at a regular meeting of the Board of Supervisors of the County of Inyo, State of California, held in their rooms at the County Administrative Center in Independence on the 30th day of June 2026 an order was duly made and entered as follows:

*Public Works-
Recycling & Waste
Management –
Geo-Logic Associates
Contract*

Moved by Supervisor Wadelton and seconded by Supervisor Marcellin to approve the contract between the County of Inyo and Geo-Logic Associates of Grass Valley, CA for the provision of Landfill Engineering and Environmental Consulting Services for the Inyo County Landfills for the period of July 1, 2026 through June 30, 2031, for an amount not to exceed \$961,366.00, contingent upon the Board's approval of future budgets and authorize the Chairperson to sign. Motion carried unanimously.

WITNESS my hand and the seal of said Board this 30th
Day of June, 2026



DAVID FRASER
Clerk of the Board of Supervisors

A handwritten signature in blue ink, appearing to read "David Fraser", is written over a faint blue circular stamp.

By: _____

Routing
CC Purchasing Personnel Auditor CAO Other: Public Works DATE: July 9, 2026



INYO COUNTY BOARD OF SUPERVISORS

TRINA ORRILL • JEFF GRIFFITHS • SCOTT MARCELLIN • JENNIFER ROESER • WILL WADELTON

DAVID FRASER
COUNTY ADMINISTRATIVE OFFICER

DARCY ISRAEL
ASST. CLERK OF THE BOARD



AGENDA ITEM REQUEST FORM

June 30, 2026

Reference ID:
2026-479

Recommendation for Award of the Contract for Landfill Engineering and Environmental Consulting Services to Geo-Logic Associates Public Works - Recycling & Waste Management ACTION REQUIRED

ITEM SUBMITTED BY

Richard Shore, Compliance and Project Manager

ITEM PRESENTED BY

Richard Shore, Compliance and Project Manager

RECOMMENDED ACTION:

Approve the contract between the County of Inyo and Geo-Logic Associates of Grass Valley, CA for the provision of Landfill Engineering and Environmental Consulting Services for the Inyo County Landfills for the period of July 1, 2026 through June 30, 2031, for an amount not to exceed \$961,366.00, contingent upon the Board's approval of future budgets and authorize the Chairperson to sign.

BACKGROUND / SUMMARY / JUSTIFICATION:

The Department issued a formal Request for Proposal (RFP) through OpenGov in order to solicit proposals to provide Landfill Engineering and Environmental Consulting Services to the County. Four qualified responses were received from APTIM Federal Services, Biogas Engineering, Geo-Logic Associates, and SWT Engineering. Geo-Logic Associates was awarded the contract based upon the proposal evaluation scoring criteria.

Inyo County Recycling and Waste Management is currently in the process of Landfill Permitting with the State of California. The Landfill Permitting process requires producing technical plans for landfill operations and closure which must be approved by the State Water Board, Air Resources Board, and CalRecycle, as well as approval by the landowner (LADWP) for three of the Inyo Counties Landfills. Geo-Logic Associates has been working with Inyo County to accomplish the Landfill Permitting at five Inyo County landfills: Bishop-Sunland, Independence, Lone Pine, Shoshone and Tecopa Landfills; and to accomplish final closure at the Keeler Landfill.

Regulations governing California landfills continue to proliferate. Counties both large and small continue to require the services of specialized engineering concerns in order to comply with state mandates. Inyo County needs to be prepared to address any new regulations on landfills or respond to requests from regulatory agencies in a timely manner. By retaining engineering firms with experience performing landfill engineering throughout the State of California, we will be capable of quickly addressing regulatory changes.

FISCAL IMPACT:

Funding Source	Non-General Fund	Budget Unit	045700
Budgeted?	Yes	Object Code	5265
Recurrence	Ongoing Expenditure	Sole Source?	No

If Sole Source, provide justification below

Current Fiscal Year Impact
N/A
Future Fiscal Year Impacts
Up to \$961,366.00 for the period between July 1, 2026, and June 30, 2031 (\$192,273.20 per Fiscal Year)
Additional Information

ALTERNATIVES AND/OR CONSEQUENCES OF NEGATIVE ACTION:

Your Board could choose not to approve the contract; however, this is not recommended because Geo-Logic Associates is currently working to complete important upcoming permit revision documents for the County-operated landfills under their existing contract, which expires on June 30, 2026. Geo-Logic Associates is an experienced engineering firm that is fully capable of assisting the County in complying with state and federal landfill regulations.

OTHER DEPARTMENT OR AGENCY INVOLVEMENT:

None.

STRATEGIC PLAN ALIGNMENT:

High-Quality Services | Improved County Facilities

APPROVALS:

Richard Shore	Created/Initiated - 06/08/2026
Darcy Israel	Approved - 06/09/2026
Richard Shore	Approved - 06/11/2026
Breanne Nelums	Approved - 06/12/2026
Denelle Carrington	Approved - 06/15/2026
Amy Shepherd	Approved - 06/15/2026
Keri Oney	Approved - 06/15/2026
John Vallejo	Approved - 06/23/2026
David Fraser	Final Approval - 06/23/2026

ATTACHMENTS:

1. Landfill Engineering and Environmental Consulting Services for Regulatory Mandated Projects

AGREEMENT BETWEEN COUNTY OF INYO

AND Geo-Logic Associates

FOR THE PROVISION OF Landfill Engineering and Environmental Consulting Services for Regulatory Mandated Projects

INTRODUCTION

WHEREAS, the County of Inyo (hereinafter referred to as "County") may have the need for the services of Geo-Logic Associates (hereinafter referred to as "Contractor"). In consideration of the mutual terms and conditions hereinafter contained, the parties agree as follows:

TERMS AND CONDITIONS

1. SCOPE OF WORK

1.1. Work to be Performed

The Contractor shall furnish to the County, upon its request, those services and work set forth in **Attachment A ("Scope of Work")**, attached hereto and by reference incorporated herein. Requests by the County to the Contractor to perform under this Agreement will be made by Compliance & Project Manager, Richard Shore, or their designee. Requests to the Contractor for work or services to be performed under this Agreement will be based upon the County's need for such services. The County makes no guarantee that any minimum amount of services or work will be requested of the Contractor. County by this Agreement incurs no obligation or requirement to request from Contractor the performance of any services or work at all, even if County should have need for such services or work during the term of this Agreement.

Services and work provided by the Contractor at the County's request under this Agreement will be performed in a manner consistent with the requirements and standards established by applicable federal, state, and County laws, ordinances, regulations, and resolutions.

2. TERM

The term of this Agreement shall be from Wednesday, July 1, 2026 to Monday, June 30, 2031 unless sooner terminated as provided below.

3. CONSIDERATION

- A. Compensation. County shall pay to Contractor in accordance with **Attachment B ("Schedule of Fees")** attached hereto and by reference incorporated herein, for the services and work described in the **Scope of Work** which are performed by Contractor at the County's request.

- B. No additional consideration. Except as expressly provided in this Agreement, Contractor shall not be entitled to, nor receive, from County, any additional consideration, compensation, salary, or other type of remuneration for services rendered under this Agreement. Specifically, Contractor shall not be entitled, by virtue of this Agreement, to consideration in the form of overtime, health insurance benefits, retirement benefits, disability retirement benefits, sick leave, vacation time, paid holidays, or other paid leaves of absence of any type or kind whatsoever.
- C. Limit upon amount payable under Agreement. The total sum of all payments made by the County to Contractor for services and work performed under this Agreement shall not exceed \$961,366.00 (hereinafter referred to as "contract limit"). County expressly reserves the right to deny any payment or reimbursement requested by Contractor for services or work performed which is in excess of the contract limit.
- D. Federal and State taxes.
 - i. Except as provided in subparagraph (2) below, County will not withhold any federal or state income taxes or social security from any payments made by County to Contractor under the terms and conditions of this Agreement.
 - ii. County will withhold California State income taxes from payments made under this Agreement to non-California resident independent contractors when it is anticipated that total annual payments to Contractor under this Agreement will exceed one thousand four hundred ninety-nine dollars (\$1,499.00).
 - iii. Except as set forth above, County has no obligation to withhold any taxes or payments from sums paid by County to Contractor under this Agreement. Payment of all taxes and other assessments on such sums is the sole responsibility of Contractor. County has no responsibility or liability for payment of Contractor's taxes or assessments.
 - iv. The total amounts paid by County to Contractor, and taxes withheld from payments to non-California residents, if any, will be reported annually to the Internal Revenue Service and the California State Franchise Tax Board. To facilitate this reporting, Contractor shall complete and submit to the County an Internal Revenue Service (IRS) Form W-9 upon executing this Agreement.

4. **WORK SCHEDULE**

Contractor's obligation is to perform, in a timely manner, those services and work identified in the **Scope of Work** which are requested by the County. It is understood by Contractor that the performance of these services and work will require a varied schedule. Contractor will arrange

his/her own schedule but will coordinate with County to ensure that all services and work requested by County under this Agreement will be performed within the time frame set forth by County.

5. REQUIRED LICENSES, CERTIFICATES, AND PERMITS

- A. Any licenses, certificates, or permits required by the federal, state, county, or municipal governments for contractor to provide the services and work described in the **Scope of Work** must be procured by Contractor and be valid at the time Contractor enters into this Agreement or as otherwise may be required. Further, during the term of this Agreement, Contractor must maintain such licenses, certificates, and permits in full force and effect at no expense to the County. Contractor will provide County, upon execution of this Agreement, with evidence of current and valid licenses, certificates and permits which are required to perform the services identified in the **Scope of Work**. Where there is a dispute between Contractor and County as to what licenses, certificates, and permits are required to perform the services identified in the **Scope of Work**, County reserves the right to make such determinations for purposes of this Agreement.
- B. Contractor warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in covered transactions by any federal department or agency. Contractor also warrants that it is not suspended or debarred from receiving federal funds as listed in the List of Parties Excluded from Federal Procurement or Non-procurement Programs issued by the General Services Administration available at: <http://www.sam.gov>.

6. OFFICE SPACE, SUPPLIES, EQUIPMENT, ET CETERA

Contractor shall provide such office space, supplies, equipment, vehicles, reference materials, and utility connections as are necessary for Contractor to provide the services identified in the **Scope of Work**. County is not obligated to reimburse or pay Contractor for any expense or cost incurred by Contractor in procuring or maintaining such items.

7. COUNTY PROPERTY

- A. Personal Property of County. Any personal property provided to Contractor by County pursuant to this Agreement are the sole and exclusive property of County. Contractor will use reasonable care to protect, safeguard and maintain such items while they are in Contractor's possession. Contractor will be financially responsible for any loss or damage to such items.
- B. Products of Contractor's Work and Services. Any and all compositions, publications, plans, designs, specifications, blueprints, maps, formulas, processes, photographs, slides, video tapes, computer programs, computer disks, computer tapes, memory chips, soundtracks, audio recordings, films, audio-visual presentations, exhibits, reports, studies,

works of art, inventions, patents, trademarks, copyrights, or intellectual properties of any kind which are created, produced, assembled, compiled by, or are the result, product, or manifestation of Contractor's services or work under this Agreement are, and at the termination of this Agreement remain, the sole and exclusive property of the County. At the termination of the Agreement, Contractor will convey possession and title to all such properties to County.

8. MINIMUM INSURANCE REQUIREMENTS

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Contractor, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

8.1. Commercial General Liability (CGL)

Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

8.2. Automobile Liability

Insurance Services Office Form Number CA 0001 covering any auto (Code 1), or if Contractor has no owned autos, covering hired (Code 8) and non-owned autos (Code 9), with limit no less than **\$1,000,000** per accident for bodily injury and property damage.

8.3. Workers' Compensation

Insurance as required by the State of California, with **Statutory Limits**, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease. *(Provision may be waived if Contractor provides written declaration of the following: (a) Contractor has no employees and agrees to obtain workers' compensation insurance and notify Inyo County if any employee is hired, (b) Contractor agrees to verify proof of coverage for any subcontractor, and (c) Contractor agrees to hold Inyo County harmless and defend Inyo County in the case of claims arising from failure to provide benefits.)*

8.4. Professional Liability (Errors and Omissions)

Insurance appropriate to the Contractor's profession, with limit no less than **\$2,000,000** per occurrence or claim, **\$2,000,000** aggregate.

8.5. Contractor Broader Coverage

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, Inyo County requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to Inyo County.

8.6. OTHER INSURANCE PROVISIONS

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status: Inyo County, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 if a later edition is used).

Primary Coverage: For any claims related to this contract, the **Contractor's insurance coverage shall be primary and non-contributory** and at least as broad as ISO CG 20 01 04 13 as respects Inyo County, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by Inyo County, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Notice of Cancellation: Each insurance policy required above shall state that coverage shall not be canceled, except with notice to Inyo County.

Umbrella or Excess Policy: The Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until the Contractor's primary and excess liability policies are exhausted.

Waiver of Subrogation: Contractor hereby grants to Inyo County a waiver of any right to subrogation which any insurer of said Contractor may acquire against Inyo County by virtue of the payment of any loss under such insurance. The contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not Inyo County has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions: Self-insured retentions must be declared to and approved by Inyo County. Inyo County may require the Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Inyo County. The CGL

and Professional Liability policies must provide that defense costs, including ALAE, will satisfy the SIR or deductible.

Acceptability of Insurers: Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to Inyo County.

Claims Made Policies: If any of the required policies provide coverage on a claims-made basis:

- A. The Retroactive Date must be shown and must be before the date of the contract or the beginning of contract work.
- B. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
- C. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, the Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of contract work.

Verification of Coverage: Contractor shall furnish Inyo County with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause. **All certificates and endorsements and copies of all Declarations and Endorsements pages are to be received and approved by Inyo County before work commences.** However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. Inyo County reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Special Risks or Circumstances: Inyo County reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

8.7. Unmanned Aerial Systems (drones) Legal Liability

If contractor, or their subcontractor, will be using a UAS for this agreement, then contractor shall ensure that FAA's Part 107 specific safety regulations for unmanned aircraft drones are followed and that the operator carries legal liability insurance covering the cost to property repair or injury to persons related to the use of an UAS with limit no less than **\$1,000,000** per occurrence or claim, **\$2,000,000** aggregate. An endorsement on a CGL policy which specifically extends coverage to drone use may suffice. Recording of individuals engaging in private, personal, or familial activity without their permission is prohibited. Inyo County shall not be responsible for loss or damage to any UAS.

9. STATUS OF CONTRACTOR

All acts of Contractor, its agents, officers, and employees, relating to the performance of this Agreement, shall be performed as independent contractors, and not as agents, officers, or employees of County. Contractor, by virtue of this Agreement, has no authority to bind or incur any obligation on behalf of County. Except as expressly provided in the **Scope of Work**, Contractor has no authority to exercise any rights or power vested in the County. No agent, officer, or employee of the Contractor is to be considered an employee of the County. It is understood by both Contractor and County that this Agreement shall not under any circumstances be construed or considered to create an employer-employee relationship or a joint venture. As an independent contractor:

- A. Contractor shall determine the method, details, and means of performing the work and services to be provided by Contractor under this Agreement.
- B. Contractor shall be responsible to County only for the requirements and results specified in this Agreement, and except as expressly provided in this Agreement, shall not be subjected to County's control with respect to the physical action or activities of Contractor in fulfillment of this Agreement.
- C. Contractor, its agents, officers, and employees are, and at all times during the term of this Agreement shall, represent and conduct themselves as independent contractors, and not as employees of County.

10. DEFENSE AND INDEMNITY

Contractor shall hold harmless, defend and indemnify County and its officers, officials, employees and volunteers from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in connection with Contractor's performance of work hereunder or its failure to comply with any of its obligations contained in the agreement, except such loss or damages which was caused by the sole negligence or willful misconduct of the County.

11. RECORDS AND AUDIT

- A. Records. Contractor shall prepare and maintain all records required by the various provisions of this Agreement and any applicable laws, ordinances, or regulations. Contractor shall maintain these records for a minimum of four (4) years from the termination or completion of this Agreement.
- B. Inspections and Audits. Any authorized representative of County shall have access to any records including, but not limited to, financial records of Contractor, which County determines to be pertinent to this Agreement, for the purposes of making an audit, evaluation, or examination during the period such records are to be maintained by Contractor. Further, County has the right to audit, inspect, or otherwise evaluate the work performed or being performed under this Agreement.

12. NONDISCRIMINATION

During the performance of this Agreement, Contractor, its agents, officers, and employees shall not unlawfully discriminate in violation of any federal, state, or local law, against any employee, or applicant for employment, or person receiving services under this Agreement, because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, age, or sex. Contractor and its agents, officers, and employees shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), and the applicable regulations promulgated thereunder in the California Code of Regulations. Contractor shall also abide by the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, and all administrative rules and regulations issued pursuant to said Act.

The parties to this Agreement agree that all federally funded purchases shall follow federal procurement requirements set forth in Title 2 of the Code of Federal Regulations, Part 200 (2 CFR section 200 *et. seq.*). Contractor agrees to adhere to all applicable Federal, State, and local laws and regulations in Contractor's performance of this Agreement.

13. CANCELLATION

This Agreement may be canceled by County without cause, and at will, for any reason by giving to Contractor thirty (30) days written notice of such intent to cancel.

14. ASSIGNMENT

This is an agreement for the services of Contractor. County has relied upon the skills, experience, and training of Contractor as an inducement to enter into this Agreement. Contractor shall not assign or subcontract any part of this Agreement without the written consent of County. Further, Contractor shall not assign any monies due or to become due under this Agreement without the written consent of County.

15. DEFAULT

If the Contractor abandons the work, fails to proceed with the work and services requested by County in a timely manner, or fails in any way as required to conduct the work and services as required by County, County may declare the Contractor in default and terminate this Agreement upon five (5) days written notice to Contractor. Upon such termination by default, County will pay to Contractor all amounts owing for services and work satisfactorily performed to the date of termination.

16. WAIVER OF DEFAULT

Waiver of any default by either party to this Agreement shall not be deemed to be waiver of any subsequent default. Waiver or breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification

of the terms of this Agreement unless this Agreement is modified as provided in paragraph twenty-two (22) below.

17. CONFIDENTIALITY

Contractor further agrees to comply with the various provisions of the federal, state, and county laws, regulations, and ordinances providing that information and records kept, maintained, or accessible by Contractor in the course of providing services and work under this Agreement, shall be privileged, restricted, or confidential. Contractor agrees to keep confidential all such information and records. Disclosure of such confidential, privileged, or protected information shall be made by Contractor only with the express written consent of the County. Any disclosure of confidential information by Contractor without the County's written consent is solely and exclusively the legal responsibility of Contractor in all respects.

Notwithstanding anything in the Agreement to the contrary, names of persons receiving public social services are confidential and are to be protected from unauthorized disclosure in accordance with Title 45, Code of Federal Regulations Section 205.50, the Health Insurance Portability and Accountability Act of 1996, and Sections 10850 and 14100.2 of the Welfare and Institutions Code, and regulations adopted pursuant thereto. For the purpose of this Agreement, all information, records, and data elements pertaining to beneficiaries shall be protected by the provider from unauthorized disclosure.

18. CONFLICTS

Contractor agrees that it has no interest, and shall not acquire any direct or indirect interest which would conflict in any manner or degree with the performance of the work and services under this Agreement.

19. POST AGREEMENT COVENANT

Contractor agrees not to use any confidential, protected, or privileged information which is gained from the County in the course of providing services and work under this Agreement, for any personal benefit, gain, or enhancement. Further, Contractor agrees for a period of two years after the termination of this Agreement not to seek or accept any employment with any entity which, during the term of this Agreement, has had an adverse or conflicting interest with the County or who has been an adverse party in litigation with the County, and concerning such, Contractor by virtue of this Agreement has gained access to the County's confidential, privileged, protected, or proprietary information.

20. SEVERABILITY

If any portion of this Agreement shall be declared invalid by a court of competent jurisdiction, the remaining provisions of this Agreement shall remain in full force and effect to the extent that the provisions of this Agreement are severable.

21. FUNDING LIMITATION

The ability of County to enter this Agreement is based upon available funding from various sources. In the event that such funding fails, is reduced, or is modified, from one or more sources, County has the option to cancel, reduce, or modify this Agreement, or any of its terms within ten (10) days of its notifying Contractor of the cancellation, reduction, or modification of available funding. Any reduction or modification of this Agreement made pursuant to this provision must comply with the requirements of paragraph twenty-two (22) (Amendment).

22. AMENDMENT

This Agreement may be modified by the mutual consent of the parties, if such amendment or change is in written form and executed with the same formalities as this Agreement, and attached to the original Agreement to maintain continuity.

23. NOTICE

Any notice regarding this Agreement shall be in writing and may be personally served, or sent by prepaid first-class mail to, the respective parties as follows:

County of Inyo:

Public Works
1360 N. Main Street Bishop CA, 93514

Contractor:

Geo-Logic Associates
Geo-Logic Associates 143E Spring Hill Drive Grass Valley, CA 95945

24. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the parties, and no representations, inducements, promises, or agreements otherwise between the parties not embodied herein or incorporated herein by reference, shall be of any force or effect. Further, no term or provision hereof may be changed, waived, discharged, or terminated, unless the same be in writing executed by the parties hereto.

For Inyo County

Signed by:

John Vallejo

DB92A4FA96C1495...

SIGNATURE

John Vallejo

FULL NAME

6/9/2026

DATE SIGNED

County Counsel

TITLE

Signed by:

Aaron Holmberg

E921B073F8A2426...

SIGNATURE

Aaron Holmberg

FULL NAME

6/9/2026

DATE SIGNED

Risk Manager

TITLE

Signed by:

Heather Williams

309462B4A2DB49F...

SIGNATURE

Heather Williams on behalf of Amy Shepherd

FULL NAME

6/10/2026

DATE SIGNED

Auditor-Controller

TITLE

Signed by:

Keri Oney

8BB77B07BFC4492...

SIGNATURE

Keri Oney

FULL NAME

6/8/2026

DATE SIGNED

Assistant Personnel Director

TITLE

For Contractor

Signed by:

John Hower

5D461BB90794498...

SIGNATURE

John Hower

FULL NAME

6/10/2026

DATE SIGNED

Senior Vice President

TITLE

Signed by:



E731DF73E0AB45F...

SIGNATURE

Trina Orrill

FULL NAME

7/1/2026

DATE SIGNED

Board Chairperson

TITLE

Exhibits List

A - Geo-Logic Scope of Work

B - Geo-Logic Schedule of Fees

Exhibit A

Geo-Logic Scope of Work



May 22, 2026

Inyo County Department of Public Works
Landfill Engineering and Environmental Consultant Services

Subject: Cost Estimate for Landfill Engineering and Environmental Consultant Services for Regulatory Mandated Projects / Project ID #2025-RFP-S-0078

Geo-Logic Associates (GLA) is pleased to provide this cost estimate in support of our proposal for Landfill Engineering and Environmental Consultant Services for Regulated Mandated Projects. This letter summarized the general assumptions made in developing the cost estimate. GLA understands that there are many items that are unknown or may not come to fruition during this contract term. However, we thought it appropriate to provide as detailed a cost estimate for planned and anticipated tasks as described in our proposal. The costs assume the following:

Bishop-Sunland Solid Waste Site

- GLA will prepare the 5-year permit review and submit to the regulatory agencies.
- GLA will complete the ET cover analysis.
- GLA will assist the County in soliciting bids for construction of the two new septage ponds.
- GLA will provide CQA services (observation, testing, reporting) for construction of the two new septage ponds. It is assumed that construction will last five weeks. This includes one pre-construction meeting at the County offices and one meeting onsite during construction by GLA's Project Manager.
- GLA will provide CQA services (observation, testing, reporting) for decommissioning the existing septage ponds. It is assumed that this will take one week.
- GLA will assist the County in reviewing the new Waste Discharge Requirements (WDRs) that are anticipated.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and provide fence line staking (assumes stakes at 100 feet over a length of 10,800 feet).
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for assisting the County in the California Environmental Quality Act (CEQA) documents for the 2 new septage ponds as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.
- Triad/Holmes will be available to provide construction staking and surveying for construction of the two new septage ponds and decommissioning of the 4 old septage ponds. However, a cost for these services has not been included this is typically up to the Contractor to select the Surveyor.

Cost Estimate for the Landfill Engineering and Environmental Consulting Services

Independence Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies.
- GLA will complete the ET cover analysis.
- GLA will assist the County in reviewing the new Waste Discharge Requirements (WDRs) that are anticipated.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and provide fence line staking (assumes stakes at 100 feet over a length of 7,500 feet).
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for any groundwater related corrective action items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Keeler Landfill

- GLA will prepare the five-year iso-settlement report and submit to the regulatory agencies.
- GLA has assumed some nominal time for providing assistance as needed through the post-closure maintenance period.
- GLA's Project Manager will make one site visit in the five-year contract period. However, no costs have been included for this task as a site visit to Keeler will be incorporated into either the Independence Landfill or Lone Pine Landfill site visit.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set targets and fly the aerial topographic survey for the five-year iso-settlement mapping.
- GLA has not included costs for preparing the workplan to abandon the groundwater monitoring wells after rescission of the WDR's as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Lone Pine Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies.
- GLA will complete the ET cover analysis.
- GLA will assist the County in reviewing the new Waste Discharge Requirements (WDRs) that are anticipated.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.

Cost Estimate for the Landfill Engineering and Environmental Consulting Services

Shoshone Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies. Included in this task is updating the RDSI.
- GLA assumed that the six new landfill gas monitoring probes will be installed and that we would prepare the workplan and provide observation and reporting for the probe construction. It is assumed that this will be 2 weeks of field work, including travel time. GLA has not included the drillers costs.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and will survey in the six new landfill gas probes.
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for any groundwater related corrective action items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Tecopa Landfill

- GLA will prepare the 5-year permit review and submit to the regulatory agencies. Included in this task is updating the RDSI.
- GLA assumed that the one new landfill gas monitoring probe will be installed and that we would prepare the workplan and provide observation and reporting for the probe construction. It is assumed that this will be one week of field work, including travel time. GLA has not included the drillers costs.
- GLA's Project Manager will make one site visit in the five-year contract period.
- GLA has assumed some nominal time for TEAM's assistance over the contract period.
- Triad/Holmes will set aerial targets and do the processing for the aerial topographic survey, and will survey in the six new landfill gas probes.
- GSP/Synergy will fly the aerial topographic survey.
- GLA has not included costs for any groundwater related corrective action items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.

Cost Estimate for the Landfill Engineering and Environmental Consulting Services

- GLA will prepare the AB-32/Title 17 Greenhouse Emissions Annual Report by March 15th of each contract year. The report will include the waste-in-place for each active landfill and a Heat Input Capacity Calculation (HICC) for the Bishop-Sunland Solid Waste Site.
- GLA will prepare the two annual financial assurance reports as required by CalRecycle. The first report is the annual inflation factor report that is due by June 1st of each year. This report will be prepared for Bishop-Sunland, Independence, Keeler, Lone Pine, Shoshone and Tecopa and sent to the County for signature and submittal to CalRecycle. The second report is the annual closure fund deposit report that is due by August 29th of each year. This report will be prepared for Bishop-Sunland, Independence, Lone Pine, Shoshone and Tecopa and sent to the County for signature and submittal to CalRecycle. GLA will also provide an estimate of the annual closure fund deposit amounts around May/June to assist the County in preparing their annual budgets.
- The Project Team will assist the County in preparing the 5-year integrated waste management plan (CIWMP/RAIWMP) report.
- GLA will provide contract administration, management, invoicing, and project statusing on at least a monthly basis.
- GLA has not included costs for any SB1383 task items as it is unknown on whether it will or will not be necessary. If this task does happen, then GLA will prepare a separate cost estimate specific to this task.
- GLA has not included any costs for the Old Spanish Trail road improvements as it is unknown on whether it will or will not come to fruition during the contract term. If this project does happen, then GLA will prepare a separate cost estimate specific to this project.
- GLA has not included any costs for the Lone Pine Water System improvements as it is unknown on whether it will or will not come to fruition during the contract term. If this project does happen, then GLA will prepare a separate cost estimate specific to this project.

Respectfully submitted,



John M. Hower, PG, CEG

Senior Vice President

TABLE 1

Cost Estimate (5-Year Term)
Inyo County Solid Waste Engineering Services - Contract Year 2026 - 2031

Task No.	Description	Task Cost
1	Bishop Sunland Landfill	\$ 289,290.00
2	Independence Landfill	\$ 104,722.00
3	Lone Pine Landfill	\$ 103,722.00
4	Shoshone Disposal Site	\$ 121,532.00
5	Tecopa Disposal Site	\$ 113,058.00
6	Keeler Landfill	\$ 44,180.00
7	AB-32/Title 17 Greenhouse Emissions Reporting	\$ 36,480.00
8	CIWMP/RAIWMP Report	\$ 14,400.00
9	Financial Assurance Calculations	\$ 48,000.00
10	Contract Management and Project Statusing	\$ 85,982.00
		\$
	Total	\$ 961,366.00

Exhibit B

Geo-Logic Schedule of Fees



2026 TO 2031 INYO COUNTY FEE SCHEDULE

PROFESSIONAL STAFF

Staff Professional I	\$133.00/Hour
Staff Professional II	145.00/Hour
Staff Professional III	158.00/Hour
Project Professional I	171.00/Hour
Project Professional II	184.00/Hour
Project Professional III	200.00/Hour
Senior Professional I	213.00/Hour
Senior Professional II	226.00/Hour
Senior Professional III	240.00/Hour
Principal Professional I	260.00/Hour
Principal Professional II	280.00/Hour
Principal Professional III	300.00/Hour
Court Appearance (Expert Witness, Deposition, etc.; four-hour minimum)	2 x HourlyRate

FIELD/LABORATORY STAFF

Technician I	105.00/Hour
Technician II	120.00/Hour
Technician III	130.00/Hour
Technician IV	140.00/Hour
Managing Technician (or minimum Prevailing Wage Rate)	170.00/Hour
Principal Technician	213.00/Hour
Laboratory Manager	170.00/Hour

CADD/GIS

CADD/GIS/Database Manager I	120.00/Hour
CADD/GIS/Database Manager II	140.00/Hour
CADD/GIS/Database Manager III	150.00/Hour
CADD Designer	160.00/Hour
GIS Specialist	160.00/Hour

SUPPORT STAFF

Administrative Assistant I	105.00/Hour
Administrative Assistant II	110.00/Hour
Administrative Assistant III	115.00/Hour
Technical Editor	115.00/Hour
Senior Technical Editor	150.00/Hour

*Overtime Premium is 35% of PERSONNEL CHARGE

EQUIPMENT CHARGES

BAT Permeameter	250.00/Day
Compaction Testing Equipment & Supplies	100.00/Day
Peel & Shear Strength Apparatus (FML Seams)	900.00/Month
ReMi/Refraction Seismograph	600.00/Day
Sealed Single Ring Infiltrometer (SSRI)	200.00/Day or 750.00/Month
Sealed Double Ring Infiltrometer (SDRI)	Call for Quote
Slope Inclinator	250.00/Day
Unmanned Aerial Vehicle (Drone) Reconnaissance	500.00/Day



EQUIPMENT CHARGES, CONTINUED

Vehicle Use for Field Services.....	20.00/Hour or 600.00/week
Groundwater Sampling Equipment and Supplies	25.00/Hour
WestBay Equipment	25.00/Hour
Soil Sampling Equipment & Drilling Supplies	8.00/Hour
Downhole Video Camera.....	15.00/Hour
GEM 5000	10.00/Hour
GPS Survey Equipment	10.00/Hour

EXPENSES

Per Diem	Lesser of (Cost +15%) or (Local Government Rate)
Portable Laboratory (8' x 32' trailer) with equipment	Cost + 15%
HydraSleeve™	Cost + 15%
Portable Laboratory (mobilization / demobilization).....	Cost + 15%
Outside Services (Consultants, Surveys, Chemical lab Tests, etc.).....	Cost + 15%
Reimbursables (Maps, Photos, Permits, Expendable Supplies, etc.)	Cost + 15%
Outside Equipment (Drill Rig, Backhoe, Monitoring Equipment, etc.).....	Cost + 15%

PERMITS, FEES AND BONDS

The costs of all permits, fees, and performance bonds required by government agencies are to be paid by the Client, unless stated otherwise in an accompanying proposal.

INSURANCE

Geo-Logic Associates, Inc. carries workers' compensation, comprehensive general liability and automobile with policy limits normally acceptable to most clients. The cost for this insurance is covered by the fees listed in this schedule. Cost of any special insurance required by the Client, including increases in policy limits, adding additional insured parties and waivers of subrogation, are charged at cost plus 15%. Unless otherwise stated, such charges are in addition to the estimated or maximum charges stated in any accompanying proposal.

TERMS

Payment is due upon presentation of invoice and is past due thirty (30) days from invoice date. Past due accounts are subject to a finance charge of one and one-half percent (1-1/2%) per month, or the maximum rate allowed by law.

PROPOSAL PERIOD

Unless otherwise stated, a proposal accompanying this schedule is effective for sixty (60) days. If authorization to proceed is not received within this period, Geo-Logic Associates, Inc. reserves the right to renegotiate the fee.



2026 TO 2031 INYO COUNTY FEE SCHEDULE

<u>TEST NAME</u>	<u>TEST METHOD</u>	<u>UNIT RATE</u>
<u>Geotechnical / Physical Properties</u>		
Moisture Content, gravimetric	D2216/AASHTO T265	\$27/Test
Moisture Content (volumetric and gravimetric) and Bulk Density	D2216/D7263	\$62/Test
Porosity		\$129/Test
Particle Size Analyses		
Standard Sieves and Hydrometer	D422	\$247/Test
Standard Sieves; no Hydrometer	D422	\$185/Test
Particle Size Analysis – Aggregate, no hydrometer	D422/C136/CT202	\$185/Test
Particle Size Analysis with Gravel with hydrometer	D422	\$247/Test
Percent Passing #200 Sieve	D1140/C117	\$93/Test
Particle Size Analysis, #4, #40, #200 with wash		\$93/Test
Atterberg Limits		
Liquid Limit, Plastic Limit, Plasticity Index (LL, PL, and PI)	D4318	\$196/Test
Wet preparation, add		\$67/Test
USCS Classification (included with sieve and Atterberg Limits)	D2487	\$381/Test
Specific Gravity, Fine (<4.75mm diameter materials)	D854	\$118/Test
Specific Gravity, Coarse (>4.75mm diameter materials)	C127	\$155/Test
Dispersion Testing		
Double Hydrometer (add second hydrometer)	D4221	\$232/Test
Proctor Compaction Test		
Method A or B (<25% retained on a 3/8" sieve)	D698/D1557	\$283/Test
Method C (>25% retained on a 3/8" sieve)	D698/D1557	\$304/Test
Moisture Density Single Point, std/mod (Proctor check point)	D698/D1557	\$129/Point
Percent Organic Matter by Muffle Furnace	D2974	\$118/Test
<u>Permeability / Conductivity Testing</u>		
Hydraulic Conductivity, Fixed Wall		
up to 8" Diameter Cell	D5856/USBR 5600-89	\$412/Test
up to 12" Diameter Cell	D5856/USBR 5600-89	\$670/Test
Extra Load per Test		\$144/Load
Hydraulic Conductivity, Flexible Wall		
Falling Head, Rising Tail, 1" to 4" Diameter Sample	D5084	\$381/Test
Falling Head, Rising Tail, 6" Diameter Sample	D5084	\$711/Test
High Pressure (<1200 psi) per sample, add		\$77/Test
Ksat with other permeant fluid, long term	D7100	\$5,150/Test
Added machine time per day		\$82/Day
Intrinsic Permeability (Calculation)	Fetter	No Charge
<u>Strength and Consolidation Testing</u>		
Consolidation Testing		
Consolidation Test – Method A	D2435A	\$500/Test
Consolidation Test – Method B	D2435B	\$608/Test
Consolidation Test (single point)	D2435	\$134/Test
Consolidation Test (without rate data)	D2435	\$206/Test
Test rate data per load increment	D2435	\$93/Test-Load
Consolidation Test (multiple points and time rates)	D2435	\$505/Test
Percent Collapse: Collapse Potential of Soils	D5333	\$221/Test
Strength Testing		
Unconfined Compressive Strength (UC), 2-3"	D2166	\$113/Test
Unconfined Compressive Strength (UC), 4 or 6"	D2166	\$155/Test



2026 TO 2031 INYO COUNTY FEE SCHEDULE

Strength and Consolidation Testing, Continued

Triaxial Compression

Unconsol.-Undrained Triax. Compression (UU), 2-3", 1-pt test.....	D2850	\$221/Test
Unconsol.-Undrained Triax. Compression (UU), 4", 1-pt test.....	D2850	\$263/Test
Unconsol.-Undrained Triax. Compression (UU), 6", 1-pt test.....	D2850	\$556/Test
Consolidated Undrained Triax. Compression (CU), 2-3" (3 pt. test)	D4767	\$1,622/Test
Consolidated Undrained Triax. Compression (CU), 2-3" (per point)....	D4767	\$541/Point
Consolidated Undrained Triax. Compression (CU), 4" (3 pt. test)	D4767	\$1,808/Test
Consolidated Undrained Triax. Compression (CU), 4" (per point)	D4767	\$603/Point
Consolidated Undrained Triax. Compression (CU), 6" (3 pt. test)	D4767	\$3,754/Test
Consolidated Undrained Triax. Compression (CU), 6" (per point)	D4767	\$1,251/Point
CU – add per point for progressive (staged) test.....		\$340/Point
Consolidated Drained Triax. Compression (CD), 2-3" (3 pt. test).....	D7181	\$2,039/Test
Consolidated Drained Triax. Compression (CD), 2-3" (per point).....	D7181	\$680/Point
Consolidated Drained Triax. Compression (CD), 4" (3 pt. test).....	D7181	\$2,410/Test
Consolidated Drained Triax. Compression (CD), 4" (per point).....	D7181	\$803/Point
Consolidated Drained Triax. Compression (CD), 6" (3 pt. test).....	D7181	\$3,739/Test
Consolidated Drained Triax. Compression (CD), 6" (per point).....	D7181	\$1,246/Point
High Pressure (>120 psi), add		\$103/Point

Direct Shear

Direct Shear, 2.5" (3 pt. test)	D3080	\$695/Test
Direct Shear, 2.5" (per point)	D3080	\$232/Point
Additional Cycles (per load)	D3080	\$57/Load
Direct Shear, 12" (3 pt. test)	D3080	\$1,282/Test
Direct Shear, 12" (per point)	D3080	\$427/Point
California Bearing Ratio (per point).....	D1883	\$412/Point
Added machine time when > 2 days of shear		\$127/Day

Aggregate and Rock Testing

Dry Rodded Unit Weight	C29	\$93/Test
Rock Density	D7263	\$62/Test
Saturated Hydraulic Conductivity.....	D5084	\$381/Test
Rock Point Load Index, 1-break	D5731	\$67/Test
Rock Point Load Index, multiple breaks	D5731	\$247/Test
Rock Joint Direct Shear, per point	D5607	\$388/Point
Rock Joint Direct Shear, add per load.....	D5607	\$108/Load
Uniaxial Strength, Peak Only	D7012	\$157/Test
Compression Test, Concrete.....	C39	\$77/Test
Percent Crushed Particles (Fractured Faces).....	D5821	\$144/Test

Geosynthetics Testing

Large Scale Direct Shear

Geosynthetic/Geosynthetic, 3-point test	D5321	\$865/Test
Geosynthetic/Geosynthetic, per point	D5321	\$288/Test
Soil/Geosynthetic, 3-point test	D5321	\$1,190/Test
Soil/Geosynthetic, per point	D5321	\$397/Test
Geosynthetic Clay Liner (GCL), 3-point test	D6243	\$1,220/Test
Geosynthetic Clay Liner (GCL), per point	D6243	\$407/Test
Soil/GCL, 3-point test	D6243	\$1,220/Test
Soil/GCL, per point	D6243	\$407/Test
Sandwich (multiple layers), 3-point test		\$1,670/Test
Sandwich (multiple layers), per point		\$557/Point



Large Scale Puncture

Large Scale Puncture, modified	D5514	\$597/Test
Puncture Test High Pressure (>120 psi), per point		\$103/Point

Soil with Amendments and Slurry Testing

Slurry Wall Soil/Bentonite Saturated Hydraulic Conductivity, Falling Head, Rising Tail

1-100 samples	D5084	\$335/Test
101-200 samples	D5084	\$325/Test
201-300 samples	D5084	\$315/Test
301-400 samples	D5084	\$305/Test
Greater than 400 samples	D5084	\$295/Test
Soi/Cement/Bentonite, Unconfined Compressive (UC) Strength	D4832	\$30/Test
Soil / Bentonite Mix Evaluation		\$335/Test
Soil / Cement / Bentonite Mix Evaluation		\$443/Test
Pocket Penetrometer		\$21/Test

Soil Chemistry

pH of Soil		\$26/Test
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Handling and Preparation

Remold Fee, 2" to 2.5" Diameter		\$41/Sample
Remold Fee, 3" to 5" Diameter		\$82/Sample
Remold Fee, 6" Diameter		\$144/Sample
Bulk Sample Preparation & Processing, per one-half hour		\$57/Sample
Hazardous Material Surcharge (sample/containment dependent)		Call for Quote
Rush Fee Fast Track Surcharge		Additional 50% per test

All test methods are ASTM unless otherwise noted.

Special sample preparation and laboratory testing not listed above will be charged at applicable personnel rates.

All laboratory test rates are for standard turn-around time and normal reporting procedures. Rush orders will be subject to a 50 percent premium. Manpower requirements or test protocol may preclude the granting of a rush request.



TEAMENVIRONMENTAL.COM

760-872-1033

459 W. Line Street, Suite A
Bishop, CA 93514

SCHEDULE OF FEES AND CHARGES

INYO COUNTY LANDFILL – AS-NEEDED LANDFILL ENGINEERING AND ENVIRONMENTAL CONSULTING SERVICES

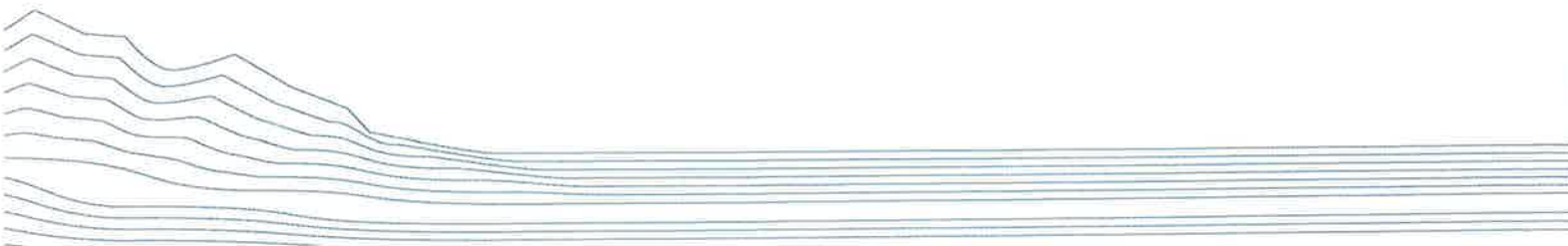
FY2026-2031

PROFESSIONAL FEES

Principal	\$ 252.00 per hour
Project Manager	\$ 202.00 per hour
Senior Hydrologist/Hydrogeologist	\$ 179.00 per hour
Professional Geologist	\$ 172.00 per hour
Senior Environmental Scientist	\$ 162.00 per hour
Project Geologist	\$ 148.00 per hour
Project Scientist / Biologist	\$ 145.00 per hour
Staff Scientist	\$ 122.00 per hour
Field Technician II	\$ 98.00 per hour
Administrative Support	\$ 90.00 per hour

EQUIPMENT RENTAL CHARGES

Water Quality Meter (Horiba)	\$ 158.00 per day
Water Level Indicator (Solinst)	\$ 37.00 per day
Groundwater Sampling Pump (<100' depth) (Monsoon or Peristaltic)	\$ 120.00 per day
Groundwater Sampling Pump (>100' depth) (Mega Monsoon or Geosub)	\$ 185.00 per day
Dedicated Sample Tubing	\$ 0.79 per foot
Air Quality Safety (CH ₄ /CO) Meter (GX2012)	\$ 65.00 per day
Landfill Gas Analyzer (GEM 5000)	\$ 200.00 per day
Photoionization Detector (PID MiniRAE 3000)	\$ 100.00 per day
Vehicle Use 2WD	\$ 125.00 per day
Vehicle Use 4WD	\$ 145.00 per day
Mileage (in lieu of daily rate >100 miles)	\$ 1.00 per mile



EXPENSES

Sampling/Shipping Supplies	\$ 55.00 per package
Per diem (for Tecopa/Shoshone only)	\$ 280.00 per day
Necessary Job-Related Expenses/Subcontractors	Cost plus 10 percent

NOTES

Above fees and charges are project-specific and are subject to annual revision unless prohibited by contract terms. Charges for services will be in accordance with TEAM's Schedule of Fees and Charges in effect at the time services are rendered. Overtime rates may apply for field events over 8 hours or for any night, holiday, or weekend work.



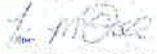
PROFESSIONAL FEES FOR EASTERN SIERRA

EFFECTIVE June 1, 2025

Hourly Rate

Engineering	Principal	\$240.00
	Senior	\$200.00
	Staff	\$170.00
Project Management	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Project Coordination	Principal	\$210.00
	Senior	\$180.00
	Staff	\$150.00
Boundary Determination	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Boundary & Map Research		\$140.00
Legal Description	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Calculation	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Design	Principal	\$200.00
	Senior	\$195.00
	Staff	\$165.00
Drafting		\$120.00
Clerical		\$105.00
Construction Supervision/Inspection	Principal	\$240.00
	Senior	\$200.00
	Staff	\$170.00
Survey One-Man Crew		\$200.00
Survey Two-Man Crew		\$280.00
Survey One-Man Crew Prevailing Wage		\$290.00
Survey Two-Man Crew Prevailing Wage		\$430.00
Travel Time	Principal	\$265.00
	Senior	\$240.00
	Staff	\$200.00
Hearings/Project Representation	Principal	\$220.00
	Senior	\$195.00
	Staff	\$165.00
Expert Witness (Including Standby)	Principal	\$350.00
	Senior	\$260.00

Signed by:



E731DF73E0AB45F...

SIGNATURE

Trina Orrill

FULL NAME

7/1/2026

DATE SIGNED

Board Chairperson

TITLE

Agenda

County of Inyo Capital Asset Leasing Corporation

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

October 13, 2026

Start Time

11:30 A.M.

**(or any
time
thereafter)**

1. **Election of Officers** – The Corporation will elect a President, Secretary, and Treasurer for the Corporation.
2. **Approval of Minutes** – The Corporation will consider approval of the November 18, 2025 Capital Asset Leasing Corporation meeting minutes.
3. **Financial Report** – Treasurer-Tax Collector Christie Martindale will present a Financial Report on the Corporation.
4. **Adjourn** – The President will adjourn the meeting. (The Board of Supervisors Chairperson will then reconvene the Board meeting.)

MINUTES

County of Inyo CAPITAL ASSET LEASING CORPORATION

November 18, 2025

The Board of Directors of the Capital Asset Leasing Corporation of the County of Inyo, State of California, met at the hour of 11:45 a.m., on November 18, 2025, in the Board of Supervisors Room, County Administrative Center, Independence, with the following Supervisors present: Supervisors Scott Marcellin, Jeff Griffiths, Trina Orrill, and Will Wadelton. Attending remotely pursuant to California Government Code 54953(b)(1): Jennifer Roeser.

**Election of
Officers**

Assistant Clerk Darcy Israel called for nominations for 2025-2026 President.

Moved by Director Marcellin and seconded by Director Griffiths to nominate and elect Director Orrill as President for 2025-2026. Motion carried unanimously.

Assistant Clerk Israel resumed the nominations.

Moved by Director Griffiths and seconded by Director Marcellin to nominate and elect Director Wadelton as Secretary for 2025-2026. Motion carried unanimously.

Moved by Director Orrill and seconded by Director Wadelton to nominate and re-elect Director Roeser as Treasurer for 2025-2026. Motion carried unanimously.

The Assistant Clerk turned the meeting over to President Orrill.

Minute Approval

Moved by Director Wadelton and seconded by Director Marcellin to approve the minutes of the October 15, 2024, meeting of the Capital Asset Leasing Corporation. Motion unanimously.

Financial Update

Inyo County Treasurer Tax-Collector Christie Martindale provided a brief background and status report on the Capital Asset Leasing Corporation and recommended the Board continue to keep the membership active.

Adjournment

President Orrill adjourned the meeting of the Capital Asset Leasing Corporation at 11:51 a.m.

President, Inyo County Capital Asset Leasing Corporation

*Attest: Denelle Carrington
Interim Clerk of the Board*

by: _____
Darcy Israel, Assistant



COUNTY OF INYO

OFFICE OF THE AUDITOR-CONTROLLER

P.O. Drawer R, Independence, California 93526
(760) 878-0343 • Fax (760) 878-0391

AMY SHEPHERD
Auditor-Controller

October 2, 2026

Honorable Board of Supervisors
County of Inyo
Independence, Calif. 93526

Honorable Board Members:

In Accordance with Section and 26920 of the Government Code and your orders of February 5, 1950 and January 3, 1956, an actual count of money in the hands of the Treasurer was made on this date. The count showed the funds to be in balance, pending written verification of inactive accounts.

Very Truly Yours,

Amy Shepherd
Auditor-Controller

By: , Deputy
Marisa Carrington

FOR JULY 1, 2026 - SEPTEMBER 24, 2026

The undersigned, County Auditor, having counted the money in the County Treasury of said County, as required by Section 26920 of the Government Code, and being duly sworn on oath, makes the following report for the period ending September 24, 2026

Amount of money that should be in the treasury on September 24, 2026

is	\$265,644,992.50	
Receipts from 070126-092426	\$46,472,903.87	
(Less paid warrants) Amount actually therein is	(\$78,895,459.63)	
Active Balance		\$3,771,018.71
BANK DEP ON HAND		\$0.00
BMO MONEY MARKET		\$2,897,214.26
LAIF		\$30,000,000.00
UBS MONEY MARKET		\$5,000,000.00
LOCAL AGENCY DEBT		\$1,870,722.85
FEDERAL AGENCIES		\$134,129,820.00
FA-TREASURY NOTES/BONDS		\$0.00
COMMERICAL PAPERS		\$25,288,743.61
CORPORATE OBLIGATION		\$24,950,950.00
CD		\$992,000.00
US BANK MONEY MARKET		\$0.00
CHECKS		\$0.00
CURRENCY		\$165.00
COINS		\$45.96
	233,222,436.74	\$228,900,680.39

Difference:

[illegible]

Subscribed and sworn to before me this

bth

day of

October 2026


Assistant Clerk of the Board of Supervisors
INYO COUNTY



TREASURER'S BANK RECONCILIATION

As of 09/23/2026

BMO HARRIS BANK #2070407

Treasurer's Balance

\$3,385,080.64**Less:**

Checks Paid

(\$282,261.89)

Deposited Item Returned

(\$467.44)**Add: Direct Deposits**

Clerk Recorder

\$26.00

Recycling & Waste Mgmt

\$79.50

Superior Court

\$100.00

Public Works

\$150.00

Building & Safety

\$390.00

Tax Collector

\$761.74

Tax Collector

\$6,209.41

Superior Court

\$7,655.00

Treasury Brinks Capital

\$2,924.00

Interest Earned

\$201,833.33

Treasury RDC

\$824,604.18

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

Closing Ledger (as of 09/23/2026)**\$4,147,084.47**

Oak Valley Community Bank #6106463
Treasurer's Balance

\$352,399.93

Less:

\$0.00

Add: Direct Deposits

Clerk Recorder

\$38.00

Clerk Recorder

\$34.00

Sierra Highlands CSD

\$6,225.00

Superior Court

\$4,633.00

Recycling & Waste Mgmt

\$1,035.28

ESTA

\$911.00

ESTA

\$762.26

ESTA

\$10.00

Closing Ledger (as of 09/23/2026)

\$366,048.47

Oak Valley Community Bank #6109764
Treasurer's Balance

\$4,020.19

Less: Charges

\$0.00

\$0.00

\$0.00

Add: Direct Deposits

Environmental Health

\$64.00

\$0.00

\$0.00

\$0.00

\$0.00

\$0.00

Closing Ledger (as of 09/23/2026)

\$4,084.19

El Dorado Savings Bank #243052107
Treasurer's Balance

\$29,517.95

Less: Charges

\$0.00

Add: Direct Deposits

\$0.00

\$0.00

Closing Ledger (as of 09/23/2026)

\$29,517.95

	DATE	09/24/26
	BALANCE	\$265,644,992.50
RECEIPTS FROM 070126-092426		\$46,472,903.87
	SUBTOTAL	\$312,117,896.37
LESS PAID WARRANTS		\$78,605,503.99
LESS PAID WARRANTS DATED 06/30/26		\$289,955.64
	TOTAL	\$233,222,436.74

ACTIVE ACCOUNTS

BANK OF MONTREAL	\$3,385,080.64
EASTERN SIERRA COMM BK	\$352,399.93
EASTERN SIERRA COMM BK	\$4,020.19
EL DORADO SAVINGS BANK	\$29,517.95

INACTIVE ACCOUNTS

BANK DEP ON HAND	\$0.00
LAIF	\$30,000,000.00
BMO MONEY MARKET	\$2,897,214.26
UBS MONEY MARKET	\$5,000,000.00
LOCAL AGENCY DEBT	\$1,870,722.85
FEDERAL AGENCIES	\$134,129,820.00
FA-TREASURY NOTES/BONDS	\$0.00
COMMERICAL PAPERS	\$25,288,743.61
CORPORATE OBLIGATION	\$24,950,950.00
CD	\$992,000.00
US BANK MONEY MARKET	
CHECKS	
CURRENCY	\$165.00
COINS	\$45.96

GRAND TOTAL

\$228,900,680.39

DO NOT DELETE

\$78,695,459.63

\$3,771,018.71

\$225,129,661.68

DIFFERENCES

\$4,321,756.35

CURRENCY:	DRAWER	VAULT
100'S		
50'S		
20'S		
10'S		50.00
5'S		65.00
2'S		
1'S		50.00
SUB TOTAL:	0.00	165.00
COINS		
DOLLARS		
HALVES		
QTRS	\$7.75	\$20.00
DIMES	\$1.20	\$10.00
NICKELS	\$1.55	\$4.00
PENNIES	\$0.46	\$1.00
SUB TOTAL:	\$10.96	\$35.00
GRAND TOTAL:	10.96	200.00

BANK BALANCES VERIFIED OUTSIDE SOURCES

BANK OF MONTREAL
ACCT#2070407
\$4,147,084.47

Eastern Sierra Comm BK
ACCT# 6106463
\$366,048.47

Eastern Sierra Comm BK
ACCT# 9764
\$4,084.19

El Dorado Savings Bank
ACCT#24-30-52107
\$29,517.95