

Law Enforcement - equipment, training, enforcement (FINAL)

FOR OFFICE USE ONLY:

Version # _____

APP # 700344

ITEM 1. Proposed Project

The LPD receives over 400 complaints a year regarding people driving their OHV's on the City paved streets, bike/foot trail, and on the uninhabited lands and Santa Ynez Riverbed (Lompoc Valley drinking water). These complaints include quads and off-road motorcycles driving with and without safety equipment, with complete disregard for laws, driving recklessly, and entering the riverbed and other uninhabited lands. The complainants state the riders often speed, don't stop at stop signs or traffic lights, are loud, and drive extremely close to people, sometimes forcing the people off the road or path. There are also many complaints of 4x4 type vehicles entering the riverbed and uninhabited lands and then exiting unsafely into residential areas, tracking dirt, mud, sand, and rocks onto the paved road. This also causes increased cost to the residents and City for clean up and property damage. Many decades ago the City allowed "mud bog racing" and OHV use on private and public lands within the City's sphere of influence but the City has since stopped that practice many years ago for obvious reasons to include safety and liability. There still is an abundance of OHV's and 4x4 type vehicles driving in the riverbed and the other uninhabited lands in and surrounding the residential and business districts of the City.

There is also a problem with underage drinking parties in areas of the uninhabited lands, particularly at night in areas not visible from the street, only accessible using OHV's or 4x4 type vehicles. These parties have become violent, with many fights and also a forest fire danger due to bonfires made by the OHV drivers. We recover wrecked, abandoned, stolen, and burnt (arson) out vehicles in the uninhabited lands and riverbed, taken to these areas for joy riding etc, causing financial loss to the vehicle owners, and also the City for investigation and removal. With these uninhabited lands covered with live and dead brush and trees, these OHV's also present a fire hazard due to exhaust modifications (spark arrestor removal).

The City has posted no trespassing signs along the riverbed where most entry is made by OHV's or 4x4 type vehicles, using short narrow paths for access. There is a City ordinance against riding an OHV within ¼ mile of the City. The City has installed barricades along some parts of the bike/foot trail and also a raised concrete curb along the east side of the residential area in addition to large boulders and concrete "K" rails to block most dirt roads. Some larger vehicles have made access using many of the wider paths that line the uninhabited areas, all vehicles driving over curbs, cutting locks to fences, or moving these city erected barricades to include "K" rails. The LPD has held community meetings on the problem and has had the CA State Park Police personnel provide information on OHV laws on the LPD TV show. The LPD has increased street motorcycle and car patrols in the area but when pursuing the OHV's, many times the pursuit ends when the OHV enters the uninhabited lands and the LPD is unable to continue to follow. LPD has no vehicles that are able to access the riverbed or uninhabited land. We have asked for mutual aid from the Sheriff's Department for riverbed enforcement but they are unable to assist due to lack of resources.

The LPD plans on purchasing 1 OHV (Razor) and also use bicycles for joint patrol enforcement in the riverbed, uninhabited land, and bike/foot trail, to be staffed with 2 officers, 2 rangers and LPD trained volunteers. The goal is not only enforcement, but educating the OHV public on riding safety and the dangers of riding in areas that are not legal or monitored by properly trained personnel, respect for private property, and environmental responsibility. LPD will stop OHV's they encounter, conduct enforcement as necessary, educate the OHV driver on the laws governing the area they are illegally driving in and any other safety concerns to include the availability of the "ATV Rider Safety Course". We will direct the driver to nearby local and state OHV opportunities to ride legally and safely. We will use various methods of education and enforcement i.e. LPD's TV Show, messages on our electronic message board, outreach at local OHV organizations and other auto events, LPD website links for OHV riding, and mutual aid requests to CA State Parks Police.

Using a multi-pronged approach of enforcement and education, we intend to make the streets and bike/foot trail much safer and enjoyable for everyone. There will be no negative impact to the community on the streets as we will continue to respond to calls for service regarding OHV's along with proactive patrols. We will stem the flow of OHV's using the streets to get to the riverbed and other uninhabited lands by enforcement in these areas. We will be keeping the OHV's out of areas that are illegal to be riding in and directing them to legal & safe riding areas.

ITEM 2. Project Coverage

Lompoc City encompasses about 11.7 square miles, with approximately 5 square miles uninhabited, with no legal OHV riding area within our sphere of influence. This uninhabited land consists of the Santa Ynez riverbed which is typically dry most of the year except for a small stream of water released from the Cachuma Lake Dam to provide drinking water for Lompoc and flat land covered with various trees and bushes. There are many man-made trails throughout this uninhabited land, made over the years by people illegally driving "off highway vehicles" (OHV) and street legal 4x4 vehicles on them. The City is bordered by farmer's fields, the Santa Ynez Riverbed, Vandenberg Air Force Base, Federal Bureau of Prisons, and hills. There is a paved 2 mile long by 8' wide bike/walking trail that has recently been built. This path is used heavily by people for recreation and is designated as a walking/bike trail maintained by the City Parks & Recreation Department. The path follows the partial length of the riverbed.

ITEM 3. Describe the frequency of the patrols

We will have 2 personnel per patrol unit, 9 patrols per week, at least 3 weeks of every month, with each patrol shift a minimum 5 hours long. The patrol times will be changing each week, adapting with the weather conditions and the time of year/holidays, along with the increase/decrease in violations. A minimum of 6 patrols each month will be dedicated to evening/night enforcement. A preliminary schedule of patrols for the year is listed below:

Officers

5 hour shift minimum

2 officers per shift = 10 hours

3 shifts per week = 30 hours per week

3 weeks per month = 90 hours per month

90 hours per month x 12 months = 1080 hours

VOLUNTEER PATROL

5 hour shift minimum

2 volunteers per shift = 10 hours

2 shifts per week = 20 hours per week

3 weeks per month = 60 hours per month

60 hours per month x 12 months = 720 hrs

PARK RANGER

5 hour shift minimum.

2 rangers per shift = 10 hours

3 shifts per week = 30 hours per week

3 weeks per month = 90 hours per month

90 hours per month x 12 months = 1080 hours

ITEM 4. Deployment of Personnel

We will have eight (8) Officers, three (3) Park Rangers, and six (6) volunteer citizens on patrol (VCOPS) specifically trained to meet the goals of this grant. The VCOPS are members of our department who are already trained in some community outreach activities, assist in law enforcement actions, issue citations, and public appearances. The typical deployment for a patrol shift will be 2 officers and/or 2 park rangers, with VCOPS on less active days for example weekdays. There will be a Sergeant supervising the grant operations and making public appearances, along with 1 manager from the Police Department (for the officers, Sergeant, and VCOPS) and 1 manager from the Parks & Recreation Department (for the Rangers).

The Officers and Park Rangers will provide a total of 2160 hours of strictly enforcement activities.

The VCOPS will provide a total of 720 hours of active visible patrol on the man made entry ways leading into the OHV riding areas and the bike/foot path.

The Sergeant will provide a total of 192 hours of community outreach, public appearances, and education to the OHV community on safe legal riding areas along with direct grant oversight, scheduling of activities, and limited enforcement patrol.

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Law Enforcement - Page 1

1. Identify areas with high priority law enforcement needs because of public safety, cultural resources, and sensitive environmental habitats, including wilderness areas and areas of critical environmental concerns:

Due to the ability of OHV riders to illegally ride in the Santa Ynez Riverbed (our drinking water), bike/walking trail, and the other large uninhabited lands in our area, we have an enormous illegal riding area that receives no enforcement. The OHV riders enter the area primarily by leaving their homes and riding the OHV's to their desired riding location using City streets. This has generated many calls for service to our agency with very little we can do because we have no patrols offroad nor the vehicle to conduct proactive enforcement. Some riders do trailer their OHV's to the riding areas but we have very little opportunity to catch them when they exit the illegal riding areas. The areas the OHV's are riding at are populated with trees and bushes, causing a potential fire hazard due to the lack of spark arrestors. The lands that are available for use in authorized areas for foot/bicycle traffic is being destroyed as is the Santa Ynez Riverbed walls that direct water flow to the ocean.

2. Describe how the proposed Project relates to OHV Recreation and will sustain OHV Recreation, motorized off-highway access to non-motorized recreation, or OHV Opportunities associated with the Project Area:

By enforcing the laws both on the City street and the illegal riding areas, we will not only be enforcing laws but educating the public on safe riding practices and locations that are close to our community for safe and legal riding, like Oceano Dunes State Park. The riders who are using the uninhabited areas to ride illegally have done so for years due to our inability to enforce the laws and direct them to other safe areas to ride and also the extremely close distance from their homes to the illegal riding area, sometimes only yards away.

3. Describe the Applicant's formal or informal cooperation with other law enforcement agencies:

Our agency had asked the Sheriffs Department for assistance in riverbed enforcement due to the area being between both our jurisdictions but they have been unable to assist due to the lack of resources. We have asked for and received tremendous cooperation from the State Parks Police Officers at Oceano Dunes and Refugio. They have been guests on our local live one hour TV show "Lompoc Police Beat" regarding OHV riding locations and safety along with taking the time to educate us on OHV laws and provide a hands on demonstration of proper equipment for enforcement and available by phone for any questions we may have.

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4. Does the Applicant recover a portion of the law enforcement costs directly associated with privately sponsored OHV events where sponsors have obtained a local permit? Yes No
(Please select Yes or No)

Explain

The Police Department Sergeant and others will work with the Lompoc Parks and Recreation Department, in cooperation with the citizens we serve to conduct research to determine a legal location for OHV's to ride and/or have sponsored events. This would be a partnership between the Police Department, Parks & Recreation Department and the community.

5. The Applicant agrees to implement a public education program that includes information on safety programs available in the area and how to report OHV violations? Yes No
(Please select Yes or No)

6. Describe the Applicant's OHV law enforcement training program including how the training program educates personnel to address OHV safety and natural and cultural resource protection:

We have had very little in the way of formal law enforcement training in the specific laws pertaining to OHV's other than Vehicle Code violations. We will be starting to train personnel in May 2010 with the assistance of the State Parks Police through a mutual aid request.

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7. Is the proposed project in accordance with local or federal plans and the OHMVR Division Strategic Plan? (Please select Yes or No) Yes No
8. LOCAL AGENCIES ONLY - Describe the Applicant's policies and/or agreements regarding enforcement on federal land:
The federal land the Bureau of Prisons operates has been incorporated into the City limits and we have a MOU to enforce all laws outside the walls of the prison ground.
9. COUNTIES ONLY - Describe how the OHV in-lieu of tax funds are being used and whether the use of these fees complements the Applicant's project:

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10. APPLICANTS WHO MANAGE OHV RECREATION FACILITIES – Describe how your organization is meeting its operation and maintenance needs:
We currently do not operate a OHV facility but are researching the possibility of opening a facility within the next few years.
11. The Applicant agrees to enforce the registration of OHVs and the other provision of Division 16.5 commencing with Section 38000 of the vehicle code and to enforce other applicable laws regarding the operation of OHVs? (Please select Yes or No) Yes No

Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
APPLICANT NAME :	Lompoc Police Department		
PROJECT TITLE :	Law Enforcement - equipment, training, enforcement (FINAL)	PROJECT NUMBER (Division use only) :	G09-03-45-L01
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input checked="" type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>The LPD receives over 400 complaints a year regarding people driving their OHV's on the City paved streets, bike/foot trail, and on the uninhabited lands and Santa Ynez Riverbed (Lompoc Valley drinking water). These complaints include quads and off-road motorcycles driving with and without safety equipment, with complete disregard for laws, driving recklessly, and entering the riverbed and other uninhabited lands. The complainants state the riders often speed, don't stop at stop signs or traffic lights, are loud, and drive extremely close to people, sometimes forcing the people off the road or path. There are also many complaints of 4x4 type vehicles entering the riverbed and uninhabited lands and then exiting unsafely into residential areas, tracking dirt, mud, sand, and rocks onto the paved road. This also causes increased cost to the residents and City for clean up and property damage. Many decades ago the City allowed "mud bog racing" and OHV use on private and public lands within the City's sphere of influence but the City has since stopped that practice many years ago for obvious reasons to include safety and liability. There still is an abundance of OHV's and 4x4 type vehicles driving in the riverbed and the other uninhabited lands in and surrounding the residential and business districts of the City.</p> <p>There is also a problem with underage drinking parties in areas of the uninhabited lands, particularly at night in areas not visible from the street, only accessible using OHV's or 4x4 type vehicles. These parties have become violent, with many fights and also a forest fire danger due to bonfires made by the OHV drivers. We recover wrecked, abandoned, stolen, and burnt (arson) out vehicles in the uninhabited lands and riverbed, taken to these areas for joy riding etc, causing financial loss to the vehicle owners, and also the City for investigation and removal. With these uninhabited lands covered with live and dead brush and trees, these OHV's also present a fire hazard due to exhaust modifications (spark arrestor removal).</p> <p>The City has posted no trespassing signs along the riverbed where most entry is made by OHV's or 4x4 type vehicles, using short narrow paths for access. There is a City ordinance against riding an OHV within ¼ mile of the City. The City has installed barricades along some parts of the bike/foot trail and also a raised concrete curb along the east side of the residential area in addition to large boulders and concrete "K" rails to block most dirt roads. Some larger vehicles have made access using many of the wider paths that line the uninhabited areas, all vehicles driving over curbs, cutting locks to fences, or moving these city erected barricades to include "K" rails. The LPD has held community meetings on the problem and has had the CA State Park Police personnel provide information on OHV laws on the LPD TV show. The LPD has increased street motorcycle and car patrols in the area but when pursuing the OHV's, many times the pursuit ends when the OHV enters the uninhabited lands and the LPD is unable to continue to follow. LPD has no vehicles that are able to access the riverbed or uninhabited land. We have asked for mutual aid from the Sheriff's Department for riverbed enforcement but they are unable to assist due to lack of resources.</p> <p>The LPD plans on purchasing 1 OHV (Razor) and also use bicycles for joint patrol enforcement in the riverbed, uninhabited land, and bike/foot trail, to be staffed with 2 officers, 2 rangers and LPD trained volunteers. The goal is not only enforcement, but educating the OHV public on riding safety and the dangers of riding in areas that are not legal or monitored by properly trained personnel, respect for private property, and environmental responsibility. LPD will stop OHV's they encounter, conduct enforcement as necessary, educate the OHV driver on the laws governing the area they are illegally driving in and any other safety concerns to include the availability of the "ATV Rider Safety Course" . We will direct the driver to nearby local and state OHV opportunities to ride legally and safely. We will use various methods of education and enforcement i.e. LPD's TV Show, messages on our electronic message board,</p>		

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
 Agency: Lompoc Police Department
 Application: Law Enforcement - equipment, training, enforcement (FINAL)

3/1/2010

	<p>outreach at local OHV organizations and other auto events, LPD website links for OHV riding, and mutual aid requests to CA State Parks Police.</p> <p>Using a multi-pronged approach of enforcement and education, we intend to make the streets and bike/foot trail much safer and enjoyable for everyone. There will be no negative impact to the community on the streets as we will continue to respond to calls for service regarding OHV's along with proactive patrols. We will stem the flow of OHV's using the streets to get to the riverbed and other uninhabited lands by enforcement in these areas. We will be keeping the OHV's out of areas that are illegal to be riding in and directing them to legal & safe riding areas.</p>
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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Law Enforcement Officers	1080.000	61.000	HRS	65,880.00	0.00	65,880.00
	Park Ranger	1080.000	24.040	HRS	25,963.00	0.00	25,963.00
	Law Enforcement Officers Notes : We are estimating the cost of officers/rangers going to court to defend their enforcement actions. The first year we expect riders will, in large numbers, dispute the cases presented to the court. The reasoning is that riders have ridden in the area for so long without any type of enforcement and they believe they have a right/privilege to ride in these illegal riding areas. The Sergeant assigned to the grant oversight will meet with our traffic court judge and District Attorneys office to ensure they understand our enforcement strategy and they prosecute accordingly.	90.000	61.000	HRS	0.00	5,490.00	5,490.00
	Sergeant Notes : A Sergeant to conduct community outreach, local TV show interviews, public speaking, attend local OHV/auto events, and educate the public on the laws governing OHV's, laws about riding in undesignated areas, and legal/safe riding areas. The estimate is approximately 108 hours to do this and an additional 84 hours for grant oversight, scheduling, enforcement/education strategy, and ensure the grant objective is met. The total for this Sergeant will be a minimum of 192 hours.	192.000	42.250	HRS	0.00	8,112.00	8,112.00

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Administration Officer Notes : Operations Commander (Captain) to oversee the grant operation as the Police Department manager	1.000	3401.000	EA	0.00	3,401.00	3,401.00
	Administration Officer Notes : Parks & Recreation manager to oversee the Park Rangers operations.	1.000	2984.000	EA	0.00	2,984.00	2,984.00
	Total for Staff				91,843.00	19,987.00	111,830.00
2	Contracts						
3	Materials / Supplies						
	Safety Equipment Notes : For motorcycle helmets to be worn in the Polaris Razor as recommended by your agency.	8.000	125.000	EA	1,000.00	0.00	1,000.00
	Other-Radio Ear Piece Notes : For radio ear pieces to be worn on the Polaris Razor as recommended by your agency.	8.000	43.000	EA	344.00	0.00	344.00
	Other-Printing Supplies Notes : Printing supplies for brochures on our enforcement, safety, education, and localions to ride legally.	1.000	1500.000	EA	0.00	1,500.00	1,500.00
	Emergency Medical Supplies Notes : AED and first aid kit.	1.000	2500.000	EA	0.00	2,500.00	2,500.00
	Signs	10.000	100.000	EA	0.00	1,000.00	1,000.00
	Other-Safety Equipment Notes : In speaking with State Parks Police, I was informed that due to the bumpy riding during the course of enforcement that many times batons or other non lethal weapons fall out of holders because due to the nature of their use, they can't be snapped in to pllace with a cover. This would cover the loss.	1.000	400.000	MISC	0.00	400.00	400.00

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-Siren/PA system Notes : Purchase of a Siren for the Razor from Carson.	1.000	200.000	EA	200.00	0.00	200.00
	Other-Emergency Light Bar Notes : For attachment to the Polaris Razor.	1.000	600.000	EA	600.00	0.00	600.00
	Total for Materials / Supplies				2,144.00	5,400.00	7,544.00
4	Equipment Use Expenses						
	Vehicle Operations and Maintenance Notes : Low estimate of fuel and maintenance costs for a year from the Polaris dealership for the Polaris Razor.	1.000	5000.000	MISC	0.00	5,000.00	5,000.00
	Vehicle Operations and Maintenance Notes : We will be using a pick-up truck to pull a dedicated trailer that will always have the Polaris razor loaded on it. This is a low estimate and the cost may be more.	1.000	1200.000	MISC	0.00	1,200.00	1,200.00
	Total for Equipment Use Expenses				0.00	6,200.00	6,200.00
5	Equipment Purchases						
	Other-Polaris Razor Notes : Purchase of 2010 Polaris Razor "S" 4 x 2 with selector switch for 4 x 4, 760 cc engine, automatic transmission with ½ windshield. This unit has a small front storage compartment for ticket books etc and a rear shelving area where law enforcement/EMS/fire equipment can be secured and seats 2. The reason the Razor is selected was because it comes highly recommended by the Oceano Dunes patrol personnel for our intended use. I visited the patrol staff at Oceano Dunes and they demonstrated the quads vs Razor along with what we would need to outfit each item. I also contacted the vendor where the patrol staff just ordered and received delivery of 2 Razors. The vendor	1.000	17000.000	EA	17,000.00	0.00	17,000.00

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Line Item	Qty	Rate	UOM	Grant Request	Match	Total
said they would give us the same price they gave CA State Parks for the Razor purchase. Although the cost may seem high, the cost of the 2 quads the patrol staff just purchased was about \$2,000 less, and we would need either 1 Razor or 2 quads for officer safety, working in pairs. The Razor gives us the ability to go anywhere a quad goes.						
Other-Police Mountain Bike Notes : These are Gary Fisher Safety Patrol Mountain Bikes/bags/helmets as recommended by the Law Enforcement Bicycle Association for trail use.	2.000	1500.000	EA	0.00	3,000.00	3,000.00
Total for Equipment Purchases				17,000.00	3,000.00	20,000.00
6 Others						
Training Notes : This is the cost to properly train our staff to ride the police bicycle in all type of terrain as required by POST and our City. The class will be taught by a certified POST certified LPD Bicycle Patrol Instructor.	72.000	24.040	HRS	0.00	1,731.00	1,731.00
Training Notes : This is the cost to properly train our staff to ride the police bicycle in all type of terrain as required by POST and our City. The class will be taught by this certified POST certified LPD Bicycle Patrol Instructor.	24.000	61.000	HRS	0.00	1,464.00	1,464.00
Training Notes : This is the cost to properly train our staff to ride the Polaris Razor in all type of terrain. The class will be taught by the State Parks Police at Oceano Dunes who have agreed to assist.	64.000	61.000	HRS	0.00	3,904.00	3,904.00
Training Notes : This is the cost to properly train our staff to ride the Polaris Razor in all type of terrain. The class will be taught by the State	44.000	21.730	HRS	0.00	956.00	956.00

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Parks Police at Oceano Dunes who have agreed to assist.						
	Total for Others				0.00	8,055.00	8,055.00
7	Indirect Costs						
	Indirect Costs-Indirect Costs	1.000	10000.000	EA	10,000.00	0.00	10,000.00
	Total Program Expenses				120,987.00	42,642.00	163,629.00
	TOTAL DIRECT EXPENSES				120,987.00	42,642.00	163,629.00
	TOTAL EXPENDITURES				120,987.00	42,642.00	163,629.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010
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	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	91,843.00	19,987.00	111,830.00	
2	Contracts	0.00	0.00	0.00	
3	Materials / Supplies	2,144.00	5,400.00	7,544.00	
4	Equipment Use Expenses	0.00	6,200.00	6,200.00	
5	Equipment Purchases	17,000.00	3,000.00	20,000.00	
6	Others	0.00	8,055.00	8,055.00	
7	Indirect Costs	10,000.00	0.00	10,000.00	
Total Program Expenses		120,987.00	42,642.00	163,629.00	
TOTAL DIRECT EXPENSES		120,987.00	42,642.00	163,629.00	
TOTAL EXPENDITURES		120,987.00	42,642.00	163,629.00	

Environmental Review Data Sheet (ERDS)

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? Yes No
(Please select Yes or No)

ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) Yes No

ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? Yes No
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) Yes No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

ITEM 4 - Impact of this Project on Wetlands

ITEM 5 - Cumulative Impacts of this Project

ITEM 6 - Soil Impacts

ITEM 7 - Damage to Scenic Resources

ITEM 8 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) Yes No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) Yes No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

ITEM 10 - Indirect Significant Impacts

CEQA/NEPA Attachment