



**U.S. Department of Transportation
Federal Transit Administration**

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Implementation Project - Proposal for Fiscal Year 2011 Funds**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Lakes Basin Intermodal Transportation Enhancements – Trolley, Bicycle, Pedestrian			
Proposed Funding Recipient: Town of Mammoth Lakes			
Public land unit(s) involved: Inyo National Forest		<u>Location of Project</u> City: Mammoth Lakes County: Mono State: California Congressional District: 25th	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service <input type="checkbox"/> Other (e.g. Federal Trust) Describe:		Type of Implementation Project: (Planning projects, please use the alternate form) <input type="checkbox"/> Bus <input type="checkbox"/> Vehicle replacement <input checked="" type="checkbox"/> Tram/Trolley <input type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input checked="" type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input checked="" type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe: Shelters at transit stops	
<input type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input checked="" type="checkbox"/> Proposal is for an expansion or enhancement of an existing alternative transportation system. <input type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2011 \$1,244,874		Total Capital Cost of Project at Completion (All sources)\$15,000,000 for the Lakes Basin Path System	
Were you awarded Transit in Parks Program funds for this project in the past? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional Transit in Parks Program funds in future years? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (Note: If you wish to compete for future Transit in Parks Program fiscal year funds you must reapply).			
If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below:			
FY 2012 \$	FY 2013 \$	FY 2014 \$	
FY 2011 Funding from sources other than Transit in Parks Program funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$N/A	Local \$146,150 operating costs from transit tax	Federal (other than Transit in Parks Program) \$5,000	Private sources \$5,000 MLTPA

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OTHER PROJECT SPONSORS (in addition to funding recipient)
Inyo National Forest

REQUIREMENTS
<input checked="" type="checkbox"/> If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the Federal land unit(s) and has the consent of the Federal land management agency or agencies affected. <input checked="" type="checkbox"/> The project is consistent with the metropolitan and statewide planning process. <input checked="" type="checkbox"/> The project is consistent with agency plans. <input checked="" type="checkbox"/> If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA		
<table border="1"> <tr> <td>Number of Visitors (Annual): 600,000</td> <td>Daily Number of Visitors (Peak season): 25,000</td> </tr> </table>	Number of Visitors (Annual): 600,000	Daily Number of Visitors (Peak season): 25,000
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Average Number of Vehicles per Day at Peak Visitation: 5,300 in and out of the Lakes Basin, another 5,000 circulating within the Basin.		
<p>Current Road Level of Service at Peak Visitation: Parking is very limited. Visitors currently end up parking where ever they can find room for a vehicle, even where “no-parking” signs are posted. Vehicles parked on the shoulder, where there is not sufficient room; create an unsafe situation for bicycles, pedestrians and car doors opening into traffic. (Please consult guidance where available on determining this variable. You may use observational accounts or pictures to provide an assessment of this datum for FY 2011 proposals).</p>		
What time of the year does your land unit experience Peak Visitation? <input type="checkbox"/> Spring <input checked="" type="checkbox"/> Summer <input type="checkbox"/> Fall <input type="checkbox"/> Winter		
Current Carrying Capacity of Existing Roads: 12,000 to 14,000 (vehicles/day)		
What percent of that capacity is the site operating at during peak periods? 73% to 85%		
Current parking shortages during peak visitation: 200		

Current Number of Persons who use the alternative transportation system (if one already exists) at peak visitation: Trolley = 450 riders on an average Saturday (20,000 per summer season); Lakes Basin Path = 200 users on an average Saturday (path opened to the public in September 2010). For trolley ridership statistics See Attachment "E" – Trolley service established in 2007, 2nd Trolley added in 2009. (average number of visitors/daily at peak)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: Trolley = 45,000; Lakes Basin Path = 20,000; Lake George Connector = 5,000 (anticipated number of riders or users/annually)

Is there an anticipated reduction in auto collisions with large animals with this project?

Yes No If "Yes," please provide anticipated reduction: collisions/year

BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? Yes No

If "Yes," please provide anticipated area of increase: square feet

Is there an anticipated increase in wildlife habitat connectivity? Yes No

If "Yes," how many acres would be connected by the project?

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? Yes No

If "Yes," please explain:

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?

Yes No

If "Yes," please explain: Many of the vehicle trips in the Lakes Basin are for sight seeing. Visitors currently drive and then park as close as they can get to a vista point. Then they get back in their autos or RV's and drive to the next point of interest. If there were increased free public transportation and a safe place to walk or ride bikes, then the number of autos will be reduced both on the roads, in the parking areas, and during peak periods parked along the shoulders. Roadways in the Lakes Basin have very narrow shoulders and riding or walking next to the traffic is very uncomfortable.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?

Yes No

If "Yes," please explain: Pedestrians and bicycles produce a much lower level of visual, noise, and air pollution than autos and RV's.

Executive Summary

The Town of Mammoth Lakes is actively pursuing a “feet first” vision (2007 General Plan) of reducing the dependence on automobiles within town as well as to and from the surrounding national forest. To this end, the Town, in partnership with the Inyo National Forest, has constructed a multiuse non-motorized paved path from town (elev. 8,050’) to the Lakes Basin (elev. 9,000’). The first 1.5 miles of path run along Lake Mary Road within Town owned right-of-way. The remaining 4 miles of path are on Inyo National Forest land, operated and maintained by the Town under a long term (30 years) special use permit.

In 2008, the Town started a free trolley route running along Lake Mary Road to and around the Lakes Basin (route map shown on Attachment F). This trolley service is funded by a dedicated percentage of the local transient occupancy tax. The Town has established a direct linkage between the free trolley and the bike path by dedicating two trolleys with bike trailers to the Lake Mary Road route. A multimodal approach of path and trolley allows visitors to ride the trolley from town up into the Lakes Basin (1,000’ elevation gain), sight see on foot or on a bike and then return to town under their own power (walking or riding) or ride the trolley back down. This multimodal approach has greatly increased the probability that the typical visitor will be able to enjoy the forest environment in the Lakes Basin without dependence on an automobile. By providing a safe and convenient all weather multi-use path, coupled with fully accessible trolleys we are making a significant reduction in vehicle trips into and around the Lakes Basin.

Phase 1 (5.3 miles) of the bike path project was funded by the State of California Transportation Improvement Funds (\$9,531,000), Federal Transportation Enhancement funds (\$2,634,653), Inyo National Forest funds (\$900,000), and Town of Mammoth Lakes funds (\$500,000). Phase 1 was completed in the summer of 2010.

Phase 2 is currently under construction and was funded (\$2,494,000) as a Forest Service American Recovery and Reinvestment Act (ARRA) stimulus project. The Town is providing construction management assistance thru a challenge cost share agreement with the Forest Service. Phase 2 is a gap filler project and completes a 3,500 foot segment of bike path, a pedestrian tunnel under Lake Mary Road, an 80 foot long bridge to carry the path over Mammoth Creek, and 3 transit stops with pedestrian shelters.

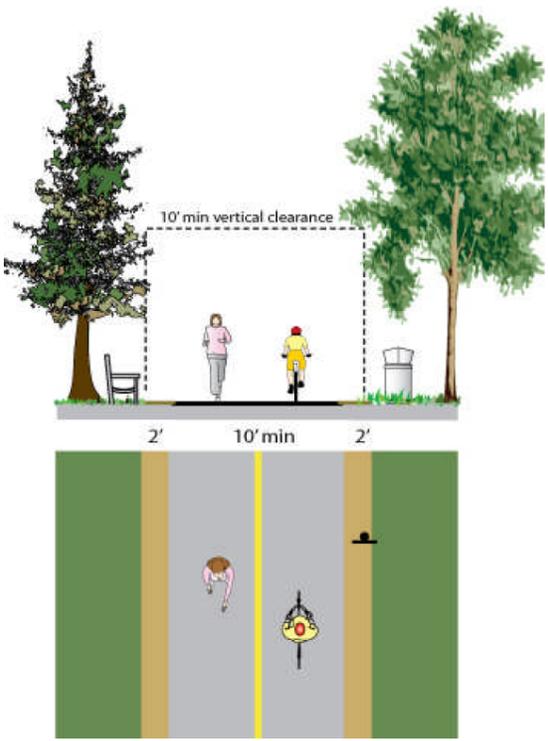
Phase 3 (this grant) will include construction of a connecting segment of path to heavily used camp ground areas below Lake George, complete a series of improved transit stops, provide an additional trolley and bike trailer dedicated to the Lakes Basin route, and add bike trailers to other trolley routes that feed visitors to the transit hub at the North Village (the lower end of the Lakes Basin route). The Lakes Basin bus route currently runs every 30 minutes. With an additional trolley the frequency can be increased to every 20 minutes.

In 2007 the Interagency Transportation Assistance Group (TAG) issued a report covering the Mammoth Lakes area (Attachment C). A number of positive steps mentioned in this study have already been implemented. Winter air service was initiated in 2008 to LAX and expanded to San Jose and San Francisco in 2010. Year round air service was instituted in 2010. A spreadsheet with enplanement numbers is included (Attachment D). A rapidly growing number of visitors are expected to arrive by air. The FAA recently funded plans for an enlarged terminal building. Increased trolley service will offset the need for more rental cars for air travelers.

The TAG study also recommended enhancing trolley stops in the Lakes Basin. The Forest Service ARRA project currently has three (3) bus pullouts with pedestrian shelters under construction. If funded, Phase 3 would build 3 more pullouts, also with pedestrian shelters.

Project Description

Funding is being sought for construction of a 1,600 foot long segment of Class I bike path, a series of enhanced transit stops, a Trolley, and bike trailers. The path will be designated for non-motorized, non-equestrian, pedestrian and bicycle use and may also be used by skaters, wheelchair users, joggers, etc. A map with the alignment for the Lake George Connector is shown in Attachment A. A map with the proposed transit stop locations is shown in Attachment B. Recommended design guidelines for Multi-Use Paths (MUP's) are detailed in Figure 6-1 of the Mammoth Lakes Trail System Master Plan reproduced below:

Recommended Design	Figure 6-1. Multi-Use Path Design
	<p>Width: 10 feet is required by the Town of Mammoth Lakes as the minimum width of new multi-use paths. This requirement exceeds existing standards and will be adequate for moderate to heavy use.</p> <p>12 feet is recommended for heavy use areas with high concentrations of multiple users such as joggers, bicyclists, rollerbladers and dog walkers. May also be appropriate for safety reasons in areas with limited sight lines or where speeds may be high (steep grades).</p> <p>These widths will also support most winter activities if two-foot buffer areas are also maintained. A 10' clearance accounts for winter snow pack.</p> <p>Striping: Striping on multi-use paths is optional, and may be desired in steep or high-use locations where proper lane positioning could reduce conflicts. Striping is also useful in areas where MUPs intersect a roadway (see "Typical At-Grade Crossing"). Standards for MUP striping can be found in Caltrans Chapter 1003.1.</p>

The path segment will provide a safe and convenient connection between the camp grounds and lodges near Lake George with the main Lakes Basin Path. This area is currently traversed by a relatively narrow road (Twin Lakes Loop) that lacks shoulders and is heavily used by vehicles and RV's. The bike path route will roughly parallel Lake Mary Loop Road but meander through the forest, fully separated from the roadway. The path surface will vary between 10 and 12 feet in width, be paved with asphalt, and will include 2 foot gravel shoulders on both sides. A hard, non-porous pavement surface will be used to prevent erosion and dust problems with the very granular, volcanic, pumice-like, hydrophobic soils in the area. Unpaved trails in this area have the potential to lead to erosion problems. The project will include a prefabricated steel bridge over a stream crossing, a scenic viewpoint and periodic rest areas. View points and rest areas will be provided with benches and interpretative kiosks. Wayfinding signage will be provided in conformance with the Mammoth Lakes Trail System Master Plan, Chapter 5 "Signage and Wayfinding" (Attachment G).



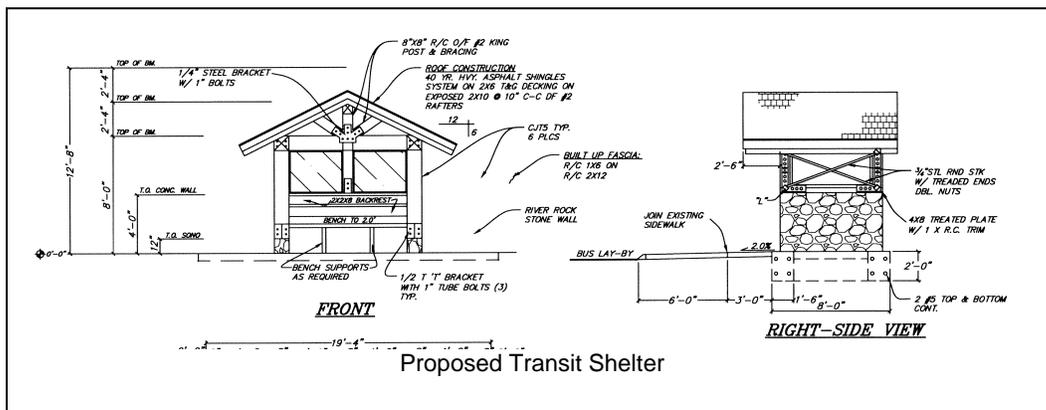
**Typical MUP Construction
Chair 15 Underpass**



Town Trolley

As well as a segment of bike path this proposal includes an additional trolley and a bike trailer (12 bikes) to augment service in the Lakes Basin. The summer Lakes Basin bus route is served by two trolleys with bike trailers which circulate from the Village transit hub to Horseshoe Lake every 30 minutes. An additional trolley will increase the frequency to every 20 minutes, significantly improving the route's convenience and ridership. A map of the Summer Transit Routes (Attachment F) shows the Lakes Basin route, the other routes serving the rest of the town, as well as the Village transit hub. Small bike trailers (6 bikes each) are proposed for the town wide trolley routes to facilitate the movement of visitors from various areas around town to the Village transit hub where they can connect to the Lakes Basin route. The Town trolley, Mammoth Mountain Bike Shuttle, Lakes Basin Trolley, Reds Meadow shuttle and the Midtown LIFT all connect at the Village transit hub.

Finally, improved bus pull outs with shelters for waiting pedestrians will be added to existing transit stops. The pull outs will improve safety by allowing stopped trolleys to clear the traffic lane. The shelters will prominently publicize the availability of transit as well as shelter the waiting pedestrians safely away from traffic and inclement weather.



Transit in Parks Implementation Evaluation Criteria

This form is for implementation (capital) projects only. If you are requesting planning funds, please use the planning project proposal template. For additional space, please delete this table and the detailed instructions from your response.

Criteria	Points	Weight
1. Demonstration of Need		25%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Methodology for Assessing: Visitor Mobility & Experience Benefits of Project		25%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Improved visitor education, recreation, and health benefits	(1-5)	
3. Methodology for Assessing: Environmental Benefits of Project		25%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution	(1-5)	
4. Methodology for Assessing: Operational Efficiency and Financial Sustainability of Alternatives		25%
a. Effectiveness in meeting management goals	(1-5)	
b. Financial plan and cost effectiveness	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnerships and funding from other sources	(1-5)	

Project Justification

Your responses to these questions must total no more than eight pages.

Implementation Evaluation Factors:

1. Demonstration of Need

- a. Visitor mobility and experience:** Describe the site's current and/or anticipated transportation problem or opportunity for improvement. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues, lack of access for persons with disabilities, lack of access for individuals with lower incomes or without cars, and visitor frustration. Please cite reports, plans, studies, and other documentation to support your description.

Problem: The Lakes Basin receives an extraordinary amount of day use due to the spectacular scenery, easy access, and proximity to the gateway community town of Mammoth Lakes. A wide range of recreation opportunities are available in the Lakes Basin including: fishing, hiking, rock climbing, biking, camping, and horseback riding. Five lakes, Upper and Lower Twin, Mary, Maimie, and George, provide excellent fishing opportunities from shore as well as boat, with boat rentals available at all lakes, except Horseshoe Lake. For hikers, the Duck Pass trailhead is a major access point to the John Muir Wilderness. Day hikers enjoy a variety of shorter hiking trails to various points of interest. Horseshoe Lake is also a popular site for picnicking, dog-walking and occasionally, swimming. Accessing any of these amenities currently requires a private vehicle for most visitors. The trolley is a great start but there are very limited safe and accessible places to walk. The lone roadway serving this area is heavily used and lacks accommodations for pedestrians, bike riders, strollers, wheel chairs, or anyone else not in a vehicle. Parking spaces are limited and during peak visitation times, vehicles are parked off the road wherever space allows.

Opportunity: The Town of Mammoth Lakes in partnership with the Forest Service started planning for a bike path from Town to the Lakes Basin over 10 years ago. Bill Taylor, a former planner with the Town recently explained that germination of the concept was stimulated by the sight of a family with small children riding their bikes up to the Lakes Basin along a busy Lake

Mary Road, at that time potholed, and without any paved shoulders. Since then the Town has solidified its dedication to an improved environment with the incorporation of the slogan “feet first” into the 2007 General Plan and most other planning documents. A path along Lake Mary Road was recognized by all as a cornerstone in the plan to reduce vehicle trips and enhance the visitor experience to this part of the Sierras. To further this concept, the Town started a free trolley service to the Lakes Basin during the summer of 2008. The trolley busses are owned and funded by the Town through a 1% Transient Occupancy Tax (TOT) and operated by the Eastern Sierra Transit Agency (ESTA). The addition of a bike trailer to this trolley and completion of the back bone of the bike path system has presented users of the Lakes Basin an irresistible opportunity to free themselves of their autos. Increasing the frequency of the trolley service, improved transit stops, and a connector from Lake George to the main path will significantly improve the opportunities for non-motorized travel within the Lakes Basin.

The majority of visitors drive to Mammoth Lakes from Southern California. Their vehicles are loaded with skis during the winter and bikes during the summer. Given a safe opportunity to ride on a multi-use path, they are leaving their vehicles at the vacation condo in ever increasing numbers. Additionally, every major ski shop in town now runs a bike rental program in the summer.

Documentation: The need for additional alternatives to the private auto was documented in the Eastern Sierra Expanded Transit System (or ESETS) field report, prepared in 2005 by Cambridge Systematics. This report outlines the need for a coordinated and expanded transit system for the Eastern Sierra region, and identifies opportunities and costs. The Lake Mary Road Bike Path project will provide an opportunity to build on the integrated transit service envisioned in the ESETS report. The Town has recently received grants from the Sierra Nevada Conservancy to study access and circulation issues in the Lakes Basin. Under this grant, the Town partnered with a local non-profit advocacy and public outreach group, Mammoth Lakes Trails and Public Access (MLTPA). Preliminary drafts of their report point toward the need to enhance the paved backbone for non-motorized access that the Lakes Basin path currently forms.

Issues: Guests staying in one of the 5 campgrounds or 6 commercial cabin operations in the Lakes Basin will currently use a private vehicle to travel into town for provisions, go fishing, visit a trail head for a day hike, or visit the pack station for a horse back ride. This results in a high number of vehicle trips that could be avoided if there were a safe, convenient, and ADA accessible alternative. Other than the multi-use path paralleling Lake Mary Road, the Lakes Basin is almost completely lacking in any accommodation for the handicapped or those pushing baby strollers. Almost all paths in the Lakes Basin are dirt and are composed of granular, volcanic soils that become very dry, dusty and unstable once the ground has dried out in the summer. Connector paths are desperately needed to facilitate access from the camp grounds and lodges to the main multi-use path.

- b. Environmental condition as a result of the existing transportation system:** Describe the site's current or anticipated problem or opportunity for improvement of the environment or resource protection. You should include information on current or anticipated problems such as air pollution, noise pollution, runoff, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, scenic, cultural and/or historic resources caused by the existing transportation system. Please cite documentation in agency plans, studies, reports and other documentation that will help to support your description.

Problem: The reliance on private vehicles as the only mode of transport within the Lakes Basin seriously impacts the visitor's experience. The scenic majesty of the Lakes Basin is degraded by the constant noise of traffic, vehicle exhaust, and dust created by improvised off road

parking. All oil and grease deposited by vehicles eventually flows into the headwaters of Mammoth Creek, the main source of water for the Town and a major contributor to the Los Angeles aqueduct. As the population in California grows, the traffic situation in the Lakes Basin will worsen to the point that access may have to be restricted.

Opportunity: A bike path coupled with the Town's free trolley system can significantly increase the opportunities for visitors to the Lakes Basin to reduce their dependence on the private auto. Traffic can be reduced and additional users can be accommodated without an increase to the environmental degradation caused by motor vehicles.

2. Visitor Mobility & Experience Benefits

- a. **Reduced traffic congestion:** Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions. In order to respond to this question, please include (where applicable) a description of how this project will:
- Reduce the average number of daily motorized vehicle trips and parking demand during peak visitation. (This can be estimated based on the anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
 - Decrease or mitigate time lost to traffic delays.

Impact Mitigation: Many visitors to the Mammoth Lakes area recognize the limitations of sightseeing by motorized vehicle and bring their own bikes or rent bicycles locally. Many of these people bicycled up Lake Mary Road to the Lakes Basin when the roadway pavement was narrow, decrepit, and potholed. It was a realization of the pent up demand for non-motorized access to the Lakes Basin that led to the conception of the Lake Mary Road Bike Path project. Once the project is completed in the summer of 2011, it will provide a safe and convenient route to the Lakes Basin and many more people will take advantage of the opportunity to get out of their cars. This grant will provide access between camp grounds, concessionaire lodges, and the main Lakes Basin Path path. This project provides a means to tour by walking or bicycling within the Lakes Basin, in a safe manner, with the added benefit of enhancing access for handicapped and others requiring wheeled accommodations.

Trip Reduction: The Town of Mammoth Lakes Bikeway Plan estimates that at least 10% of the day trips made by vehicle can be diverted to foot or bike traffic on the main multi-use sections of path. This includes the following types of trip:

- Campers traveling from their camp sites to town via foot or bike (downhill) and returning via free trolley (uphill).
- Visitors from town taking the free trolley uphill into the Lakes Basin and then touring the basin via foot or bike and returning (downhill) to their accommodations via the bike path.
- Locals and visitors looking for a more vigorous excursion riding both from and to town on their visits to the Lakes Basin.
- Less vigorous folks taking the trolley both ways but then touring the Lakes Basin via bike or on foot.

During peak visitation periods the average traffic on Lake Mary Road at Twin Lakes is approximately 5,300 vehicles per day. We believe that the path usage will be high because many of our visitors arrive with bikes racked on their vehicles and are intent on taking in the scenic wonder of the Eastern Sierras in a most vigorous manner. The average number of daily motorized vehicle trips avoided should exceed 500. Enhancing trolley stops in the Lakes Basin as recommended by the Interagency Transportation Assistance Group (TAG) will increase the numbers of vehicle trips avoided. The Forest Service ARRA project currently has three (3) bus

pullouts with pedestrian shelters under construction. If funded, this grant will allow the construction of 3 more pullouts, also with pedestrian shelters.

b. Enhanced visitor mobility, accessibility, and safety: Describe *how* this project will improve visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:

- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
- Improved access for persons with disabilities;
- Improved access for individuals with lower incomes or without cars;
- Anticipated impacts on vehicle accident rates or property loss;
- Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
- The number of visitors per year that will benefit.

Easing visitor travel: Many visitors currently only visit the sites where parking is available. They arrive in a car, tour in a car, and miss anything not immediately accessible via auto. The bike path will be a multi-use path, designed and signed for handicapped accessibility. When paired with the trolley, the combination will be an attractive, safe, and efficient transportation system. And, the trolley system is free to the public: funded with a 1% Transient Occupancy Tax. The Town has committed to making “feet first” a reality by contracting with ESTA (a non-profit, semi governmental agency) to operate the transit system and provide seamless service throughout the Town and Inyo and Mono counties.

Accessibility: Those with disabilities are currently dissuaded from getting out of their vehicles because of the almost total lack of accessible paths in the Lakes Basin. Families with small children currently are seen walking, pushing strollers, or riding along the narrow (2 feet) shoulder of Lake Mary Road because that is the only pavement available. The ADA compliant bike path will connect major viewpoints while meandering through the forest, providing access to streams, meadows, and wetlands unavailable to those that are vehicle bound. ADA compliant connector paths from the main multi-use path to the camp grounds and lodges are essential to those not fleet of foot. All Town trolleys are also fully ADA compliant, including wheel chair lifts.

Safety: All existing roadway geometrics and slope make walking or bicycling along the shoulder unattractive, potentially unsafe and in some locations impossible. The connector path will provide a much safer place for families to walk or ride.

Disadvantaged access: If you couldn't afford a car, access to the Lakes Basin was onerous. The Town of Mammoth Lakes has a disproportionate share of service sector employees because of the tourist based nature of the economy; many without access to a private vehicle. The bike path, partnered with a free trolley, is making the Lakes Basin accessible for everyone within town regardless of income.

Number that will benefit: Every visitor to the Lakes Basin (600,000 annually), whether or not they use the path, will benefit from the reduction in vehicles on the road.

c. Visitor education, recreation and health benefits: Describe *how* the project will enhance visitor experience, such as through improved access to recreational facilities, educational programs, and/or provide public health benefits (such as through active transportation and recreation) and social benefits. How many visitors per year will experience these benefits?

Educational benefits: The project will include interpretative kiosks and signage to enhance the visitor's experience. Directional signage will point out the historically preserved Mammoth Gold Mine and the original Mammoth City town site of the gold rush era. Interpretative signage will

explain the historical significance of the old “Fresno Flats” wagon trail paralleling sections of the bike path. Kiosks and signage will be provided regarding the Native Americans who have used Mammoth Pass for over 10,000 years as a trade corridor over the Sierras. The area is volcanic in nature and was sculptured by glaciers. View points will be enhanced with kiosks containing literature explaining the geologic formations, flora and fauna. The area is rich in history and those that are on bike or foot will have the opportunity to take in the historical, geological, or biological significance of the area.

Health benefits: Many people formerly rode on Lake Mary Road; a Class 1 bike path has significantly enhanced their opportunity for a safe, enjoyable, and healthy experience. Those that consider riding on the road as unsafe will now have the opportunity to enjoy a safe and healthy recreational experience. Every additional person that we can entice out of their vehicle will now enjoy exercising outdoors on foot or bike. Many people that are not able to ride or walk the entire length of the path will be able to take shorter excursions on sections of the path between viewpoints and return to the point of origin via the free trolley.

Number of visitors: The annual path usage was estimated to be 20,000 users. The trolley has hit this number in its third season with the path still obstructed by construction activities. This number appears certain to grow as the main path is enhanced with connectors to others areas in the Lakes Basin. We expect that each and every path user will enjoy the benefits of a safe and convenience access route to popular recreation sites. Additionally, many of the vehicle bound will enjoy some of these benefits because of the informational kiosks located at path staging areas, near existing parking, camp grounds, and lodges.

3. Environmental Benefits

- a. **Protection of natural, cultural, and historic resources:** Describe *how* this project will improve the protection of natural, cultural, historic, and/or scenic resources. Please provide as much information as possible about *anticipated outcomes of the project*, such as:
- Managing visitation in accordance with defined “carrying capacity” goals of the land unit;
 - Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
 - Improving habitat connectivity;
 - Preserving archeological resources, historical resources, view shed or watershed;
 - Reducing auto-large animal collision rates or other protection benefits where applicable.

Carrying capacity: The carrying capacity of the Lakes Basin is currently dictated by the limitations of the area to accommodate the movements of motorized vehicles. Having a multi-use path available will reduce vehicle traffic and thereby allow an increased number of visitors without detrimental affects. Connector paths and the free trolley are essential to getting visitors out of their vehicles.

Maintaining ecosystem: A paved path will also enhance the general well being of the local ecosystem by channeling more foot and bike traffic onto a surface that will not rut, erode, or create dust. This connector path will provide a start to eliminating some of the meandering foot paths that crisscross the area. The natural soils are non-cohesive, hydrophobic, volcanic and granular with very little organic binder and dust and erosion are serious problems here. Summer soils are dry and plant life can be damaged by unregulated foot traffic. Reducing rogue parking will lessen the potential for erosion and related water quality issues.

Preserving watershed: The connector path crosses a stream and passes beside a section of sensitive wetlands. Bridges and boardwalks will be used to protect the riparian habitat and handrails will prevent inadvertent intrusion onto the sensitive habitat. Currently foot paths pass

through these areas and habitat is sometimes trampled. The path will help organize pedestrians and bike traffic onto a durable multi-use surface.

Large animal collisions: Large animal collisions are not too frequent in the Lakes Basin but they do happen. Last year a bear had to be put down after a collision and every year multiple deer are hit. Any reduction in vehicle traffic will lessen the chance of collisions.

Protection of cultural and historic resources: Currently most paths in the Lakes Basin are use paths that meander through the woods. By channeling pedestrian traffic onto an established multi-use path the potential for wandering footprints to impact native Paiute and mining sites is reduced.

- b. Reduced pollution:** Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. Please include relevant scientific data and an explanation of the source of the pollution to support your responses. Please include (where applicable):
- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project);
 - Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and improved energy efficiency aspects of transportation, including non-motorized transportation).

Reduction in miles traveled: The estimated reduction in average vehicle miles traveled at peak visitation is at least 7,500 miles/day. This was calculated by taking the number of day trips avoided and assuming each vehicle trip would have been 15 miles in length, round trip. A reduction in motorized vehicle traffic in the Lakes Basin will have a direct and linear relationship to a reduction in oil and fuel entering the headwaters of Mammoth Creek and thence the Los Angeles aqueduct. Noise and visual pollution will be reduced directly by the elimination of motorized vehicle trips and indirectly by allowing foot and bike traffic to get physically separated from the roadway as the trail meanders through the forest.

Number of riders switching: The estimated number of riders switching from auto as a result of this project is 10% of the average daily vehicle traffic or 500/day as documented in the 2009 Town of Mammoth Lakes Bikeway Plan.

4. Operational Efficiency and Financial Sustainability

- a. Operational Efficiency:** Describe how the proposed project is the most effective solution for achieving identified strategic management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

Identified Goals: The Town of Mammoth Lakes has established a “feet first” directive to guide future development. The Town General Plan adopted in 2007 after extensive public debate includes the following community goals for the mobility element:

- “Emphasize feet first, public transportation second and car last”
- “Encourage feet first by providing a linked year-round recreational and commuter trail system that is safe and comprehensive.”
- “Encourage alternative transportation and improve pedestrian mobility”

The proposed project is perfectly aligned with the goals of the Town of Mammoth Lakes General Plan.

The Inyo National Forest has recognized the need for alternative transportation and has come to the following conclusion:

“Transportation access to the attractions generally is limited to automobile travel and parking lots in close proximity to the resource, campground, or trailhead. This current situation often results in severe overcrowding, traffic congestion, resource damage, and safety issues associated with visitation to these attractions. This situation will be considerably worse in the next 20 to 25 years if future visitation growth occurs as expected.”

The Forest Service is currently looking at bus transit service for several venues in the Inyo National Forest and for ways to compliment the existing trolley service in the Lakes Basin. The Town supported free trolley is serving the Lakes Basin with rapidly increasing ridership. The 2007 TAG study recommended enhancing trolley stops, particularly in the Lakes Basin. The Forest Service fully supports a combination of bike paths and trolleys as the most effective alternative at this time.

b. Feasibility and Sustainability of Proposed Project Budget and Financial Plan: Provide the information required in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Provide a narrative, as discussed below, to elaborate on the financial plan.

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Revenue (associated with 1 trolley and 1,600' of multi-use path)					
Transit in Parks Program funding (requested)	\$1,098,724.00	\$ 0	\$ 0	\$ 0	\$ 0
Funds from public land budget	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Other federal funds	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
State funding	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Local funding (Measure A 8.33% Transient Occupancy Tax to fund Town transit system)	\$141,150.00	\$148,207.50	\$155,617.88	\$163,398.77	\$171,568.71
Local funding (Measure R ½% sales tax to fund parks and recreation facilities)	\$5,000.00	\$5,250.00	\$5,512.50	\$5,788.13	\$6,077.54
Passenger Fares and/or transportation fees	\$				
All other dedicated sources of funding	\$				
<i>Total Revenue</i>	\$1,244,874.00	\$153,457.50	\$161,130.38	\$169,186.90	\$177,646.25
Capital Costs (1 trolley, bike trailers, 1,600' of multi-use path)					
Purchase of rolling stock (1 trolley and 15 bike trailers)	\$ 275,000	\$ 0	\$ 0	\$ 0	\$ 0
Lease of rolling stock (vehicles)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Construction (e.g., bus shelters, sidewalks, trails)	\$823,724.00	\$ 0	\$ 0	\$ 0	\$ 0
Rehabilitation	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Other: _____	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<i>Total Capital Costs</i>	\$1,098,724.	\$ 0	\$ 0	\$ 0	\$ 0
Operating Costs for Lakes Basin Route (3 trolleys, bike trailers, and 5.5 miles of multi-use path)					
Salaries (\$45/hr, 10 hrs/day, 65 days)	\$87,750.00	\$92,137.50	\$96,744.38	\$101,581.60	\$106,660.68
Routine Maintenance (trolley and trailers)	\$15,000.00	\$15,750.00	\$16,537.50	\$17,364.38	\$18,232.60
Routine Maintenance (5.5 miles of MUP)	\$ 5,000.00	\$5,250.00	\$5,512.50	\$5,788.13	\$6,077.54
Insurance (transit)	\$15,000.00	\$15,750.00	\$16,537.50	\$17,364.38	\$18,232.60
Fuel (65 days*10 trips/day*15 miles/trip*\$4/gal / 5mpg)	\$23,400.00	\$24,570.00	\$25,798.50	\$27,088.43	\$28,442.85
Contracted services (covered under salaries)	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

Other: _____	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<i>Total Operating Costs</i>	\$146,150.00	\$153,457.50	\$161,130.38	\$169,186.92	\$177,646.27

Proposed budget narrative: In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

Itemized Budget: The proposed budget for construction and acquisition costs is included as Attachment H.

Construction: Phase 1 of the back bone Lakes Basin Path construction was fully funded with Federal and State transportation funding and was completed during the summer of 2010. Phase 2 will be completed in 2011 with Forest Service ARRA stimulus funding. Phase 3 (connector path, enhanced trolley stops) will be completed during the summer construction season in 2012 or 2013 depending on when and if this grant proposal is approved.

Maintenance: The Town of Mammoth Lakes Parks and Recreation staff will maintain the path in the summer. The path will be swept periodically during the summer to maintain a safe riding surface. Summer maintenance will be funded via a ½% community sales tax dedicated to parks, recreation, and trails. During the winter the path will be covered with snow. A Forest Service consignee will maintain cross country ski trails along a portion of the path during the winter. A slurry coat will be applied to the asphalt paving once every 10 years and the path will be restriped periodically. The trolleys are maintained by Eastern Sierra Transit Authority (ESTA) at the Town owned transit facility.

Operation: The Town of Mammoth Lakes obligates 8.33% of the Transient Occupancy Tax to fund the operation of the free transit system. Additionally, the Town requires all transient occupancies to pay an annual transit fee of \$240 per year per unit. The Town owns and operates a 6 bay transit vehicle maintenance facility. The Eastern Sierra Transit Authority (ESTA) operates the trolley service under contract to the Town. The current total budget is approximately \$1,100,000 per year for all routes, summer and winter.

- c. **Cost Effectiveness:** Provide the information requested in items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. **You must provide all information in order to fulfill these required criteria.**

<p>1. Annual cost for project operations and maintenance (including salaries, fuel, maintenance and upkeep, administrative expenses related to system, and all other operating costs): \$146,150 for trolleys and paths serving Lakes Basin</p> <p>2. Average annual number of users or riders: 70,000/year. (45,000 trolley – 20,000 on Lakes Basin Path, and 5,000 users on Lake George Connector)</p> <p>3. Transportation fee or fares recovered (average): \$0.00/year</p> <p>4. Useful life of transportation assets: 20 years. (summer use only)</p> <p>Annual cost per passenger trip: This will be automatically calculated by FTA.</p> <p>Annual fee/fare recovery ratio: This will be automatically calculated by FTA. %</p>
--

If

necessary, you may also provide a narrative response justifying the cost-effectiveness of the project relative to other alternatives or to no action. Projects will be evaluated based on both initial capital cost and on the ongoing annual cost of operation.

d. Partnering, funding from other sources: Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities or the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. Identify all sources of additional funding, including the details of the agreements and any time-sensitive situations. If applicable, describe the economic, mobility, or other benefits for the partners or gateway community.

Partnering: The Forest Service partnered with the Town in 2007 on Phase 1 of the bike path project with a Challenge Cost-Share Agreement in the amount of \$450,000 for realignment and pavement work on Lake Mary Road necessary to make room for the bike path. As the economy slowed in 2008/2009 and the Town’s income constricted, the Forest Service one again partnered with the Town in a Challenge Cost-Share Agreement allocating an additional \$450,000 in ARRA stimulus funding to ensure Phase 1 was completed to a logical and safe terminus so that the path could be opened to the public. Phase 2 of the path is situated on Inyo National Forest land and is being constructed with \$2,949,000 in Forest Service ARRA stimulus funds. The Town of Mammoth Lakes Public Works Department is assisting the Forest Service with construction management on the Phase 2 contract. The Town of Mammoth Lakes is responsible for the operation and maintenance of all MUP’s on Forest Service land within the town boundary under a 30 year special use permit. The environmental review for the Lakes Basin Path was conducted jointly by the Town and Forest Service and the final FONSI was signed by the Forest Service. A letter of support from the Forest Service is included as an attachment to this application.

The Eastern Sierra Transit Authority (ESTA) was established under the California Joint Powers Act as a cooperative venture of the City of Bishop, Mono and Inyo Counties, and the Town of Mammoth Lakes. Its goal is to help provide a seamless and efficient transit system for Inyo and Mono counties. It is the transit provider for several services in the area, allowing for coordinated service. ESTA runs the inter-city CREST service along U.S. 395, a Dial-a-ride service serving mainly transit dependent populations such as persons with disabilities, senior citizens, and individuals with low incomes: the Town Shuttle and Trolley systems; and the Reds Meadow summer shuttle. The Town has contracted with ESTA to operate the Town owned trolleys and busses. ESTA operates out of the Town owned Transit Facility, with 6 service bays and

approximately 5,000 sq. ft. of office space. The property also has space to double in size as transit demand increases.

Letters of Support and Other Supporting Documentation:

- Attachment K – Forest Service Special Use Permit for Multi-Use Paths
- Attachment L – Letter of Support from Town Mobility Commission
- Attachment M – Letter of Support from Inyo National Forest
-

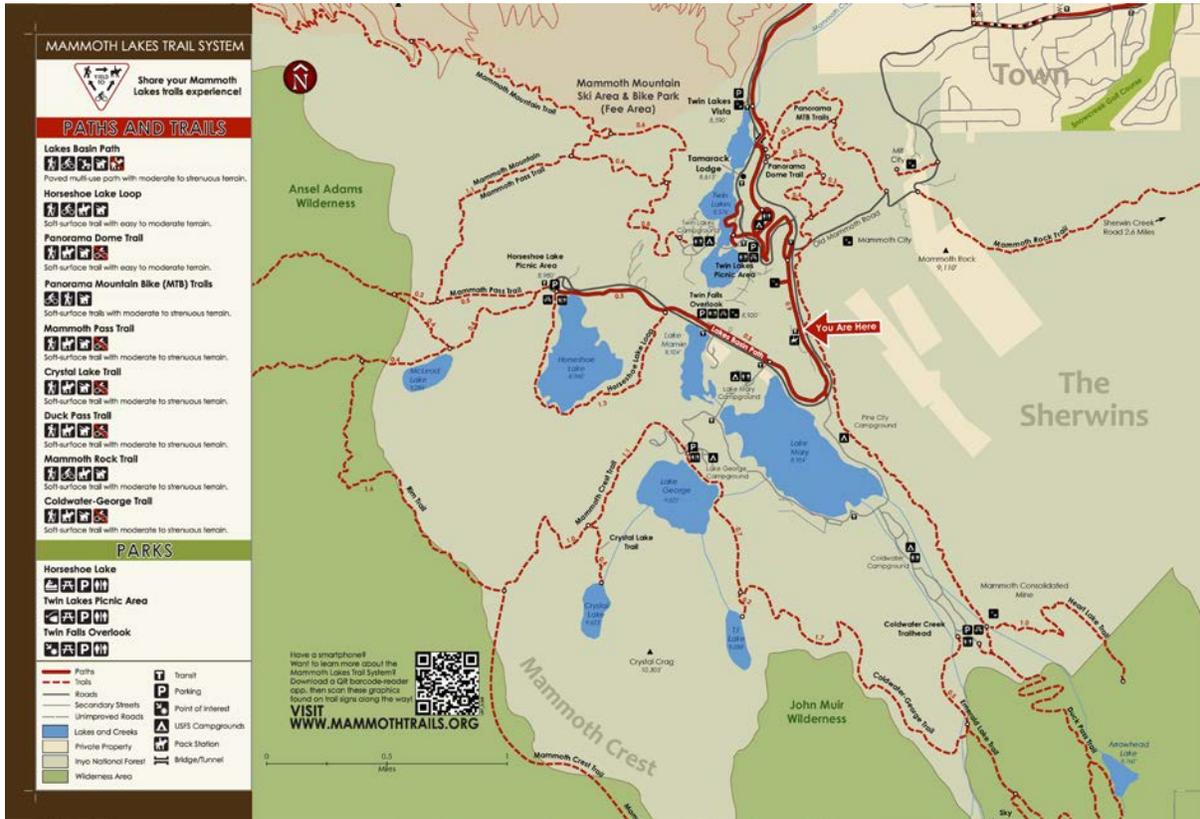
Photos of Lakes Basin Path



Ribbon Cutting
Forest Supervisor & Town Mayor



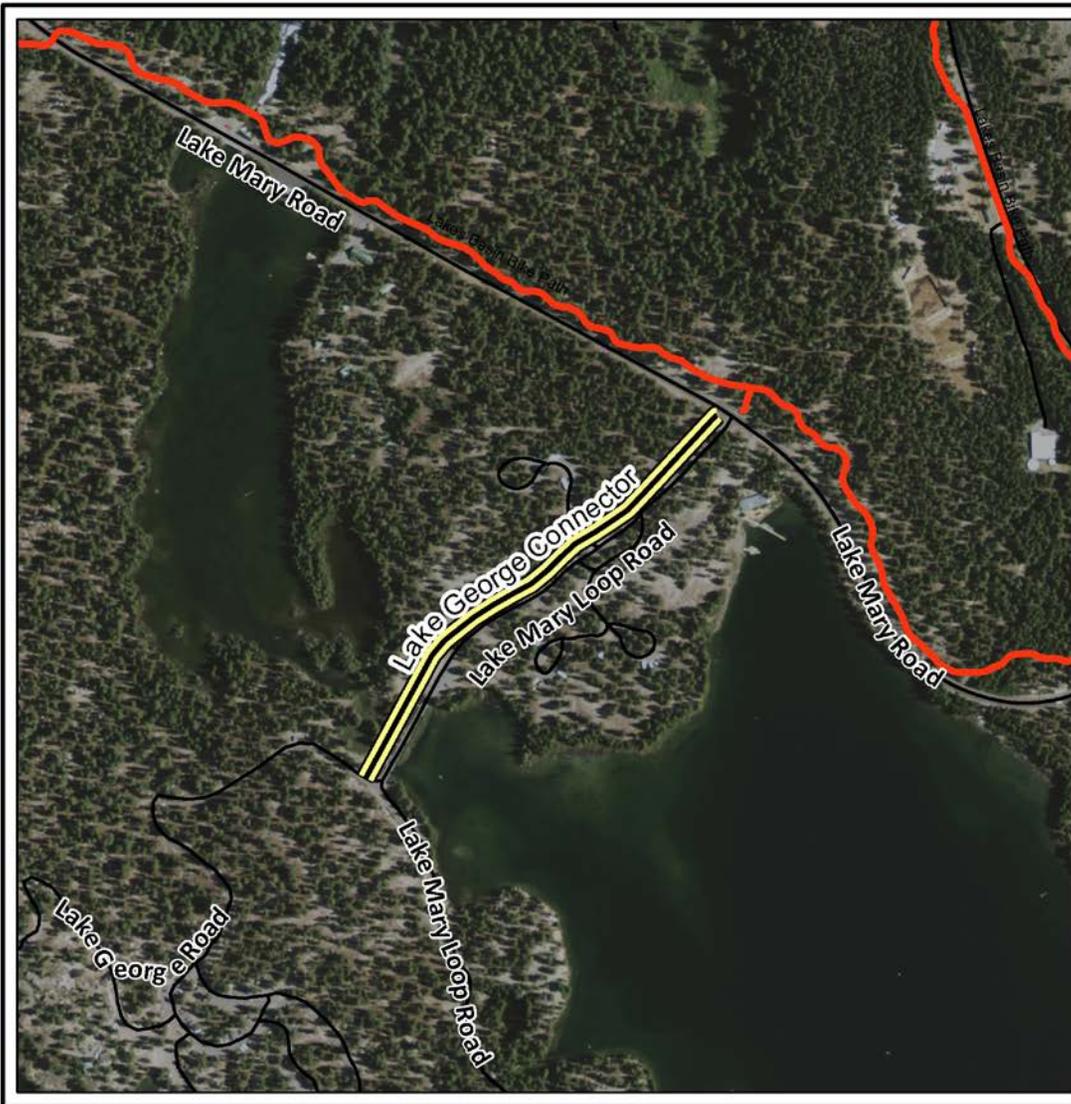
Wayfinding Signage being installed



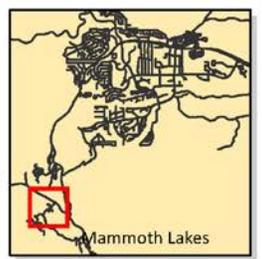
Typical Wayfinding Map of for the Lakes Basin Path



Box culvert carrying Lakes Basin Path under Lake Mary Road – under construction fall, 2010



**Lakes Basin Bike Path Enhancements
Lake George Connector**



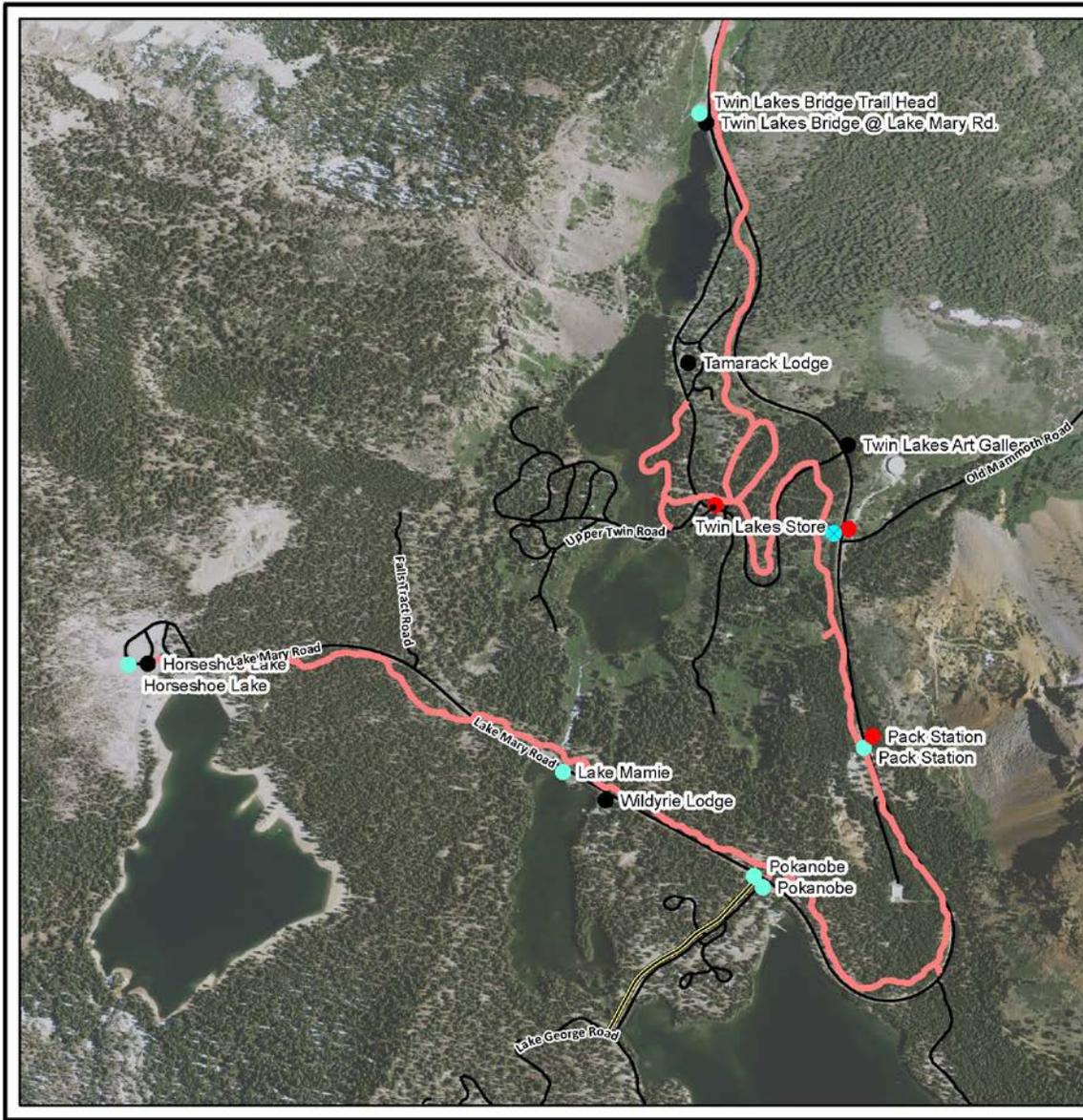
Town of Mammoth Lakes
PO Box 1609
Mammoth Lakes, CA
93546
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mammoth-lakes.ca.us

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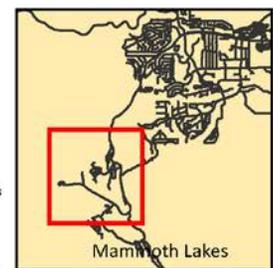
- PROPOSED MULTI-USE PATH**
Lake George Connector 1600' X 10' Paved
- EXISTING MULTI-USE PATH**
Lakes Basin Path
- Streets**

Attachment A





**Lakes Basin Bike Path Enhancements
Lake George Connector and
Trolley/Transit Stops**



Town of Mammoth Lakes
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LEGEND

- Transit/Trolley Stops
- Status & Funding Source
 - Existing - signs only
 - Proposed - ATPL with shelter
 - Under Construction - ARRA
- PROPOSED MULTI-USE PATH**
1600' from Lakes Basin Path to Lake George Rd.
- EXISTING MULTI-USE PAVED PATH**
Lakes Basin Path, 5.3 miles from Town to Horseshoe Lake
- Streets

Attachment B

Transportation Observations, Considerations, and Recommendations relative to the Eastern Sierra Expanded Transit System and the Reds Meadow Shuttle

**Provided by the Interagency Transportation Assistance Group (TAG) /
Alternative Transportation in Parks and Public Lands (ATPPL) Program**

**Mammoth Lakes / Bishop, CA
August 21 – 23, 2007**

A field investigation of the current transportation issues and opportunities relative to the Eastern Sierra Expanded Transit System and the Reds Meadow Shuttle by the inter-agency Transportation Assistance Group (TAG) was conducted August 21-23, 2007, on behalf of the U.S. Department of Agriculture Forest Service (USFS) in cooperation with the Devils Postpile National Monument (National Park Service (NPS)) and the Bureau of Land Management (BLM). This TAG report was prepared subsequent to the site visit and interaction with numerous federal, state, local and private sector stakeholders. This report documents the conditions observed, transportation issues and considerations, and recommendations arising from the TAG analysis. The site visit and the preparation of this report were facilitated and funded by the Alternative Transportation in Parks and Public Lands (ATPPL) program, administered by the Federal Transit Administration (FTA) in coordination with the Department of the Interior (DOI).

Background and Conditions

The Eastern Sierra Expanded Transit System has evolved from concept to reality through the creation of the Eastern Sierra Transit Authority (ESTA) on July 1, 2007. The ESTA service area encompasses a large area stretching from Reno, NV, on the north to Ridgecrest, CA, on the south – with connections from the region to major metropolitan areas (Las Vegas, NV, Los Angeles, CA, and San Francisco, CA). Inyo and Mono counties comprise the majority of the area both in terms of geography and recreational and tourism opportunities.

The Eastern Sierra is dominated by Federal lands (92% of Inyo County and 88% of Mono County) including the Inyo National Forest, the Humboldt-Toiyabe National Forest, Devils Postpile National Monument (NPS), Manaznar National Historical Site (NPS), portions of Yosemite National Park, Death Valley National Park, and Sequoia – Kings Canyon National Park to the west, as well as extensive Bureau of Land Management lands along the U.S. 395 Scenic Byway corridor.

The Eastern Sierra area is sparsely populated. The population of Inyo County is roughly 18,000; whereas the Mono County population is about 13,000. In comparison, visitation to the Inyo National Forest is over four million annually.

Attachment C

Tourism and recreation represent the largest portion of the local economy. Major sites from north to south along the U.S. 395 Scenic Byway corridor include:

- Bodie Ghost Town
- Mono Lake / South Tufa Reserve / USFS Visitor Center
- Yosemite National Park
- June Lake
- Town of Mammoth Lakes area
 - Inyo Craters / Earthquake Fault
 - Mammoth Mountain Resort
 - Mammoth Lakes Basin
 - Reds Meadow / Minaret Vista
 - Devils Postpile / Rainbow Falls
 - Hot Creek
 - Convict Lake
- Rock Creek
- Bishop Creek
 - North Lake
 - South Lake
- Manzanar National Monument
- Ancient Bristlecone Pine Forest / Visitor Center
- Mount Whitney / Alabama Hills (Film Museum)
- Interagency Visitor Center (Lone Pine)
- Death Valley National Park

The Inyo National Forest contains 14 of the 15 mountains in California with an elevation over 14,000 feet. The highest point (Mt. Whitney, 14,496 feet) and the lowest point (Bad Water, Death Valley National Park, 282 feet below sea level) in the “lower 48” states are in Inyo County, and attract visitors to the Eastern Sierra.

The overwhelming majority of visitors to the Eastern Sierra (upwards of 95%) arrive by private motor vehicles, making alternative transportation more a matter of choice than necessity, as was noted by multiple stakeholders. Most are from Southern California (especially during the winter as highway routes between U.S. 50 and across the Sierras are closed). Increasingly, visitors are coming from Reno and Las Vegas, NV, in part as a result of Angelinos relocating to these areas yet still recreating in the Eastern Sierra. The Town of Mammoth Lakes reports solid international visitation from “fly-drive” and “fly-ride” tours of the American West. Tour itineraries vary, but typically include a leg from Las Vegas to Mammoth en-route to Yosemite (at which overnight accommodations are more difficult to secure than in Mammoth Lakes).

In sharp contrast to the dominance of highway transportation in the Eastern Sierra are the Pacific Crest Trail and the John Muir Trail – both popular trails that intertwine along a 200-mile wilderness section devoid of roads. The John Muir Trail runs from Yosemite National Park in the north to Whitney Portal / Lone Pine in the south. Hikers rely on the

Attachment C

communities along the U.S. 395 corridor to access the Pacific Crest and John Muir trails, secure provisions, and meet up with family and friends along the way. Websites¹ geared to long-distance hikers provide tips about how to access and use available transit services along the corridor to be able to secure supplies and/or return to their starting point after hiking all or a portion of these trails.

The U.S. 395 corridor functions as the transportation backbone of the Eastern Sierra and provides access to Reno, NV, to the north, Los Angeles, CA to the south, and linkages to I-15 and other routes to Las Vegas, NV. Caltrans reports that 40% of the U.S. 395 travel is “through traffic;” 55% is for recreational purposes. Of the 60% of traffic originating in or destined to locations within Inyo and Mono counties, the Town of Mammoth Lakes is the top destination. Caltrans also indicated that increased truck traffic to Reno, NV, from Los Angeles, CA, is projected due to industrial development in the Reno area. There also has been interest in developing rail transportation in the corridor, but Caltrans indicated that at a cost of \$4B this was unlikely in the current budgetary environment.



Figure 1: Map of Eastern Sierra Federal Land Areas

In addition to the U.S. 395 Scenic Byway (both in Inyo and Mono counties), the Eastern Sierra also includes the Ancient Bristlecone Scenic Byway (Route 168), the Lee Vining

¹ <http://alumnus.caltech.edu/~rbell/JMTTransport.html>

Attachment C

Canyon Scenic Byway, the Tioga Road / Big Oak Flat Road Scenic Byway, and the Death Valley Scenic Byway – each of which offers a unique motor touring experience.

The withdrawal of Greyhound intercity bus service from the corridor in 2001 resulted in Inyo and Mono counties instituting the CREST (Carson Reno Eastern Sierra Transit) intercity bus service between the Reno, NV, airport and Ridgecrest, CA. Operating a reduced service (every other day in each direction) in comparison to daily Greyhound service previously, CREST serves to interconnect communities along the corridor and link to other intercity transportation services. A recent survey by LSC Transportation Consultants reported that of the 4,400 annual passengers (comparable to 8,000 for the daily Greyhound service on a per day basis), 55% use CREST to connect with other airline, rail, or bus service. Notably, 72% use CREST for “recreation / vacation” travel, which is consistent with reports that only 45% of the riders reside in California, about 35% reside in other states, and more than 20% are from other countries. Most (70%) of CREST riders are non-disabled adults, 20% are seniors, 5% are persons with disabilities, and 5% are children.

Intercity transportation is a significant issue, particularly with respect to the Town of Mammoth Lakes, which has a resident population of 7,000 (roughly 25% of the regional population) and a peak seasonal population of 35,000 during the summer and winter seasons. The Town purchased the Mammoth June Lake Airport from Mono County in 1992 and now is the Mammoth Yosemite Airport. The airport lacks commercial airline service; however, the Town has been pursuing commercial air service to the Eastern Sierra in cooperation with Mammoth Mountain Ski Area (MMSA) since 1997. Air service is “viewed as a means to help stabilize Mammoth’s economy; provide a broader exposure to the long-term visitor marketplace; and assist in controlling the growth rate in traffic and air quality”.¹ Although there has been opposition to proposed airport expansion on environmental grounds the Town was upheld in Superior Court and a in the final ruling by the California Appeals Court on June 23, 2005, so commercial air service into the area may begin in 2008. Stakeholders anticipate that this will enhance the Town of Mammoth Lakes and MMSA as a destination resort area, but acknowledge that lacking alternative transportation options the airport may blossom with rental car agencies that in turn will inundate the town with additional motor vehicles and traffic.

In consideration of these conditions and a desire to facilitate the connection between people and outdoor recreational opportunities in national forests, the Forest Service requested the TAG visit so as to explore partnering opportunities and strategies for enhancing alternative transportation access to public lands in the Eastern Sierra. Figure 1 below depicts the wealth of Federal lands within the region.

Prospective partners

The Eastern Sierra has an impressive tradition of partnering and presents fertile ground for the cultivation of future opportunities. Paradoxically, the area has a lot of opportunity coupled with a lack of financial capability due to the dominance of federal lands and

¹ <http://ci.mammoth-lakes.ca.us/airport/MLAC2Newsletter.htm>

Attachment C

heavy dependence on recreation and tourism economically. The region is disadvantaged in terms of most traditional alternative transportation funding sources in that most are allocated in proportion to the resident population.

- **The Eastern Sierra Transit Authority (ESTA)** has been established under the California Joint Powers Act, as a cooperative venture of the City of Bishop, the Town of Mammoth Lakes, Inyo County, and Mono County. It began operations in July 2007, and provides an unprecedented opportunity to develop cooperative regional solutions. It is the transit provider for several services in the area, allowing for coordinated service. ESTA runs the inter-city CREST service along U.S. 395 mentioned above; a Dial-a-ride service serving mainly transit dependent populations such as persons with disabilities, senior citizens, and individuals with low incomes; and the Town of Mammoth Lakes Shuttle mentioned below. ESTA has yet to become designated as an Federal Transit Administration (FTA) grantee. Instead, it provides services under contract with the local governments it serves.
- **The Town of Mammoth Lakes** is a major transportation hub for the region and also provides summer transit services (under contract with ESTA). The Town of Mammoth Lakes has a Transportation Development Tax and recently has enacted a 1% increase in Transient Occupancy Tax (TOT) to fund its shuttle and trolley services. The TOT generates \$850,000 annually, making the Town a potential partner with a reliable funding source for operations and maintenance. The Town of Mammoth Lakes received a grant in 2006 through the FTA Bus and Bus Facilities program. As a result, the town became an FTA grantee, and purchased twelve vehicles (six replica trolleys and six small cut-away buses) and built a six-bay transit vehicle maintenance facility.
- **Local Transportation Commissions (LTCs)** in Inyo County and Mono County determine how transportation funding provided via Caltrans is allocated. Funds primarily are for planning or capital investment and are used as match for Federal grant funding. ESTA, for example, anticipates requesting LTC funding to develop a service plan and a short range capital investment plan.
- **Caltrans** District 9 covers the Eastern Sierra region. Although most of Caltrans funding is directed via the Local Transportation Commissions, the District 9 staff represents a solid technical resource and offered to assist in providing assistance in preparing grant applications and other requests for funding. Caltrans Division of Mass Transportation (DMT) is the designated FTA grantee for administering Section 5311 formula grant for transit in non-urbanized areas with a population under 50,000; however, due to small resident populations the amount of funding for Inyo and Mono counties is very modest relative to need. The Division also administers the Section 5311(f) program for Intercity Bus Service – a competitive grant program under which CREST has received funding in the past but will face increasing competition going forward.

Attachment C

- **Mammoth Mountain Ski Area (MMSA)** operates and maintains a fleet of about 30 transit buses to serve its patrons and employees. During the ski season MMSA operates a skier shuttle with 22 buses seven days a week, for approximately 150 days. MMSA also operates a shuttle bus service to its mountain bike park from Mammoth Village during the summer. It provides year-round commuter service for its employees who live in Bishop, CA, due to the limited availability of affordable housing in the Mammoth Lakes area. The winter skier bus service is provided as a traffic congestion mitigation measure imposed under the Forest Service permit granted to MMSA for operation of the ski area on the Inyo Forest. The MMSA is responsible for shuttle capital investment, operating and ongoing maintenance costs. Revenues generated under the Forest Service permit and paid by MMSA go to the U.S. Treasury and are not available to offset costs of the Inyo Forest or Forest Service.
- **Yosemite Area Regional Transit System (YARTS)** provides a daily service from Mammoth Lakes to Yosemite during the summer season (June through September). YARTS is a Joint Powers Agency formed by Merced, Mariposa and Mono counties. YARTS partners include the Caltrans, the Federal Highway Administration, the USDA Forest Service, and the National Park Service.
- **CALnections** is a web-based trip planner that provides information about ground transportation serving rural California regions - public buses, commercial carriers, shuttles and social service transportation. Currently, it covers Modoc County and Sage Stage Bus with trips to/from Alturas, California. According to ESTA, plans call for CALnections to include trip planning and travel information capabilities for Lassen, Plumas, Mono and Inyo counties along US 395 in the coming months. CALnections is a joint venture of the Modoc County Transportation Commission in association with HB Software Solutions.
- **Coalition for Unified Recreation in the Eastern Sierra (CURES)** is a nonprofit partnership organization that seeks to enhance and protect outdoor recreational opportunities in the Eastern Sierra as well as the resources upon which such experiences are based. CURES is comprised of a diverse group that includes representatives from outdoor recreation industries, government agencies, user groups, environmental organizations and the community at-large. It worked to establish the U.S. 395 Scenic Byway, and continues to serve as a cooperative forum for these diverse interests to work together toward common objectives.
- **The Sierra Business Council (SBC)** is “a nonprofit association of more than five hundred businesses, agencies, and individuals working to secure the social, environmental, and financial health of the Sierra Nevada region for this and future generations. SBC is a resource for business leaders, government officials, and other decision-makers seeking solutions to local and regional challenges.”¹

¹ <http://sbccouncil.org/>

Existing transportation planning studies

Several transportation plans and studies have addressed Eastern Sierra topics over the past 5-10 years or are ongoing. Notable among these are:

- US 395 Origin & Destination Study, Caltrans District 9, System Planning Branch, 2000
- *Field Report* Eastern Sierra Expanded Transit System, Federal Lands Alternative Transportation Systems Study – Summary of Forest Service ATS Needs, January 2004
- Eastern Sierra Public Transportation Plan – Community-Based Transportation Planning Process and Goals and Objectives, December 2004
- Eastern Sierra Public Transportation Plan – Existing Conditions, August 2004
- *Replacing the loss of Greyhound service in the Eastern Sierra – The CREST Program*, LSC Transportation Consultants, Inc. (TRB Presentation 2006)
- Eastern Sierra Transit Authority Business Plan, July 2007
- California Statewide Rural Intercity Bus Study, (Underway 2007)
- U.S. Forest Service Reds Meadow Shuttle Bus Feasibility Study in cooperation with National Park Service Devils Postpile, (Initiated August 2007)

Existing alternative transportation

Alternative transportation in the Eastern Sierra area exists at a number of locations but is fragmented both in terms of service, user information, fare structure, and interconnection. The notable services are highlighted below.

- **ESTA/CREST** provides alternating day, intercity bus service between the Reno / Tahoe International Airport and Ridgecrest, CA. The CREST route comprises a northern and a southern section that overlap from Mammoth Lakes to Bishop. ESTA also operates a demand responsive service throughout its service area; this however, is not promoted as a visitor oriented service. ESTA also operates the Town of Mammoth Lakes transit services described below.
- **Yosemite Area Regional Transit System (YARTS)** provides a daily service from Mammoth Lakes to Yosemite during the summer season (June/July through September). The service departs Mammoth Lakes at 7:00am, arriving Yosemite at 10:55 am and returns from Yosemite at 5:00 pm, arriving back in Mammoth Lakes at 8:50 pm. The roundtrip adult fare is \$30 and includes the entrance fee for Yosemite National Park. A corresponding one-way fare is \$15. Senior and child fares are half the adult fare. YARTS is popular with hikers who walk the John Muir Trail to or from Yosemite and ride YARTS on the return. YARTS also provides interconnecting service to Amtrak passenger rail service (to SF/Oakland and Los Angeles / San Diego) and the Merced Municipal Airport (service to Las Vegas) in Merced, CA.

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YARTS has worked to coordinate services with ESTA/CREST to facilitate transfers at Lee Vining, CA, and appears willing to work on cooperative service offerings along the U.S. 395 corridor (Lee Vining to Mammoth Lakes), where YARTS and CREST services overlap. YARTS received \$582,579 in FY 2006 funds through the ATPPL program to construct two park and ride lots. YARTS applied for \$264,000 in ATPPL funds in FY2007 for leasing vehicles.

- **MMSA** provides extensive winter shuttle bus service within Mammoth Lakes as well as the summer Bike Park Shuttle which takes mountain bikers from the Village to the Adventure Center every 30 minutes. Operates 9:00 am to 5:30 pm daily, from late June – late Sept. The service is for Bike Park pass holders with bikes but also offered FREE for pedestrians with no bike. The bike park shuttle can be used as a transit connection to the Reds Meadow Shuttle.
- **The Town of Mammoth Lakes** provides three free transit services during the summer. This service uses vehicles owned by the Town and operated by ESTA.
 - **The Trolley:** Operates from the Village to Main Street to Old Mammoth Road daily, 9am to 10pm. Every 15 minutes June 15 to Sept. 3; every half hour Sept. 4 to Nov. 1, 2007.
 - **Lakes Basin Trolley:** Operates from the Village to Horseshoe Lake. Every hour from 8am to 6pm, July 1 to Sept. 3, 2007.
 - **The Lift:** Operates from the Village to Main Street to Old Mammoth Road daily, 7am to 6pm. Every half hour. 9am to 6pm on weekends.
- **The Reds Meadow Shuttle** is operated cooperatively by the U.S. Forest Service and the National Park Service. Since 1979 the shuttle has provided the primary visitor access to Reds Meadow and Devils Postpile National Monument from the Mammoth Adventure Center. The one-lane road into Reds Meadow and Devils Postpile is only open in the summer. With few exceptions, all visitors are required ride the shuttle, which operates from mid-June to mid-September. It runs at least every 45 minutes (and up to every 20 minutes during peak periods) from 7:15 am to 7 pm. The roundtrip adult fare is \$7. The Forest Service contracts with a private transportation company to provide this service.

Other alternative transportation services:

- **Sierra Express Transportation** offers door-to-door taxi service connecting to and from Mammoth Lakes from locations throughout the Eastern Sierra, including Reno International Airport.

Transportation Findings

The Eastern Sierra presents an array of ripe opportunities, as previously outlined in the Federal Lands Alternative Transportation Systems Study – Summary of Forest Service ATS Needs. Prospects for strong and growing recreational visitation is anticipated not only from Southern California but also from the growing Reno and Las Vegas areas. In

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addition, the region benefits from outstanding and dedicated professional Forest Service, National Parks Service, and Bureau of Land Management staff willing to participate in transportation planning and mobility improvements with a wide variety of stakeholders.

The partnering climate and tradition is exceptional. The Reds Meadow shuttle is a great example of collaboration – a pioneering effort over 28 years. The recent creation of ESTA underscores the regional intent to pursue coordinated transportation services in the Eastern Sierra. Throughout the region there are volunteers who have a pioneering spirit for increased transit to become a way of life in the region. There is cohesive spirit of cooperation in support of initiatives by the Town, MMSA and others. It is easy to see alternative transportation successes in the near future

The prospects for alternative transportation in this automobile dominated area are quite hopeful given the environmental ethic and commitment that is evidenced among visitors and residents alike. The Town of Mammoth Lakes “Feet First” motto is emblematic of their commitment to alternative transportation solutions. The replica trolley and shuttle service in the Town of Mammoth Lakes, along with planned construction of a bike path along Lake Mary Road all speak to this intent.

Success going forward will depend on the development of and further refinement of existing plans, policies, and procedures. Selection of the proper transit service in various locations with proper supporting infrastructure will offer an opportunity to provide highly effective mobility. The planning the region has completed sets a positive course for future success in improved mobility and alternative transportation options.

Financing (actually the lack thereof) is the primary controlling factor. Whereas capital improvement funding comparatively is easy to obtain, funding for ongoing operations and maintenance is problematic. Excepting the Town of Mammoth Lakes and MMSA, few agencies in the Eastern Sierra have funding for transportation operations. The Forest Service has been struggling to sustain the Reds Meadow Shuttle for nearly three decades. Federal Lands Recreation Enhancement Act (REA) revenue currently funds the shuttle; REA funding varies from year to year based on the number of visitors – the costs, however, are for the most part fixed. It is impressive that the Forest Service has been able to fund in the range of 90% of the capital and operating costs for the shuttle service from passenger fares. Being able to fund 25% to 40% of operating expenses and no capital expenses out of passenger fares is considered good by transit industry standards. As such, the Forest Service’s 90% fare box recovery ratio indicates strong cost controls. It may also indicate that lands managers may be able to charge more in passenger fares or entry fees than the typical transit agency can charge for a trip. In other words, members of the public may be willing to spend \$7 on a passenger fare / entry fee to see a geological wonder while they are only willing to pay \$1.50 to take a bus to work everyday. The Forest Service will need to consider funding options going forward if it intends to pursue highly desirable alternative transportation options for several popular recreational sites, including Whitney Portal, Bishop Creek, Rock Creek, and Convict Lake. Forest Service campgrounds and parking areas experience very high occupancy rates throughout the summer season, 80-95%. Visitors to such areas often park along

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side the road or far away from the trailheads or lakes they seek to enjoy. Given that many visitors come from the Southern California area where forest access fees are in place, consideration of a similar funding approach may be warranted.

Most concepts outlined in the Federal Lands Alternative Transportation Systems Study – Summary of Forest Service ATS Needs, are reasonable, and could be pursued. Some are more suitable for near term pursuit, whereas others are longer term candidates. Although the report presents these as “feasible transit alternatives”, the TAG interprets feasibility to mean suitable for transit – recognizing that further implementation planning and analysis will be necessary to determine projected visitor use and associated financial feasibility. A summary of TAG perspectives on the study concepts is provided in the table below.

Findings, Recommendations, and Possible Next Steps

The TAG recommends pursuing planning and implantation activities in parallel. There is a sufficient planning base to move forward with site specific planning initiatives while a unified, long-term cooperative regional transportation planning framework is developed. Advancing implementation activities is viewed as essential to sustaining the cooperative spirit among the stakeholders, who are as interested (if not more so) in pursuing near term results than further longer range planning. Exceptional opportunities exist to provide alternative transportation access to high sierra wilderness day hiking experiences from the Town of Mammoth Lakes and elsewhere in the region.

Federal Lands Alternative Transportation Systems Study – Summary of Forest Service ATS Needs	
“Feasible” Transit Alternatives	TAG Perspective
<i>Interregional and Regional Transit Service Expansion and Implementation Alternatives</i>	
<ul style="list-style-type: none"> ▪ Expand CREST service to daily operation at a cost of \$690,000 initially and \$500,000 per year thereafter. 	<ul style="list-style-type: none"> ▪ Impractical until a viable operations and maintenance funding strategy can be identified.
<ul style="list-style-type: none"> ▪ Extend YARTS service to other Eastern Sierra communities at a cost of \$525,000 initially and \$115,000 per year thereafter. 	<ul style="list-style-type: none"> ▪ Impractical until a viable operations and maintenance funding strategy can be identified.
<ul style="list-style-type: none"> ▪ Implement a Route 178 Shuttle Bus to serve Kern County and Sequoia / Kings Canyon National Parks at a cost of \$245,000 initially and \$410,000 per year thereafter. 	<ul style="list-style-type: none"> ▪ Impractical until a viable operations and maintenance funding strategy can be identified.
<i>Local Transit Service Expansion and Implementation Alternatives</i>	
<ul style="list-style-type: none"> ▪ Continue the Reds Meadow / Devils Postpile Shuttle Service 	<ul style="list-style-type: none"> ▪ Essential to any future strategy. ▪ Funding is an ongoing concern.
<ul style="list-style-type: none"> ▪ Implement a Mammoth Lakes Basin Summer Shuttle Service 	<ul style="list-style-type: none"> ▪ Essential to any future strategy. ▪ Implemented in 2007
<ul style="list-style-type: none"> ▪ Convert MMSA winter shuttle service to Town of Mammoth Lakes (or ESTA) 	<ul style="list-style-type: none"> ▪ Worthwhile goal but requires thoughtful transition planning. ▪ Institutional and financial aspects and equitable conversion are daunting.

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<ul style="list-style-type: none"> ▪ Implement Recreational Shuttle Service at sites on the Inyo National Forest and the Humboldt-Toiyabe National Forest 	<ul style="list-style-type: none"> ▪ TAG did not consider the Humboldt-Toiyabe needs; so offers no opinion. ▪ Inyo recreational shuttle opportunities are suitable for pursuit selectively as noted in the recommendations section below.
<p><i>Integrated Transit Expansion and Implementation Alternatives</i></p>	
<ul style="list-style-type: none"> ▪ Increase scheduled inter-community transit service and demand responsive service with CREST in Bishop, Lone Pine, the Town of Mammoth Lakes, Walker, and Benton 	<ul style="list-style-type: none"> ▪ Worth considering subject to funding availability for ongoing operations and maintenance.
<ul style="list-style-type: none"> ▪ Expand CREST to provide regional and local inter-connections with recreational shuttle services 	<ul style="list-style-type: none"> ▪ Suitable for pursuit selectively in conjunction with Inyo recreational shuttle opportunities.

Five interrelated thrusts are outlined below by the TAG, along with recommendations. In total there are more planning recommendations than can be reasonably pursued; therefore it will be necessary to prioritize and select which to advance. The TAG anticipates that in addition to pursuing regional transportation planning on a continuing basis, the Forest Service and its partners will consider pursuing opportunities in Whitney Portal and in the Mammoth Lakes area.

1. **Regional Transportation Planning** is a continuing process. Although the region has a remarkable transportation planning legacy, the area will benefit from the developing unified regional transportation plans, policies, and procedures in support of ESTA and other alternative transportation initiatives. Opportunities exist under ESTA to unify disparate rural, human services, and recreational transit services. A regional transportation planning study is needed to develop detailed operational and financing plans. This planning should build on the vision of the Eastern Sierra Expanded Transit System planning study and should integrate with other planning efforts.

The overarching theme should be need for regional, seamless, and sustainable transit that is integrative and supportive of land agency management plans. For example, a General Management Plan is scheduled to start in 2009, and would benefit from coordination with other agencies regarding the transportation element. Likewise, plans for commercial air service into Mammoth Lakes present a rare opportunity to consider how alternative transportation service might be used to facilitate visitor mobility without a proliferation of rental cars in the area. Likewise, opportunities for facilitating “fly-ride” tour services in the Eastern Sierra region should be evaluated with respect to multiple destination travel (i.e., Death Valley National Park, Whitney Portal / Alabama Hills, Mammoth Lakes / Reds Meadow / Devils Postpile / Lakes Basin, Mono Lake, Yosemite and Sequoia / Kings Canyon National Parks).

Recommendation: The Federal agencies should work cooperatively with the other stakeholders in the area to review and coordinate plans in order to unify mobility and management strategies in the region. The Forest Service, National Park Service, and Bureau of Land Management should incorporate transportation in their management

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plan updates. The new regional transit authority, ESTA, plans to develop a regional service plan and a short term capital investment plan over the coming year. This is an opportune time to engage with other stakeholders in defining the future of alternative transportation in the Eastern Sierra region.

The Federal agencies should work cooperatively with ESTA, the Town of Mammoth Lakes, Inyo and Mono counties, and Caltrans to apply for ATPPL funding to develop a long-range, alternative transportation strategy for the Eastern Sierra region to extend and complement existing regional transportation plans. The plan should consider the ways and means for cooperatively addressing priority needs that have been identified already, particularly as it relates to lifecycle operation and maintenance costs. Such a plan will develop and analyze options for transit routes, vehicle and fuel technologies, unified trip planning, way finding / information systems, fare payment systems, marketing, and supporting infrastructure. The plan could help alleviate the fragmentation that now exists among alternative transportation systems and services in the Eastern Sierra. The plan should consider multiple planning horizons and financial contingencies by creating mobility policies and programs with respect to: immediate needs, (now-2 years), intermediate needs (2-5 years) and longer term (10-20 years).

The long range study needs to take a serious look at financial feasibility and explore various ways and means to finance transit service at price points commensurate with various market segments. The possibility of using REA or other funds, such as TOT and/or corporate contributions / sponsorship, should be explored. Although the study could be led by ESTA, the financial analysis component needs to be done in close cooperation with the Bureau of Land Management, Forest Service, and the National Park Service to explore opportunities for providing recreational services with funding sources that can reliably sustain operational and maintenance needs over the long term.

If partners were to receive an ATPPL planning award, partners could hire a consultant to carry out the study or use the funds to pay the salary of new or existing staff working on the planning study. ATPPL funds can cover that portion of the staff person's time that is devoted to working on the planning study.

- 2. Integrate, Enhance, and Promote Existing Services.** Alternative transportation services, particularly in the vicinity of Mammoth Lakes, appear to have untapped potential that can be exploited more effectively. Opportunities exist with respect to improving signage, providing more widespread information about schedule, stops, fares, and payment options. Several recommendations are provided for consideration, any or all might be the basis for an ATPPL planning or implementation grant(s).

Recommendation: Pursue development of a web-based trip planner in conjunction with CALnections. An for accelerating development of information related to the ESTA service region should be considered. Include linkages to other web sites that

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typically are accessed by visitors (e.g. land management agency sites, hotel, tourist attractions, etc.).

Recommendation: Consider extending the Mammoth Lakes Trolley route to serve the Reds Meadow / Devils Postpile Shuttle and the Welcome Center, possibly with shuttle ticket sales at the Welcome Center.

Recommendation: Consider enhancing trolley and shuttle stops, with updated signs and bus schedules posted at the bus stops. There is a particular opportunity here for the Lakes Basin trolley which currently does not appear to be well marked.

Recommendation: Participate in the development of a unified regional fare policy and payment system that provides incentives for transit use with a seamless pass, connecting a wider range of origins and destinations. A regional pass could also offer reduced fare, possibly in conjunction with business promotions (i.e. goods and services discounts for pass holders).

Recommendation: Investigate the possibility of corporate sponsorship and/or other contributions to offset transit operating and maintenance costs to afford more fare free or pass based services, and/or increase Mammoth Trolley service frequency.

Recommendation: Develop a marketing plan and promotional materials beyond the Mammoth Lakes Transit Map. Consider innovative uses of social “word of mouth” marketing strategies. Emphasize the Town’s “Feet First” motto and bus – hike options, such as the ability to take the Lakes Basin Trolley then a trail into the wild, connecting to the Reds Meadow Shuttle on a day hike! A series of transit accessible hikes and activities could be highlighted for visitors and residents alike.

Recommendation: In order to close the funding gap for the Reds Meadow Shuttle, the Forest Service should continue to seek ATPPL implementation funding the capital portion of the shuttle bus service contract. The ATPPL program does not fund operating expenses, so it cannot pay for the part of the service contract that goes to driver salaries, fuel, etc., but it can pay for the part of the contract that covers the capital costs of the vehicles. The Forest Service requested this from FY2007 ATPPL funds and could request it again in future years should the current shuttle feasibility study determine continuation of the service contract to be prudent.

3. **Save Paradise – Put Up a Transit Stop.** Managing over-loaded parking lots is a topic that should be addressed at a number of locations. Strategies as to what should be done if there is limited parking and what policies should be in place need to be developed. Methods to manage parking demand (i.e., parking fees) should be considered along with increased transit capacity.

The need is most evident at Whitney Portal, where the District Ranger expressed a strong desire to consider alternatives to parking as the only option. Options to reduce the parking footprint and take pressure off the land in order to “save paradise” through the implementation of shuttle service from the Interagency Visitor Center

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(Lone Pine) to the Whitney Portal / Alabama Hills area merit immediate study. As with the visitor center, this would require coordination with Federal partners to determine how costs might be shared. A need exists as well to demonstrate the economic and long term resource preservation benefits of implementing a transit alternative. The time to do something at Whitney Portal is at hand, with or without partners. The issue goes beyond parking needs (i.e., day use multi-day, and extended term parking for long-distance hikers) to providing connectivity to allow hikers the ability to avoid having to position multiple vehicles to accommodate return to origin travel after a lengthy hike.

Recommendation: Apply for a site specific ATPPL planning grant to study transit alternatives in conjunction with parking management strategies to alleviate parking issues. The Forest Service and the Bureau of Land Management should share primary responsibility, using REA funds to get started on proposing transit. This study should be consistent with the regional planning thrust outlined in Item 1 above, and provides an excellent pilot opportunity to work with ESTA.

4. **Recreational Shuttle Services.**

The Eastern Sierra area provides a lot of recreation sites for visitors both in the summer and winter seasons. Although most visitors come to the area via private motor vehicles, an attempt should be made to convert users to alternative transit. Planning with creativity and ingenuity is needed to inspire individuals to want to get out of their vehicle and onto alternative transportation. The demand for mobility in rural towns and areas differs from that in urban areas in that the demand is less efficiently located. The density of movement, with its attendant economies of size, is very low. High costs per trip result from the lack of rural consolidation and longer mileage trips especially in the Eastern Sierra region. A demand-responsive service may be the only cost-effective way to accommodate the small number of riders in less populated areas. Providing specialized transit services along the U.S. 395 corridor that tie into recreational opportunities for hiking, biking, and other activities merits further consideration, particularly as a means of improving day-use access to areas where parking is oversubscribed.

Recommendation: Apply for an ATPPL planning grant to develop and assess recreational shuttle alternatives, including those that provide on-demand and/or selective day service to popular hiking and fishing areas off of U.S. 395. A likely approach is to build services out from population centers such as Mammoth Lakes. This study should be consistent with the regional planning thrust outlined in Item 1 above.

5. **Alternative Transportation “Extension Agent”.** The Forest Service acknowledges its lack of technical expertise in transportation planning, as do the other Federal land management agencies. However, there is a growing recognition of the importance of participating in transportation planning meetings and contributing to system planning relative to recreational travel interests. The notion of having a Transit Extension Agent – a person to work locally with staff to help put together these pieces – was discussed

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by the TAG. Whereas an on-site, federal staff presence would be ideal the ability to achieve such given staffing and budgetary constraints is unclear. It may be possible to establish a position such as has been done in the Lake Tahoe area, or possibly share this person. It also was noted that during its formative stage, YARTS was able to “borrow” a transit planner from Yolo County. Note, however, that none of these strategies alleviates the need for ongoing management attention on the part of the agencies.

Recommendation: Seek an ongoing transportation planning capability to work with Federal land management agencies in the Eastern Sierra. Successful application for ATPPL funding on planning initiatives outlined above could provide some funding to support a planner. Paying the salary of a staff person working on a planning study funded through the program is an eligible expense. ATPPL funds can cover that portion of the staff person’s time that is devoted to working on the planning study. Likewise, Forest Service transportation planning funds might be available as well. Alternatively, the Federal land management agencies could try to cooperatively request the assistance of a transportation scholar from the National Park Foundation; recognizing that such proposals need to be based on National Park needs, which may not be too difficult if a regional planning effort were undertaken given the number of major national park sites in the region.

Participants

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- Alexander Smith, Community Planner, Region 9, Federal Transit Administration
- Floyd Thompson, Tourism Industry Liaison and Scenic Byway Program Leader, U.S. Forest Service, Office of Recreation, Heritage and Wilderness Resources

U.S. Forest Service

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National Park Service

- Deanna Dulen (Devils Postpile National Monument Superintendent)
- Henrietta DeGroot, National Park Service, Yosemite National Park
- Jessica Morriss, 2007 Park Transportation Scholar

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Bureau of Land Management

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Other Participants

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 - Monika Waterson – Operations Manager
 - Jill Bachelder – Program Manager
- Town of Mammoth Lakes
 - Skip Harvey – Mayor
 - Bill Manning – Transportation Director
- Mammoth Mountain Ski Area (MMSA)
 - David Gilreath – Transit Director
 - Rebecca Paranick, Government Relations Manager
- Yosemite Area Regional Transit System (YARTS)
 - Dick Whittington – YARTS Transit Manager
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- Luis Mejias, U.S. DOT Volpe Center, Project Team Leader, Reds Meadow / Devils Postpile Shuttle Feasibility Study.

ACKNOWLEDGMENTS

Success of this TAG field investigation/analysis, and, subsequently, the value of this report addressing transportation planning considerations and opportunities for the Eastern Sierra, reflects the successful preparations, logistics, facilitation skills and expertise contributed by those staff representatives listed above. The members of the TAG team collectively thank these individuals for their dedicated efforts, and for the contributions they made that greatly facilitated our work. The TAG team also would like to thank the U.S. Forest Service, the National Park Service, the Bureau of Land Management, the Federal Transit Administration, and the Federal Highway Administration for providing staffing and other support to this effort.

NOTICE

The Transportation Assistance Group (TAG) is convened at the request of the recipient agency. The TAG is an agency-independent effort that is intended to provide technical assistance in support of the ATPPL program and does not imply, preference, or guarantee programmatic funding or project support. This document is disseminated in the interest of information exchange. The recommendations found herein reflect the collective expertise and consensus of the individual TAG members, do not represent regulatory or programmatic requirements, and do not in any way reflect the official opinion of any Federal agency. The United States Government assumes no liability for the contents of this document or use thereof.

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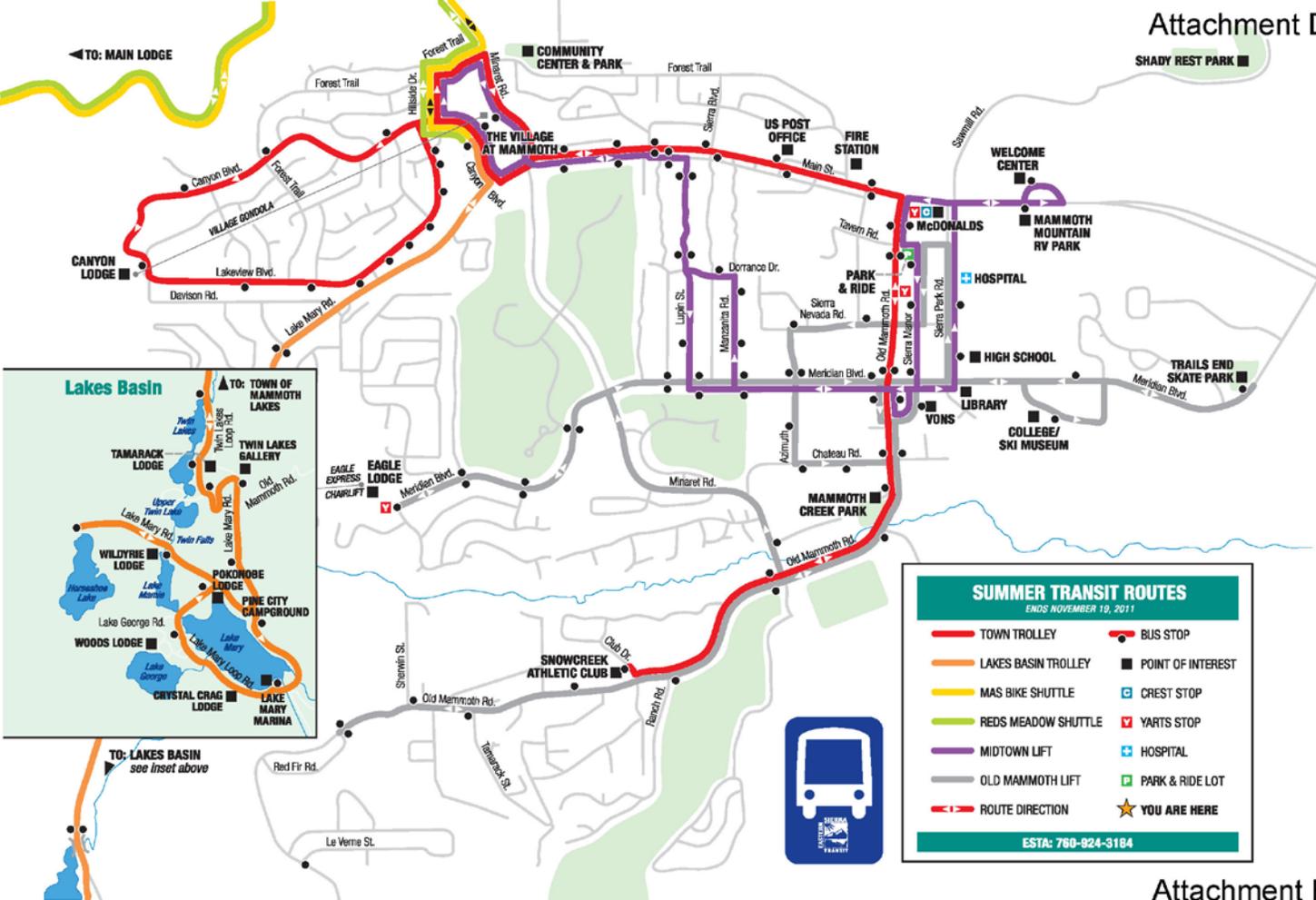
Mammoth Yosemite Airport Enplanements 2011

						Year 4	Year 3	Year 2	Year 1
2011	Horizon Air	SkyWest Airlines	Total by Month	Same Month Prior Year (2010)	% Change/ Prior Yr	Total 2011	Total 2010	Total 2009	Total 2008
January	3,408	803	4,211	3,166	33.01	4,211	3,166	1,276	
February	3,052	601	3,653	2,977	22.71	3,653	2,977	1,170	
March	3,529	632	4,161	3,753	10.87	4,161	3,753	1,428	
April			0	2,327		0	2,327	604	
May			0	918		0	918		
June			0	879		0	879		
July			0	819		0	819		
August			0	976		0	976		
September			0	748		0	748		
October			0	661		0	661		
November			0	784		0	784		
December			0	1,790		0	1,790	1,679	557
Year to Date	9,989	2,036	12,025	19,798	22.20	12,025	19,798	6,157	557
Marketshare YTD %	83.1%	16.9%	100.0%						

Lakes Basin Trolley Ridership						
Summer Season	Month					Total
	Jun	Jul	Aug	Sep	Oct	
2007	0	3,480	2,609	0	0	6,089
2008	0	4,344	3,341	368	0	8,053
2009	0	6,493	6,626	1,263	0	14,382
2010	0	8,840	9,101	1,378	0	19,319
Bikes carried LBT 2009		704	1,122	156		1,982
Bikes carried LBT 2010		1,765	2,193	426		4,384

Lakes Basin Trolley Ridership

Summer Season	Jun	Jul	Aug	Sep	Oct	Total
1	0	3,480	2,609	0	0	6,089
2	0	4,344	3,341	368	0	8,053
3	0	6,493	6,626	1,263	0	14,382
4	0	8,840	9,101	1,378	0	19,319



SUMMER TRANSIT ROUTES
ENDS NOVEMBER 10, 2011

TOWN TROLLEY	BUS STOP
LAKES BASIN TROLLEY	POINT OF INTEREST
MAS BIKE SHUTTLE	CREST STOP
REDS MEADOW SHUTTLE	YARTS STOP
MIDTOWN LIFT	HOSPITAL
OLD MAMMOTH LIFT	PARK & RIDE LOT
ROUTE DIRECTION	YOU ARE HERE

ESTA: 760-824-3184

CHAPTER 5. SIGNAGE & WAYFINDING

The following chapter details Corbin Design’s analysis of the existing conditions, challenges and requirements of the Town of Mammoth Lakes trail system signage. As the Town of Mammoth Lakes undergoes substantial development, use of the extensive trail system is growing, and the Town has made a significant commitment to work to connect its visitors and residents with nature through signage and wayfinding. It should be noted that trail system signage and wayfinding implementation will need to occur with recognition of a variety of jurisdictions and of other signage systems already in place, including MMSA, USFS, and TOML Municipal.

5.1. Signage

The Town of Mammoth Lakes, in partnership with Mammoth Lakes Trails and Public Access (MLTPA), Alta Planning + Design and Trail Solutions, has asked Corbin Design to analyze trail wayfinding and make recommendations for an attractive, consistent and expandable wayfinding and signage system. Our analysis is the result of our participation in CAMP: Winter, site tours, and discussions with various stakeholders. Our recommendations consider the development of design standards that address all types of users, as well as the objectives of the various jurisdictional entities.

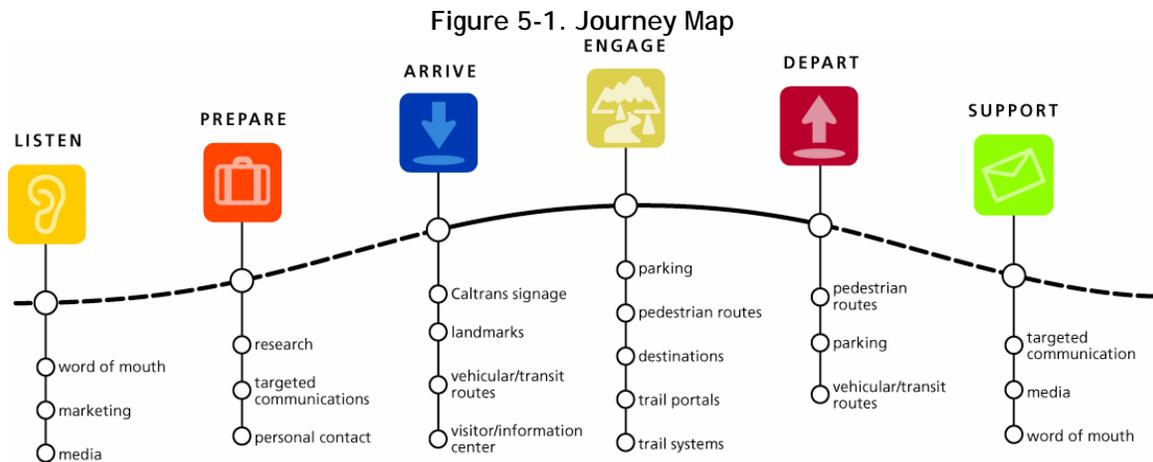
The majority of Mammoth Lakes residents and visitors are outdoor enthusiasts with a range of interests and needs. The area boasts beautiful scenery in wooded and mountainous settings, combined with challenging venues for skiing, mountain biking and other sports. The Town of Mammoth Lakes competes with other resort towns for tourism dollars, and so desires to set itself apart from the rest, just as its geographical features distinguish it from other areas. A priority is making the connection between people and the environment a simple one.

Signage and Wayfinding is identified as a key component in the Trail system Master Plan. Visitors who feel comfortable and empowered will keep coming back to an area, and an effective wayfinding system is key to creating that comfort level. Wayfinding also plays an important role in trail use safety, connecting users with emergency services.

The challenge is to create a system that is consistent at every point in the user’s experience. It is our recommendation that signage and wayfinding for the trail system, the Town of Mammoth Lakes, and Mammoth Mountain Ski Area (MMSA) all be considered elements of an overall wayfinding system, so that users will have a consistent experience as they move between the venues. Consistency facilitates a system with anticipatory value, which breeds comfort, which enhances the visitor experience. This will require a careful blending of the objectives of all of the jurisdictional partners.

A comprehensive system should consider every point along a visitor’s journey where they will connect with the Mammoth “brand”—whether through the Town, the Mountain, or the trails. The following page illustrates our vision of the “Journey Map,” and describes those touchpoints. As part of a larger scope of work, we recommend analyzing each of these points in detail with respect to an overall wayfinding system for the trails, the Town, and the Mountain.

The current scope includes analysis and recommendations for the trail system, including an initial design concept. The term “trail system” refers to all types of trails including Sustainable Trails, Natural-Surface Trails, Multi-Use or Shared-Use Trails, Bike Paths and all winter trail types as defined in the Terms and Definitions document. As part of our future work, and as a result of an analysis of an overall wayfinding system, we recommend revisiting the concept as an element of an overall system, and undertaking a thorough review and approval process involving the various jurisdictional partners to arrive at an approved comprehensive design standard adaptable to various Mammoth venues.



This map depicts each potential point of contact with a given visitor. We believe that in order for a wayfinding system to be most effective, visitors must create a picture of the physical environment “in their mind’s eye” prior to arrival. In this way, the signs in the environment reinforce what they already know about the area.

Communication across this continuum must be consistent. We know that a diverse audience uses many different resources to navigate an environment, so the verbal and visual landmarks expressed must be consistent across media. Web, broadcast, print and signage elements will speak in the same voice as the visitor learns about the environment.

Educated, empowered visitors feel confident and capable as they move toward their destinations, and are more likely to return.

5.2. Analysis

The following section details Corbin Design’s analysis of the existing conditions, challenges and requirements of the Town of Mammoth Lakes trail system, specifically the Main Path. The Main Path is a Class 1, paved and non-motorized trail system that loops around the urban growth boundary of Mammoth Lakes. The alpine views from the southern section of this path earned the trail the highest rating possible from the California Inline Skating tour website. As the Town of Mammoth Lakes undergoes substantial development, use of this extensive trail system is growing, and the Town has made a significant commitment to work to connect its visitors and residents with nature.

5.2.1. Audiences

The trail system serves activities in all seasons for a variety of users, both non-motorized and motorized. These users—hikers, runners, snowshoers, bikers, cross-country skiers, motorbikers, snowmobilers, etc.—approach the trails with a multitude of different needs and equipment. The users bring with them many different levels of experience and physical ability, together with different wayfinding needs and expectations.

First-time Users

First-time visitors have unique requirements when it comes to trail system wayfinding: their perceived safety and comfort while venturing onto the trail system will impact their impression of the experience and their desire to return. The first-time visitor experience must be a positive one to keep them coming back. Likewise, frequent trail users may at some time become first-time visitors to trail sections in the system that they have not visited before; consistent wayfinding standards will make the experience more understandable, comfortable and enjoyable. It should be easy for users to match the trail with their experience level and ability, as well as their desired experience relative to other trail users.

Casual Users

Many people use the Main Path for walking, dog-walking and other casual activities. Casual visitors are likely repeat users who encounter a trail close to their home, school or workplace. While these visitors are generally comfortable with the trails, effective wayfinding signage can encourage them to explore further along their familiar trail or venture to new ones. Signage can identify destinations near or along the trail that they may not have otherwise encountered. It can also help them identify amenities they may access from time to time, such as parks with picnic tables, skating parks and the like.



Figure 5-2. Snow Blocking Signage

Athletes

Runners, joggers, bikers, inline skaters and cross-country skiers are specialized trail users who demand more from the trails than casual users. Due to the competitive nature of their activities, details such as distance tracking are important to them. Consistently communicated guidelines for trail use will help athletes understand their rights and obligations when sharing the trail with other users, and will help them feel comfortable in doing so.

Commuters

Commuters typically cover only a certain section of the trail that will allow safe passage between their home and work. They may require information regarding distance, amenities along the way, and guide information. Seasonal conditions and ease of accessibility play a large part in whether the Main Path will become a commuter route for these users.

Special Users

The trail system presents special challenges to older adults, children and users of varied physical abilities. Highly readable, visible and simple messages will allow for easier, quicker comprehension. Clear safety, accessibility and regulatory information help special users to avoid hazards, and help all users avoid collisions and injury. Consideration should be given to the use of Trail Access Information labels on signage, to help users understand the types of terrain and obstacles they will encounter along the way.



Figure 5-3. Potential for Consolidation of Signage

5.2.2. Subject Area

The Town of Mammoth Lakes Trail System consists of a series of paved and unpaved trails, pathways, staging areas, and trailheads currently in place, as well as projects that are planned for implementation in the near future, including the Lake Mary Road Bike Path. The system provides the users with several miles of trails that support easy access to town while providing connections to other local, state and federal properties.

Due to the undeveloped soft-surface trails that pass through private lands to connect with public trails, intersections through roadways and connections with developments and destinations can be difficult to recognize. It may be difficult for users to understand their location within the larger trail system. Winter snow depth creates many access issues. Accessibility and wayfinding is also affected by jurisdictional concerns, particularly over the issue of snow removal; Caltrans has jurisdiction on the right-of-way off Main Street and prohibits snow removal on sidewalks located within the right-of-way to avoid potential conflicts between pedestrians and snow removal equipment. Many of these sidewalks are dedicated to or connect with Main Path trails.

Signage on the trails is minimal and inconsistent. Critical information at intersections and roadway crossings is not present. Trailhead signage varies in style, size and function. Sometimes trail access falls within a park, but there is no indication on the park signage that a trail is accessible there.

Signage is inconsistent at both trail entrances and exits. Some signage includes incorrect or outdated information, and may incorrectly promote an activity that is not supported on the trail, e.g., a sign denoting a groomed cross-country trail that is no longer maintained.

Existing signage materials are not designed to withstand the abuse of harsh winters, deep snow, and snow removal equipment. Many signs are severely damaged, or are missing altogether. Others are buried in snow, and so are ineffectual for winter users.

On some trailheads, trail maps have been posted to give users “You Are Here” information. These are generally not constructed from materials that hold up to the elements and are in disrepair. They are also not oriented relative to the viewer’s position (i.e., with the top of the map showing the direction that the viewer is facing), and are difficult to interpret.

The trail system does not clearly support tracking distances with mile markers to help users gauge how far they have traveled.

Vehicular regulatory signage on roadways that intersect with trails is not standardized, or is not present at all. Drivers are not provided with sufficient warning, and may not always stop for crossing trail users. This can create a dangerous situation along particularly busy roadways with higher rates of speed.

Regulatory signage appears to be posted randomly. Signs appear in many sizes, colors and formats, and the font size is often too small to be read from a distance. For these reasons, regulatory messages lack authority and are often ignored.

5.2.3. Wayfinding Logic

After considering the wayfinding challenges for the trails, the following section details Corbin Design’s recommended wayfinding logic. These cover information organization, physical signage, presentation and suggestions to make trail system wayfinding more effective.

Essential Steps for Effective Wayfinding

Design for the First-Time Visitor

It is important to welcome the visitor, clearly define trail networks and accessibility, and provide understandable guide information. It should be easy for visitors to understand their position within the trail system, to give them a sense of safety and comfort.

Philosophy of Positive Signing

There is a fine balance between establishing rules and regulations and setting a negative signage tone. Signs should first focus on establishing the correct behaviors before correcting a negative one. Always show approved users on a trail and approved behaviors. When working with Jurisdiction partners, encourage them to do the same. This creates the “language” of the signage system that visitors and residence will learn to understand.

Ensure User Participation

Accurate information is key to the program’s success. The use of Geographic Information Systems (GIS) to generate accurate maps and data is essential. Encourage participation of key representatives from the various jurisdictional entities to ensure that appropriate objectives are agreed upon and met.

Structure Information

Develop an information hierarchy to organize the messages that will be imparted by the wayfinding system. The hierarchy should establish a layered system of disseminating information, so that users are getting only the information they need at any given point, rather than becoming overwhelmed by too much information too soon. An effective wayfinding system leads rather than points the way. Certain sign elements will display maps, jurisdictional information, and trail identification; others will display mile marking and guide information.

5.2.4. Signage for the Trail System

The challenge of a comprehensive trails signage system is to represent a wide variety of information clearly, consistently and attractively. Identification information, orientation devices, safety and regulatory messages and a unifying identity element or elements (to serve as a visual “brand”) will all be part of the system.

Further, it is important to respect the natural environment by avoiding sign clutter and unnecessary messages. A wayfinding system should be apparent when you need it and transparent when you don’t. The system must be designed to work year-round to support four-season public access. Signage elements must be designed to remain effective through winter conditions and significant snowfall.

Finally, the system should be adaptable to all trail projects within the Town of Mammoth Lakes, including private developments, United States Forest Service (USFS) projects, and other local, state and federal projects.

5.2.5. Information Categories

The wayfinding system needs to convey five categories of information:

- Category 1: Identification
- Category 2: Orientation
- Category 3: Safety and Regulatory
- Category 4: Brand Identity
- Category 5: Interpretive or Desired

Each wayfinding element will serve a specific function, but they should all be visually integrated to present a seamless system to users.

Category 1: Identification

- Portal and trailhead entrances
- Parks that include trail access
- Neighborhood and resort exits/entrances
- Indication of transitions between Town and/or private, state or federal land ownership
- Underpasses and cross streets
- Seasonal trail types
- Landmarks, historical sites or other points of interest along the trail



Figure 5-4. Identification Sign

Category 2: Orientation

- “You are Here” maps placed at trailheads and major entrances to the trail
- Maps placed along the path to help users gauge their progress along the trails
- Signs pointing to major destinations
- “Distance to...” and length of trail information
- Mile and/or Kilometer markers
- Cardinal directions and GPS coordinates



Figure 5-5. Orientation Sign

Category 3: Safety and Regulations

- Stated rules and regulations
- Trail Access Information label
- Signage on trails warning users of upcoming roadway crossings
- Roadway signage to inform drivers of an upcoming trail crossing (handled through the Town and Caltrans)
- Signage to inform users when the trail ends, possibly also indicating distance
- Vehicular guides on surrounding roadways directing to parking areas (handled through the Town and Caltrans)
- All regulatory signs shall conform to the Manual on Uniform Traffic Control Devices (MUTCD).



Figure 5-6. Safety and Regulation Sign

Category 4: Brand Identity

- Unifying identity element or elements serve as the “brand”
- Consistent aesthetic standard communicates brand
- Private or organizational sponsorship information where needed

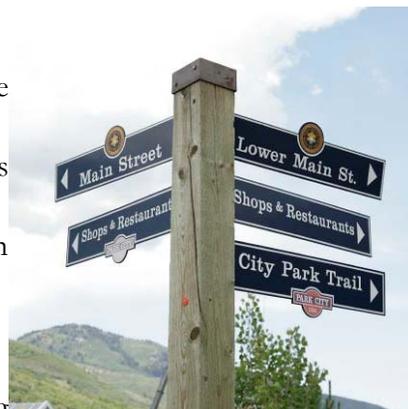


Figure 5-7. Wayfinding Sign with Sponsorship Opportunities

Category 5: Interpretive

- Provide visitors with historic, scenic or interesting information along the trail
- Design should coordinate visually with the wayfinding signage

5.2.6. Sign Placement and Hierarchy

As previously stated, wayfinding signage should be apparent when you need it and transparent when you don't. In an effort to keep the trail as natural and uncluttered as possible, we propose locating signage in clusters at intersections, rather than placing sign elements randomly along the trail. This would concentrate signage locations at portal and trailhead entrances/exits and intersections (decision points).

Exceptions to this rule include mile/kilometer markers and accompanying regulatory information. As these will occur every quarter mile or kilometer, they should be designed at a small scale to avoid disrupting the trail experience.

5.2.7. The Sequence of Encounter

The diagram to the right lays out a simplified version of the order that a typical trail user will encounter the various sign types in the system. This sequence plays a large role in determining the type and amount of information that will be included on each sign type.

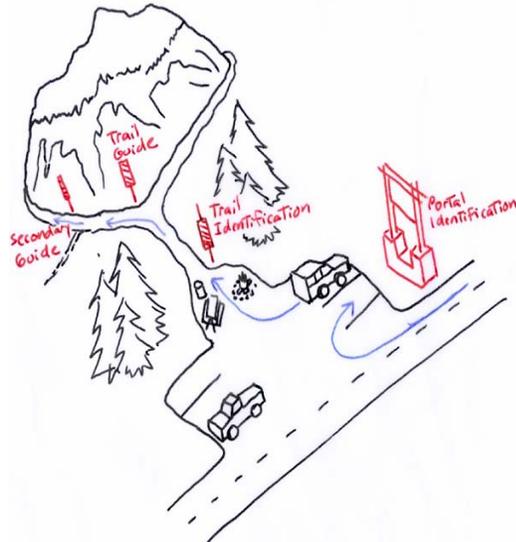


Figure 5-8. Sequence of Encounter

5.2.8. Use of Symbols

Throughout the system, many recreational opportunities, amenities, regulatory messages and safety warnings must be conveyed. A comprehensive vocabulary of symbols will allow much of this information to be conveyed through the use of single images as needed. Symbols offer quick recognition, are cross-cultural and, when used throughout the system, will offer character and consistency. Symbols should be consistent with MUTCD standards.

5.2.9. Recreation Amenities

Standard recreation symbols typically used by federal agencies identifying the variety of trail activities and other resources would be displayed on main identification signage at trailhead entry points. This will inform visitors that, although they are entering a trail system, recreation opportunities like parks, soccer fields or picnic areas can be found along the way. These symbols may also be used on maps and guide signs.



Figure 5-9. Recreation Symbols

5.2.10. Regulatory and Safety Symbols

Abstract concepts such as rules and regulations can be difficult to convey in the form of a symbol and may ultimately confuse rather than inform. Short, easily remembered messages combined with simple symbols will more clearly convey this type of information. These messages could accompany the mile marker signs along the trail as a repeated reminder. Similar messages conveying safety and warning information should be placed along the trail where necessary. The combination of symbols and short messages will allow users to quickly interpret and comprehend the information, including those who are not proficient in English.

Reducing the number of messages that must be repeated will allow signs, symbols and messages to be used sparingly. Regulatory messages that do not have safety implications should be posted at relevant entrances only, rather than being repeated along the trails.

5.2.11. Distance Markers

Mile markers are important to visitors who use the trails for athletic and therapeutic purposes; they also have important safety purposes, and need to be placed regularly and accurately. We recommend placing the zero point (labeled ‘zero’) at the main portal or trailhead of each existing trail, counting upward along the trail; it may be advisable to always number trails up heading in a north or east direction, so users understand that if the numbers are going down, they are generally headed south or west. Any trails that branch off of the main trail can be numbered starting at zero as well and working upward as they progress away from the parent trail, or according to the cardinal direction. For example, trails that are located within a parent trail such as the Meridian Loop connecting with the Main Path need to be identified by name and be marked with a zero point at the intersection connecting the trails. The mile marker system on the connecting loop should count upward along the trail. A Trail Guide sign would be positioned at the intersection to identify the loop and provide directions together with total miles of the loop and other primary destinations from that point.

When new sections of trails are added, mile marking will continue up the trail in this fashion, or they may need to be readjusted if existing sections of trail are newly connected. The challenge will be determining where they begin, how to handle intersections and breaks in the system, and how the system can accommodate organic trail growth.

5.2.12. Americans with Disabilities Act (ADA)

Our strategic approach for marking accessibility will be to label those areas that are not accessible. This will be particularly important where there may be steep slopes at sections of the trail, or terrain that may be impassable for users of limited physical ability. Warning signage should be placed so that users do not start down a steep slope and find themselves in a compromised position. Trail Access Information symbols posted at trailheads will help match users with trail sections that suit their experience and ability.

Where trails intersect roadways, Caltrans signage should warn drivers to yield to users in crosswalks. Crosswalks should be accentuated for driver visibility with pavement markings, yellow yield signs (which may also incorporate flashing lights), and possibly rumble strips as well; the signage will be most important for winter users. From the user’s perspective,

roadway crossings should be highlighted with yellow striping on school routes and white striping on non-school routes, and warning signage that is visible in all seasons.

As part of our future scope of work, we can provide recommendations for roadway signage (designs, messaging and locations) following MUTCD standards that can be presented to Caltrans, along with an executive summary supporting implementation.

5.2.13. GIS/GPS

Geographic Information Systems (GIS) and Global Positioning Systems (GPS) play a central role in the trails planning process; the possibility of delivering wayfinding system information to handheld device users on the trail system should be explored.

These systems offer a number of advantages, the foremost being safety. In the event of an accident or injury, stated GPS coordinates can allow users to call for help and provide their exact location to emergency responders.

5.2.14. Trail Naming

Trails are easier to find if the name of the trail is carefully defined. Aligning trail names with an existing vernacular that is comfortably used for either a nearby road that supports primary access to the trail or a famous landmark in or near the trail will help users develop a mental map that locates the position of the trail within the environment. Also see **Recommendation G1: Naming Conventions**.

5.2.15. Strategic Implementation Plan

To successfully implement the new wayfinding system along a section of trail, the following schedule of activities/tasks should be completed:

- Inventory of existing and legacy signage systems(s) and analysis as to their desirability for potential inclusion in a new system or removal from field.
- Confirmation of circulation patterns and access points
- Development of a destination list with nomenclature recommendations
- Approval of all information aspects of the program
- Development and review of initial design concepts
- Design direction selection and further development
- Development and refinement of a Sign Message Schedule and Sign Location Plans
- Complete inventory of existing signage
- Discussion with all participating jurisdictions and agencies concerning the implementation of the plan

Once approvals have been given on the above, the following activities are required to complete the implementation of the complete wayfinding system:

- Documentation of the signage system for pricing and fabrication
- Bidding
- Fabrication period
- Installation period

- Preparation of the final signage reference document

Exact timing would be determined by the progress and complexity of the project as it develops along with scheduled reviews by the project team. Typically, the bidding, fabrication and installation activities take thirteen to fifteen weeks.

5.3. Wayfinding

The wayfinding system’s intent is to provide necessary information to users without disrupting the natural experience that the trails provide. For this reason, the design should avoid bright colors and decorative elements. The signs should appear utilitarian but friendly, in keeping with the overall physical environment. Using different shades of the same or similar colors to create a visual hierarchy among different sign categories, rather than a selection of brighter colors, can achieve this goal. Certain safety and hazard messages should employ bright colors to create contrast and command attention.

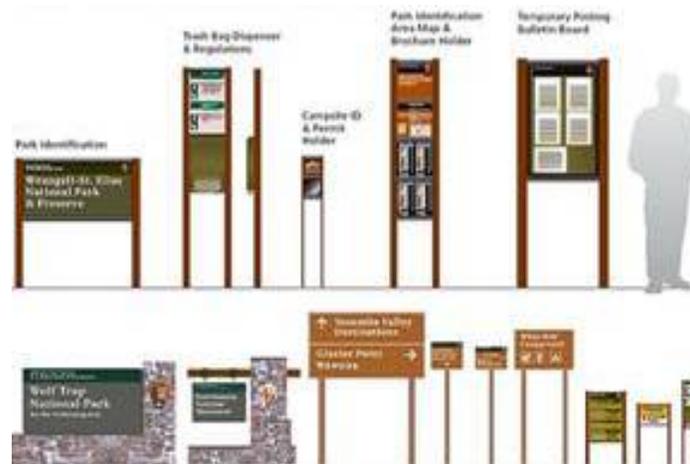


Figure 5-10. UniGuide Sign Program

The system should be unique, both in function and in design, and reflect the character of the area. Select native and natural materials should be applied as both aesthetic and functional elements. The National Park Service’s UniGuide Sign & Information System sets standards to which the USFS seeks to adhere; we will use these standards as the benchmark for our design standards, either equaling or surpassing the standards.

The system should be designed so that all components are equally appropriate and effective on all trail sections, as well as on future trails. The system would not be tailored to fit particular conditions on a specific section of trail, but instead would be a “kit of parts” that could be reconfigured depending on specific trail conditions. These standards should address the majority of conditions experienced on the trails; given exceptions, certain special conditions may require the design of custom elements.

Flexibility is to be built into the system. It is important that the post and panel system be able to accommodate various panel sizes that will be appropriate to certain applications.

Performance requirements are multi-dimensional. The signs must be simply constructed, easy to install and update, yet extremely durable and resistant to vandalism. They must also be designed to be adaptable to changing environmental conditions, most notably snow

depth. Consideration must also be given to snow removal equipment that will operate in close proximity to signs. Another consideration is the environmental impact of the materials and construction methods. “Green” materials will be used whenever practical, keeping in mind that the longevity and durability of a sign is often as important as its material construction. Posts and sign panels should be made of recycled materials (not wood) where practical.

Various design considerations, including jurisdictional indicators, may affect the design direction dramatically. Following is a brief exploration of those effects.

5.4. Pros and Cons of Design Considerations

5.4.1. Design all wayfinding elements for the trails to reflect USFS or National Park Service system standards.

a. Pros

- i. The Town of Mammoth Lakes trail system connects to the USFS trail system
- ii. The USFS visual style is “established” and contributes to a sense of familiarity and anticipation for users
- iii. Fabrication is simple, and can be handled by most sign fabricators
- iv. Management and replacement of damaged parts is inexpensive

b. Cons

- i. Would give the impression to the public that non-USFS trails are controlled by the Forest Service
- ii. Requires the addition of site-specific branding elements for trails outside the USFS system
- iii. The future development of a Town of Mammoth Lakes wayfinding system could result in an aesthetic disconnect, making it difficult to build a consistent experience and anticipatory value between the two systems
- iv. Would not provide the dynamic look and feel of a more unique system that could help separate the Town of Mammoth Lakes from its peers in the outdoor recreation field

5.4.2. Design a completely new and original wayfinding system that incorporates historic elements and local materials, for a system specific to the Town of Mammoth Lakes.

a. Pros

- i. Could include a single, well-designed icon that would “brand” the partnership of the jurisdictional entities and be used throughout the trail system

- ii. Could eliminate the visual disconnect from the future Town of Mammoth Lakes wayfinding system, if the future system incorporates elements from the standard
 - iii. Choosing the right natural materials will allow the system to fit better within its surroundings, and to better reflect the character of the area
 - iv. A custom system will allow for built-in functional adjustments that overcome the challenges of sign visibility and maintenance caused by winter conditions
- b. Cons**
- i. The initial investment could be higher than a system modeled after the USFS system
 - ii. Development of a system that incorporates the interests of the various stakeholders is a longer process, and will not result in an immediate design

Rather than limiting the wayfinding and signage system to one approach or the other, we propose a hybrid system based on the positive aspects of both—using aspects of the established USFS visual style and simple fabrication methods, and incorporating them within a unique framework that better fits with the surroundings and responds to the changing seasons.

5.5. Signage Vocabulary

Trail Identification Markers

These signs identify the trail. They should be large enough to be visible and readable for drivers, with appropriately sized typography. Information to be displayed could include the name of the portal, a jurisdictional branding element, parking information and whether the trail is accessible for motorized and/or non-motorized users.

Trail Information Kiosks

These provide the universe of information including a trail map, distances to destinations, trail conditions, trail experiences, connection with area amenities, and regulatory and safety information (hours of operation, rules, etc.). The size of these directories (small or large) will depend on the type and popularity of the particular trail.

Secondary Trail Identification Markers

These are placed at regular intervals along the trails to assure users that they are on the correct trail. International activity symbols would be posted here together with trail access information.

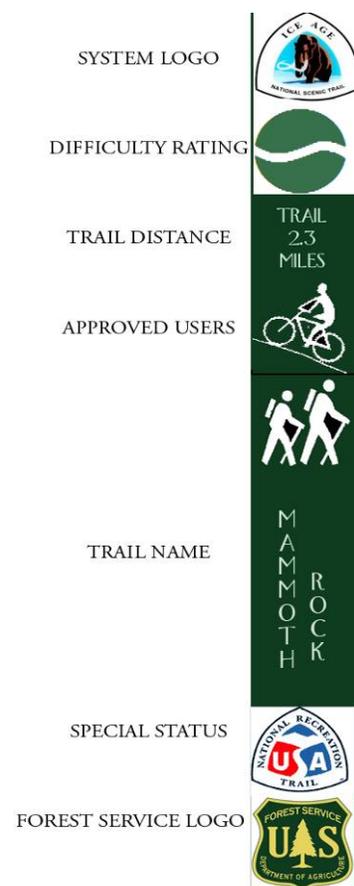


Figure 5-11. Typical Trail Marker on Public Land

Directional Signs

These are typically placed at road and trail junctions (decision points) to guide trail users toward a destination or experience.

Assurance Markers

These are typically placed along a road or trail corridor to assure the trail user they are still traveling in the correct direction. Assurance markers are typically a single symbol, or trail name, with no other information. They should be placed at regular intervals between junctions.

Distance Markers

These function as smaller versions of the Secondary Trail Identification Markers. They provide distance traveled, symbols of allowable activity and GPS coordinates.

Interpretive Signs

These provide educational information to trail users to help establish not only knowledge of the area, but a relationship with the trail experience. The ultimate goal is to convey stewardship in the minds of the users.



Figure 5-12. Trail Signage Concept Array

COLOR CODING SYSTEM

Different background colors for each of the three primary entities to identify their associated trails and destinations

COLOR PALETTE

Earthtones/soft natural colors to compliment the environment and mitigate natural effects of weathering



US Forest Service

Town of Mammoth Lakes

Mammoth Mountain Resort

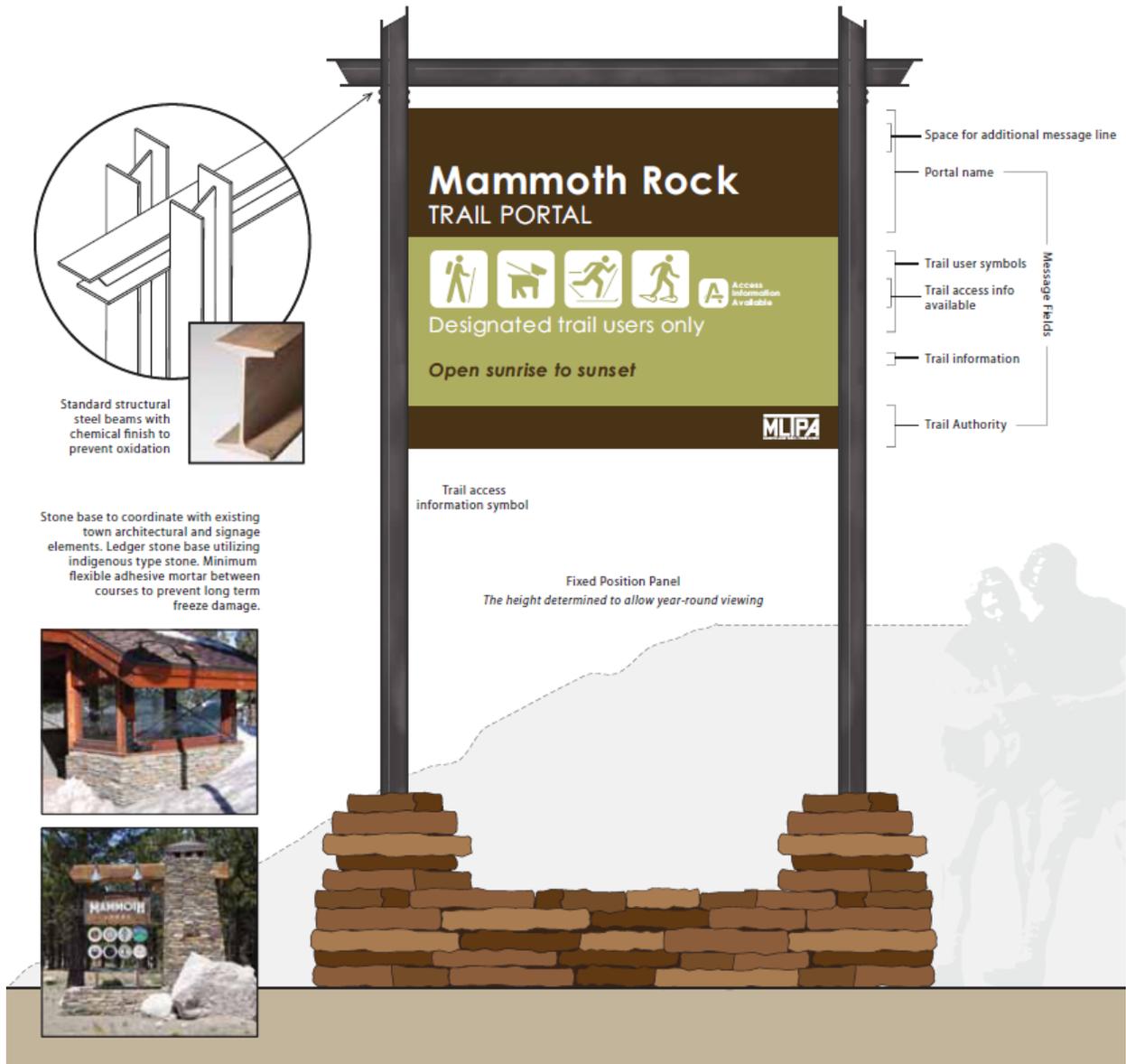


Figure 5-13. Portal Identification Marker

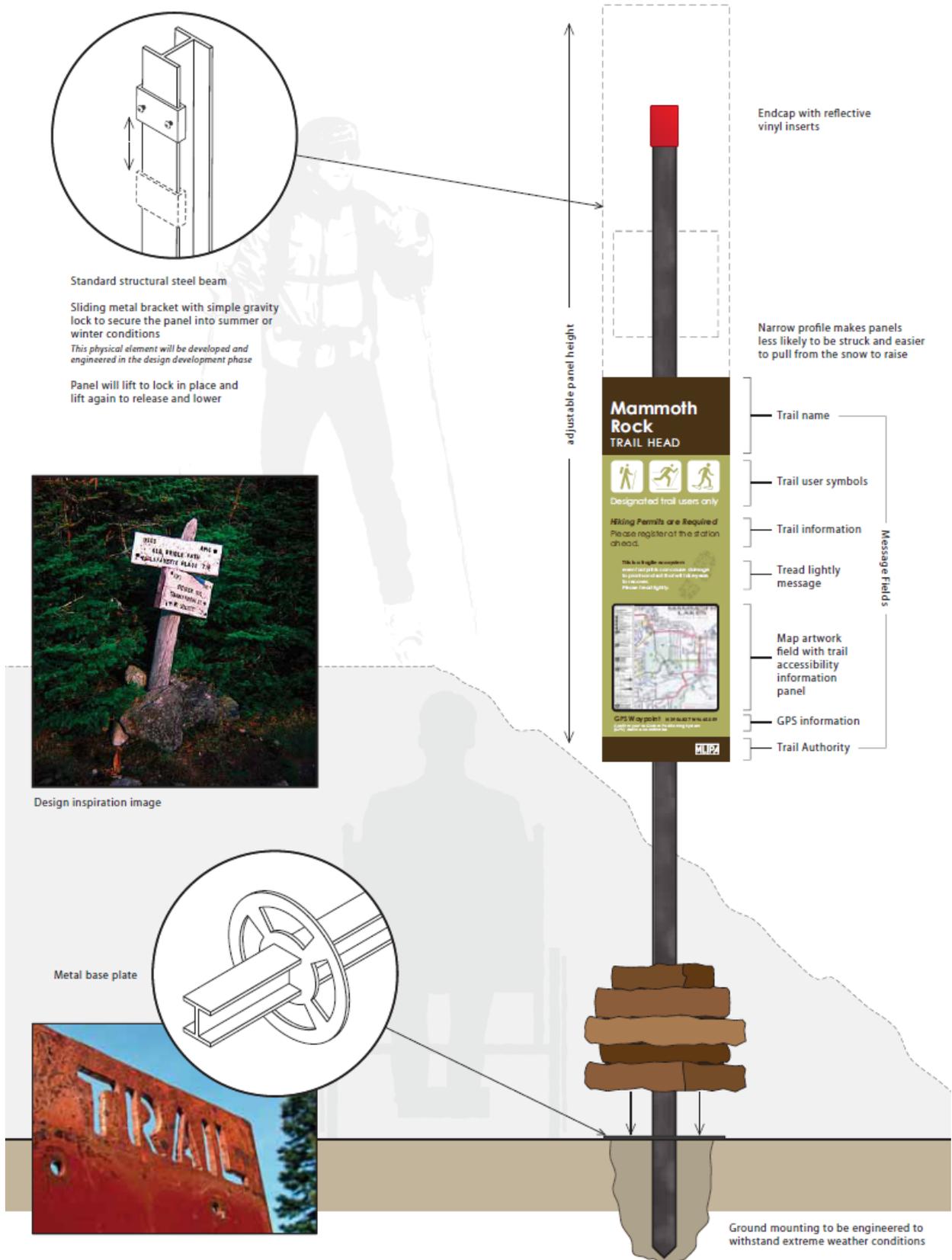


Figure 5-14. Trail Information Kiosk

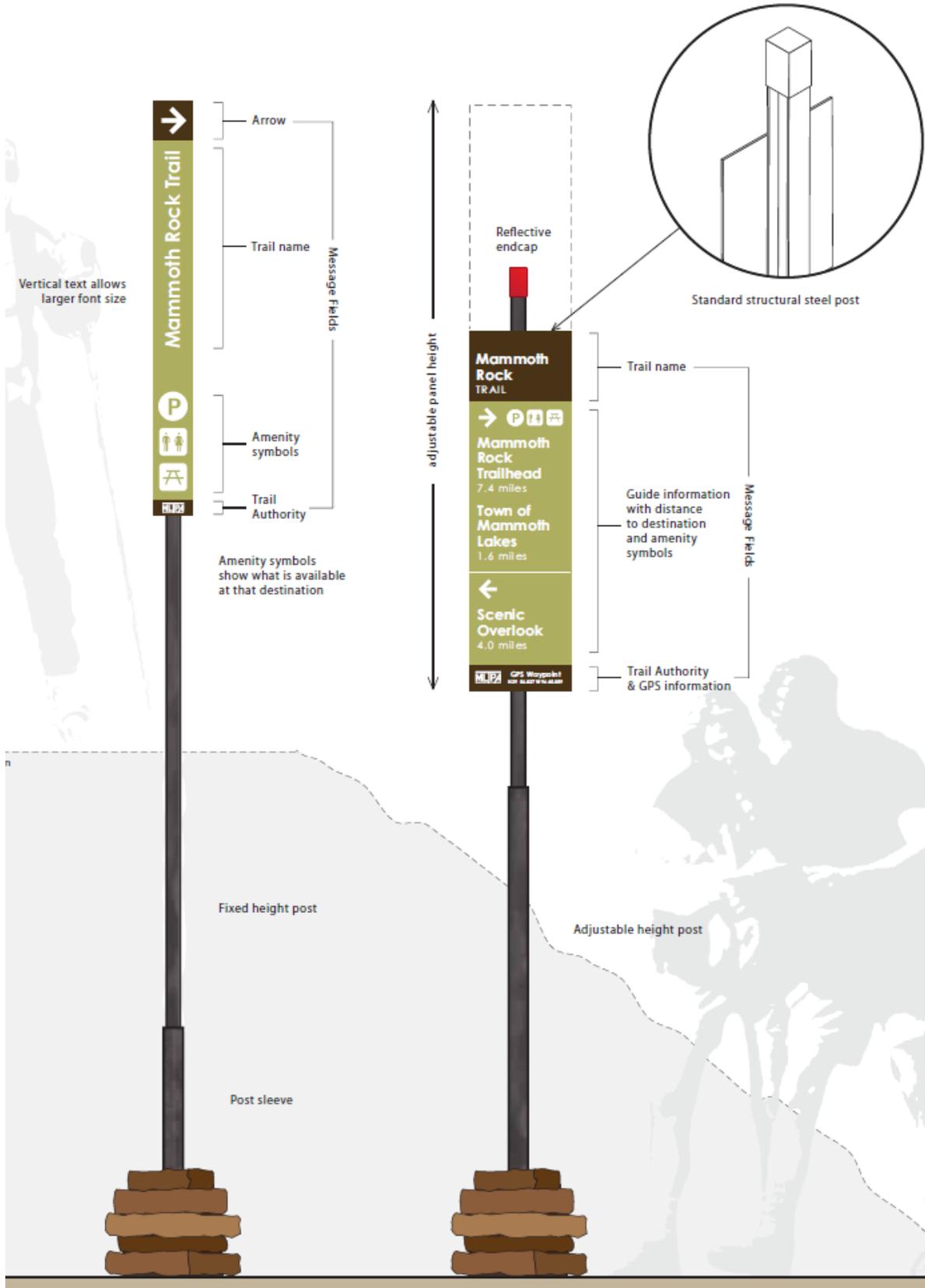


Figure 5-15. Trail Guide Signs

5.6. Conclusion

The challenge is to create a comprehensive system that will convey a wide range of information clearly, consistently, and attractively at all points along a visitor's journey. Further, it is important to respect the natural environment by avoiding sign clutter, unnecessary messages, and design elements that may disrupt the natural experience. Finally, we understand that the objectives and interests of multiple jurisdictional partners must be considered throughout the process. In order to fully realize these goals, we recommend that a full process of design development be undertaken.

This involves creation of a Core Working Team, made up of representatives from all appropriate partners, who will review and respond to design concepts, working toward development of a full system of sign types. It is most important to consider the creation of a single, comprehensive system with elements that are adaptable to the various experiences, rather than to view each jurisdictional partner as having its own unique signage system. Corbin Design is prepared to bring the various interests together to achieve this unified system.

5.7. Updated Framework

Corbin Design has been retained by the Town of Mammoth Lakes (TOML) to continue the development of a wayfinding program for the Town and the Mammoth area. The focus of this effort will result in the incorporation of additional site analysis and design recommendations into the Trail System Master Plan document. To help encourage adoption of the trails wayfinding and signage system by local stakeholders, the Town will implement a demonstration project at the Welcome Center and along a segment of the Main Path. Corbin Design will incorporate additional system refinements into the final Trail System Master Plan as needed based on inspection, review and comments of the demonstration project prototypes.

5.7.1. Winter 2008/2009 Phase

- Representatives from the TOML, MLTPA and Corbin Design performed a site inspection Nov. 8-9. Various trail system nodes were surveyed to determine their wayfinding needs. Five types of nodes were surveyed: Parks, Recreation and Activity Centers, Portals, Trailheads, and Access and Egress points.
- The goal of the site inspection was to establish a pattern for applying the various wayfinding elements at each site. The inspection also provided more details about the information needed to inform the users at each particular site.
- It was determined that the various destinations listed as GIC points should not be labeled as official node types until further discussions are held with the jurisdictional partners for each GIC point. It was agreed that the node designations would be treated as future projects for wayfinding application once the jurisdictional partners agree and grant permission.
- The Welcome Center will be used as a demonstration site for testing full-size prototype signs for the trails wayfinding and signage system. A comprehensive system will be planned for the Welcome Center site together with select section of the Main Path. The myriad of existing signs on the Welcome Center grounds will be evaluated and some will

be replaced with the new wayfinding system while all unnecessary signage will be removed.

- The implementation and manufacturing cost estimates for the prototype signs will be pursued through a qualified fabricator.

5.7.2. November 8th & 9th Site Inspection Results

- Corbin Design will add four new sign type designs to the system array. The full sign type family includes the following:
 - ◆ Type 1 - Portal Identification Markers
 - ◆ Type 2 - Trail Information Kiosks
 - ◆ Type 3 - Parks Identification Markers
 - ◆ Type 4 - Access/Egress Information Signs
 - ◆ Type 5 – Vehicular Guide Signs
 - ◆ Type 6 - Trail Guide Signs
 - ◆ Type 7 – Interpretive Kiosk (sample only)
- The system will be value engineered so that the final products will be affordable and changeable, and can be adjusted as needed to respond to seasonal conditions.
- A project goal is to have the demonstration signs be built by a local fabricator. Local fabricators will be researched and contacted for qualifications and pricing.

5.7.3. Other Important Issues

Rescue Indicator

Corbin recommends that a locator ID number designed to provide trail users with reliable locating information be applied to all trail-related signs. User safety is critical, and a rescue indicator number that is unique to each sign will become the reference point for any needed rescues. The system numbering will need to be discussed with emergency services personnel throughout the Mammoth area, and approved locator numbers need to be recorded in the TOML trail system database.

GPS Reference Point

Update the GIS program with the GPS position for each sign location. MLTPA has expressed the capacity to perform the task of collecting and documenting the GPS position of each wayfinding signage element as the system is installed.

Topography Mapping

As a design element for the interpretive sign background, a topographic pattern of the area could be used as the standard. TOML GIS Coordinator would be the contact person for accessing the topographic artwork.

Interpretive Story

The information for the prototype interpretive sign will focus on the trails wayfinding and signage system. The story will explain the system’s purpose, function, highlights, and act as the system “owner’s manual” for trail users. This unit will be placed adjacent to the Tourism and Recreation building near the trailhead of the Main Path.

Solar Lighting

The possibility of using solar power to provide limited external illumination for Trail Information Kiosk signs (type 2 above) will be explored. This would make the kiosks more visible at night and improve safety.

Construction and Acquisition Costs

<i>Item No.</i>	<i>Description</i>	<i>Method of Measure</i>	<i>Unit</i>	<i>Qty</i>	<i>Unit Price</i>	<i>Item Totals</i>	<i>Category Totals</i>
1	Construct paved multi-use path for non-motorized pedestrian and bicycle use. (Costs based on bid prices for Horseshoe Lake segment of Lakes Basin Path)	AQ	LF	1600	\$ 120.00	\$192,000.00	
2	Construct paved bus pull out, north bound at Pack Station	AQ	LS	1	\$ 45,000.00	\$45,000.00	
3	Construct paved bus pull out, north bound at Old Mammoth Road	AQ	LS	1	\$ 125,000.00	\$125,000.00	
4	Construct paved bus pull out at Twin Lakes Store	AQ	LS	1	\$ 45,000.00	\$45,000.00	
5	Construct transit shelter at bus pull out.	AQ	EA	3	\$ 50,000.00	\$150,000.00	
6	Wayfinding Signage	AQ	LS	1	\$ 40,000.00	\$40,000.00	
7	Interpretive Signage	AQ	LS	1	\$ 30,000.00	\$30,000.00	
7	Construction inspection, contract administration, testing, SWPPP compliance, mobilization, traffic control.	AQ	LS	1	\$ 48,000.00	\$48,000.00	
8	Plans and Specifications prepared by engineering consultant.	DQ	LS	1	\$ 48,840.00	\$48,840.00	
Sub-Total for construction items =						\$ 723,840.00	
9	Trolley Purchase	AQ	EA	1	\$ 125,000.00	\$125,000.00	
10	Bike Trailers for trolleys	AQ	EA	15	\$ 10,000.00	\$150,000.00	
Sub-Total for capital purchases =						\$ 275,000.00	
11	Town costs to administer grant (10%)	DQ	LS	1	\$ 99,884.00	\$99,884.00	
Sub-Total for administration =						\$ 99,884.00	

Grant Total = \$ 1,098,724.00

Indirect Costs and Expenditures

12	MLTPA volunteer effort for Wayfinding Signage	DQ	LS	1	\$ 5,000.00	\$ 5,000.00	
13	Forest Service staff time to coordinate and review construction plans.	DQ	LS	1	\$ 5,000.00	\$ 5,000.00	

Attachment I

RESOLUTION NO. 11-10

**RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA,
APPROVING THE APPLICATION FOR GRANT FUNDS
FROM THE FEDERAL TRANSPORTATION ADMINISTRATION PAUL S. SARBANES
TRANSIT IN PARKS PROGRAM FOR THE
LAKES BASIN INTERMODAL TRANSPORTATION ENHANCEMENTS -
TROLLEY, BICYCLE, PEDESTRIAN**

WHEREAS, THE U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) administers the Transit in Parks (TRIP) program to provide Federal Funds for the purpose of providing or enhancing alternate means of transportation to public lands and parks; and

WHEREAS, the FTA has been delegated the responsibility for the administration of the program, setting up necessary procedures governing application by agencies under the program; and

WHEREAS, said procedures and criteria established by the FTA require the applicant to make Certifications and Assurances that may be needed for the application to apply for Federal Funds; and

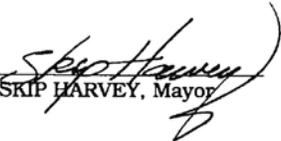
WHEREAS, the FTA requires applicants, if awarded, to certify its compliance with FTA Certifications and Assurances for the Federal FY 2011 in the form of a written affirmation by the applicant's attorney; and

WHEREAS, the applicant, if selected, will enter into an agreement with the FTA for the development of the project; and

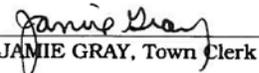
NOW, THEREFORE, BE IT RESOLVED, that the Town Council of the Town of Mammoth Lakes, California, hereby:

1. Approves the filing of an application for the TRIP grant assistance for the above project; and
2. Certifies that said applicant understands the assurances and certification in the application form; and
3. Certifies that said applicant has available any local share of the total project cost; and
4. Certifies the said applicant has or will have sufficient funds for operation and maintenance of the project; and
5. Appoints, Raymond C. Jarvis, Public Works Director, or designee, to conduct all negotiations, execute and submit all documents, including, but not limited to applications, agreements, amendments, payment requests and so on, which may be necessary for the completion of the aforementioned project.

APPROVED AND ADOPTED this 4th day of May 2011.


SKIP HARVEY, Mayor

ATTEST:

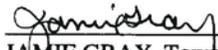

JAMIE GRAY, Town Clerk

Attachment I

STATE OF CALIFORNIA)
COUNTY OF MONO)
TOWN OF MAMMOTH LAKES) ss.

I, JAMIE GRAY, Town Clerk of the Town of Mammoth Lakes, DO HEREBY CERTIFY under penalty of perjury that the foregoing is a true and correct copy of Resolution No. 11-10 adopted by the Town Council of the Town of Mammoth Lakes, California, at a meeting thereof held on the 4th day of May, 2011, by the following vote:

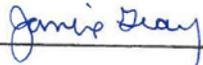
- AYES: Councilmembers Eastman, Lehman, Wood, Mayor Pro Tem Bacon, and Mayor Harvey
- NOES: None
- ABSENT: None
- ABSTAIN: None
- DISQUALIFICATION: None



JAMIE GRAY, Town Clerk

The foregoing instrument is a full, true and correct copy of the original on file in the office of the town clerk, of the town of Mammoth Lakes, California.

Attested This Date: *May 5, 2011*

Signed: 

Attachment J

TOWN OF MAMMOTH LAKES
MOBILITY COMMISSION

April 19, 2011

Mr. Peter Bernasconi, PE
Associate Civil Engineer
Town of Mammoth Lakes
PO Box 1609
Mammoth Lake, CA 93546

Town of Mammoth Lakes in Cooperation with the Inyo National Forest Application for
Paul S. Sarbanes Transit in Parks Program Implementation Grant

Dear Mr. Bernasconi,

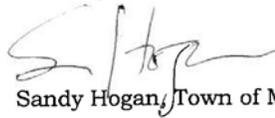
The Town of Mammoth Lakes Mobility Commission would like to express its strong support for the Town of Mammoth Lakes in cooperation with the Inyo National Forest project.

The Paul S. Sarbanes Implementation Grant funding would be used to expand non-motorized access to the Lakes Basin from the Town of Mammoth Lakes. This project would have immediate impact with a new trolley and expanded use of bicycle trailers for all trolleys going to the Lakes Basin from Town. This project will also complete construction of transit turnouts on Lake Mary Road, which will enhance safety for transit and bicyclist getting on and off the trolley and add a primary connector multiuse path. This project will go a long way to creating a true multimodal system for residents and thousands of visitors that access this heavily used public area. This project is also a model partnership between the Town, Eastern Sierra Transit Authority, and the Town, which promotes a "feet first" community with the free shuttle system funded through a local tax measure.

The Commission feels that this project is critical to addressing existing transportation and safety issues, in the Lakes Basin, and to enhancing multi-modal mobility access to this important public use area.

The Town of Mammoth Lakes Mobility Commission is strongly committed to enhancing the Town's transportation system and encouraging multi-modal travel for residents and visitors. Therefore, we are in complete support of the project proposed by the Town of Mammoth Lakes in cooperation with the Inyo National Forest. We thank you for your consideration of this grant proposal.

Sincerely,



Sandy Hogan, Town of Mammoth Lakes Mobility Commission Chair

Authorization ID: MLD070003R
Contact ID: TOWN OF ML,MGR
Expiration Date: 12/31/2036
Use Code: 753

FS-2700-4 (03/06)
OM: 0593 0082

U.S. DEPARTMENT OF AGRICULTURE
Forest Service
SPECIAL USE PERMIT
AUTHORITY:

Exhibit J

FEDERAL LAND POLICY AND MGMT ACT, AS AMENDED October 21, 1976

TOWN OF MAMMOTH LAKES, INC., ATTN: TOWN MANAGER, P.O. BOX 1609, MAMMOTH LAKES, CA 93546
(hereinafter called the Holder) is hereby authorized to use or occupy National Forest System lands, to use subject to the conditions set out below, on the Inyo National Forest or Mammoth Lakes Ranger District unit of the National Forest System.

This permit covers .89 acres, and/or 9.5 miles and is described as: T.3S., R.27E., a portion of Sections 26, 35 & 36 and T.4S., R.27E., a portion of Sections 2, 4, 8, 9, 16 and 33 as shown on the location maps attached to and made a part of this permit, and is issued for the purpose of:

Operating and maintaining an approximately 9.5 mile, 12 foot wide public bike trail described as (1) Segments 1, 2 and 3 of the Mammoth Lakes Bike Trail System (~14,900') (2) The Meridian Trail Segment (~900') (3) The Mammoth Creek Park Segment II (~950') (4) The Shady Rest Trail Segment (~3,900') (5) The Visitor Center Segment (~1,320') (6) The Mammoth Creek Park Trail Segment (~100') and (7) The Lake Mary Road Segment (~26,400') as shown on the location maps (Exhibits A & B) attached to and made a part of this permit.

The above described or defined area shall be referred to herein as the "permit area".

TERMS AND CONDITIONS

I. AUTHORITY AND GENERAL TERMS OF THE PERMIT

- A. Authority. This permit is issued pursuant to the authorities enumerated at Title 36, Code of Federal Regulations, Section 251 Subpart B, as amended. This permit, and the activities or use authorized, shall be subject to the terms and conditions of the Secretary's regulations and any subsequent amendment to them.
- B. Authorized Officer. The authorized officer is the Forest Supervisor or a delegated subordinate officer.
- C. License. This permit is a license for the use of federally owned land and does not grant any permanent, possessory interest in real property, nor shall this permit constitute a contract for purposes of the Contract Disputes Act of 1978 (41 U.S.C. 611). Loss of the privileges granted by this permit by revocation, termination, or suspension is not compensable to the holder.
- D. Amendment. This permit may be amended in whole or in part by the Forest Service when, at the discretion of the authorized officer, such action is deemed necessary or desirable to incorporate new terms, conditions, and stipulations as may be required by law, regulation, land management plans, or other management decisions.
- E. Existing Rights. This permit is subject to all valid rights and claims of third parties. The United States is not liable to the holder for the exercise of any such right or claim.
- F. Nonexclusive Use and Public Access. Unless expressly provided for in additional terms, use of the permit area is not exclusive. The Forest Service reserves the right to use or allow others to use any part of the permit area, including roads, for any purpose, provided, such use does not materially interfere with the holder's authorized use. A final determination of conflicting uses is reserved to the Forest Service.
- G. Forest Service Right of Entry and Inspection. The Forest Service has the right of unrestricted access of the permitted area or facility to ensure compliance with laws, regulations, and ordinances and the terms and conditions of this permit.
- H. Assignability. This permit is not assignable or transferable. If the holder through death, voluntary sale or transfer, enforcement of contract, foreclosure, or other valid legal proceeding ceases to be the owner of the improvements, this permit shall terminate.

I. Permit Limitations. Nothing in this permit allows or implies permission to build or maintain any structure or facility, or to conduct any activity unless specifically provided for in this permit. Any use not specifically identified in this permit must be approved by the authorized officer in the form of a new permit or permit amendment.

II. TENURE AND ISSUANCE OF A NEW PERMIT

Exhibit J

A. Expiration at the End of the Authorized Period. This permit will expire at midnight on ~~12/31/2036~~. Expiration shall occur by operation of law and shall not require notice, any decision document, or any environmental analysis or other documentation.

B. Minimum Use or Occupancy of the Permit Area. Use or occupancy of the permit area shall be exercised at least 120 days each year, unless otherwise authorized in writing under additional terms of this permit.

C. Notification to Authorized Officer. If the holder desires issuance of a new permit after expiration, the holder shall notify the authorized officer in writing not less than six (6) months prior to the expiration date of this permit.

D. Conditions for Issuance of a New Permit. At the expiration or termination of an existing permit, a new permit may be issued to the holder of the previous permit or to a new holder subject to the following conditions:

1. The authorized use is compatible with the land use allocation in the Forest Land and Resource Management Plan.
2. The permit area is being used for the purposes previously authorized.
3. The permit area is being operated and maintained in accordance with the provisions of the permit.
4. The holder has shown previous good faith compliance with the terms and conditions of all prior or other existing permits, and has not engaged in any activity or transaction contrary to Federal contracts, permits laws, or regulations.

E. Discretion of Forest Service. Notwithstanding any provisions of any prior or other permit, the authorized officer may prescribe new terms, conditions, and stipulations when a new permit is issued. The decision whether to issue a new permit to a holder or successor in interest is at the absolute discretion of the Forest Service.

F. Construction. Any construction authorized by this permit may commence by **July 1st, 2007** and shall be completed by **December 31, 2009**. If construction is not completed within the prescribed time, this permit may be revoked or suspended.

III. RESPONSIBILITIES OF THE HOLDER

A. Compliance with Laws, Regulations, and other Legal Requirements. The holder shall comply with all applicable Federal, State, and local laws, regulations, and standards, including but not limited to, the Federal Water Pollution Control Act, 33 U.S.C. 1251 *et seq.*, the Resource Conservation and Recovery Act, 42 U.S.C. 6901 *et seq.*, the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9601 *et seq.*, and other relevant environmental laws, as well as public health and safety laws and other laws relating to the siting, construction, operation, and maintenance of any facility, improvement, or equipment on the property.

B. Plans. Plans for development, layout, construction, reconstruction, or alteration of improvements on the permit area, as well as revisions of such plans, must be prepared by a qualified individual acceptable to the authorized officer and shall be approved in writing prior to commencement of work. The holder may be required to furnish as-built plans, maps, or surveys, or other similar information, upon completion of construction.

C. Maintenance. The holder shall maintain the improvements and permit area to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the authorized officer and consistent with other provisions of this authorization. If requested, the holder shall comply with inspection requirements deemed appropriate by the authorized officer.

D. Hazard Analysis. The holder has a continuing responsibility to identify all hazardous conditions on the permit area which would affect the improvements, resources, or pose a risk of injury to individuals. Any non-emergency actions to abate such hazards shall be performed after consultation with the authorized officer. In emergency situations, the holder shall notify the authorized officer of its actions as soon as possible, but not more than 48 hours, after such actions have been taken.

E. Change of Address. The holder shall immediately notify the authorized officer of a change in address.

F. Change in Ownership. This permit is not assignable and terminates upon change of ownership of the improvements or control of the business entity. The holder shall immediately notify the authorized officer when a change in ownership or control of business entity is pending. Notification by the present holder and potential owner shall be executed using Form SF-299 Application for Transportation and Utility Systems and Facilities of Federal Lands, or Form FS-2700-3a, Holder Initiated Revocation of Existing Authorization, Request for a Special Use Permit. Upon receipt of the proper documentation, the authorized officer may issue a permit to the party that acquires ownership of, or a controlling interest in, the improvements or business entity.

Exhibit J

IV. LIABILITY

For purposes of this section, "holder" includes the holder's heirs, assigns, agents, employees, and contractors.

A. The holder assumes all risk of loss to the authorized improvements.

B. The holder shall indemnify, defend, and hold the United States harmless for any violations incurred under any such laws and regulations or for judgments, claims, or demands assessed against the United States in connection with the holder's use or occupancy of the property. The holder's indemnification of the United States shall include any loss by personal injury, loss of life or damage to property in connection with the occupancy or use of the property during the term of this permit. Indemnification shall include, but is not limited to, the value of resources damaged or destroyed; the costs of restoration, cleanup, or other mitigation; fire suppression or other types of abatement costs; third party claims and judgments; and all administrative, interest, and other legal costs. This paragraph shall survive the termination or revocation of this authorization, regardless of cause.

C. The holder has an affirmative duty to protect from damage the land, property, and interests of the United States.

The holder shall maintain **\$1,000,000.00** worth of insurance coverage, naming the United States additionally insured on the policy(ies), to partially fund the indemnification obligations of the holder for any and all losses due to personal injury, loss of life, or property damage, including fire suppression and hazardous waste costs. The holder shall furnish proof of insurance (such as a surety bond, or certificate of insurance) to the authorized officer prior to execution of this permit and verify annually, and in writing, the insurance obligation to the authorized officer. The authorized officer may allow the holder to replace, repair, restore, or otherwise undertake necessary curative actions, to the satisfaction of the authorized officer, in order to mitigate damages in addition to or as an alternative to monetary indemnification.

D. In the event of any breach of the conditions of this authorization by the holder, the authorized officer may, on reasonable notice, cure the breach for the account at the expense of the holder. If the Forest Service at any time pays any sum of money or does any act which will require payment of money, or incurs any expense, including reasonable attorney's fees, in instituting, prosecuting, and/or defending any action or proceeding to enforce the United States rights hereunder, the sum or sums so paid by the United States, with all interests, costs and damages shall, at the election of the Forest Service, be deemed to be additional fees hereunder and shall be due from the holder to the Forest Service on the first day of the month following such election.

E. With respect to roads, the holder shall be proportionally liable for damages to all roads and trails of the United States open to public use caused by the holder's use to the same extent as provided above, except that liability shall not include reasonable and ordinary wear and tear.

F. The Forest Service has no duty to inspect the permit area or to warn of hazards and, if the Forest Service does inspect the permit area, it shall incur no additional duty nor liability for identified or non-identified hazards. This covenant may be enforced by the United States in a court of competent jurisdiction.

V. TERMINATION, REVOCATION, AND SUSPENSION

A. General. For purposes of this permit, "termination", "revocation", and "suspension" refer to the cessation of uses and privileges under the permit.

"Termination" refers to the cessation of the permit under its own terms without the necessity for any decision or action by the authorized officer. Termination occurs automatically when, by the terms of the permit, a fixed or agreed upon condition, event, or time occurs. For example, the permit terminates at expiration. Terminations are not appealable.

"Revocation" refers to an action by the authorized officer to end the permit because of noncompliance with any of the prescribed terms, or for reasons in the public interest. Revocations are appealable.

"Suspension" refers to a revocation which is temporary and the privileges may be restored upon the occurrence of prescribed actions or conditions. Suspensions are appealable.

B. Revocation or Suspension. The Forest Service may suspend or revoke this permit in whole or part for:

1. Noncompliance with Federal, State, or local laws and regulations.
2. Noncompliance with the terms and conditions of this permit.
3. Reasons in the public interest.
4. Abandonment or other failure of the holder to otherwise exercise the privileges granted.

Exhibit J

C. Opportunity to Take Corrective Action. Prior to revocation or suspension for cause pursuant to Section V (B), the authorized officer shall give the holder written notice of the grounds for each action and a reasonable time, not to exceed 90 days, to complete the corrective action prescribed by the authorized officer.

D. Removal of Improvements. Prior to abandonment of the improvements or within a reasonable time following revocation or termination of this authorization, the holder shall prepare, for approval by the authorized officer, an abandonment plan for the permit area. The abandonment plan shall address removal of improvements and restoration of the permit area and prescribed time frames for these actions. If the holder fails to remove the improvements or restore the site within the prescribed time period, they become the property of the United States and may be sold, destroyed or otherwise disposed of without any liability to the United States. However, the holder shall remain liable for all cost associated with their removal, including costs of sale and impoundment, cleanup, and restoration of the site.

VI. FEES

A. Termination for Nonpayment. This permit shall automatically terminate without the necessity of prior notice when land use rental fees are 90 calendar days from the due date in arrears.

B. **Fees for this use have been exempted or waived in full pursuant to 36 CFR 251.57, or revisions thereto, and direction in FSH 2709.11, chapter 30.**

C. Payment Due Date. The payment due date shall be the close of business on **N/A** of each calendar year payment is due. Payments in the form of a check, draft, or money order are payable to USDA, Forest Service. Payments shall be credited on the date received by the designated Forest Service collection officer or deposit location. If the due date for the fee or fee calculation statement falls on a non-workday, the charges shall not apply until the close of business on the next workday.

D. Late Payment Interest, Administrative Costs and Penalties Pursuant to 31 U.S.C. 3717, et seq., interest shall be charged on any fee amount not paid within 30 days from the date the fee or fee calculation financial statement specified in this authorization becomes due. The rate of interest assessed shall be the higher of the rate of the current value of funds to the U.S. Treasury (i.e., Treasury tax and loan account rate), as prescribed and published by the Secretary of the Treasury in the Federal Register and the Treasury Fiscal Requirements Manual Bulletins annually or quarterly or at the Prompt Payment Act rate. Interest on the principal shall accrue from the date the fee or fee calculation financial statement is due.

In the event the account becomes delinquent, administrative costs to cover processing and handling of the delinquency will be assessed.

A penalty of 6 percent per annum shall be assessed on the total amount delinquent in excess of 90 days and shall accrue from the same date on which interest charges begin to accrue.

Payments will be credited on the date received by the designated collection officer or deposit location. If the due date for the fee or fee calculation statement falls on a non-workday, the charges shall not apply until the close of business on the next workday.

Disputed fees are due and payable by the due date. No appeal of fees will be considered by the Forest Service without full payment of the disputed amount. Adjustments, if necessary, will be made in accordance with settlement terms or the appeal decision.

If the fees become delinquent, the Forest Service will:

Liquidate any security or collateral provided by the authorization.

If no security or collateral is provided, the authorization will terminate and the holder will be responsible for delinquent fees as well as any other costs of restoring the site to its original condition including hazardous waste cleanup.

Upon termination or revocation of the authorization, delinquent fees and other charges associated with the authorization will be subject to all rights and remedies afforded the United States pursuant to 31 U.S.C. 3711 *et seq.* Delinquencies may be subject to any or all of the following conditions:

Exhibit J

Administrative offset of payments due the holder from the Forest Service.

Delinquencies in excess of 60 days shall be referred to United States Department of Treasury for appropriate collection action as provided by 31 U.S.C. 3711 (g), (1).

The Secretary of the Treasury may offset an amount due the debtor for any delinquency as provided by 31 U.S.C. 3720, *et seq.*)

VII. OTHER PROVISIONS

A. Members of Congress. No Member of or Delegate to Congress or Resident Commissioner shall benefit from this permit either directly or indirectly, except when the authorized use provides a general benefit to a corporation.

B. Appeals and Remedies. Any discretionary decisions or determinations by the authorized officer are subject to the appeal regulations at 36 CFR 251, Subpart C, or revisions thereto.

C. Superior Clauses. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provision thereof, the preceding printed clauses shall control.

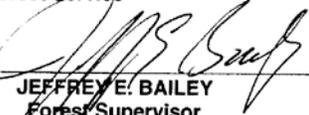
D. Superseded Authorization (X18). This authorization supersedes a special-use authorization designated: **MLD100217R, Town of Mammoth Lakes, issued 04/01/02.**

This permit is accepted subject to the conditions set out above.

HOLDER NAME:

**U.S. DEPARTMENT OF AGRICULTURE
Forest Service**

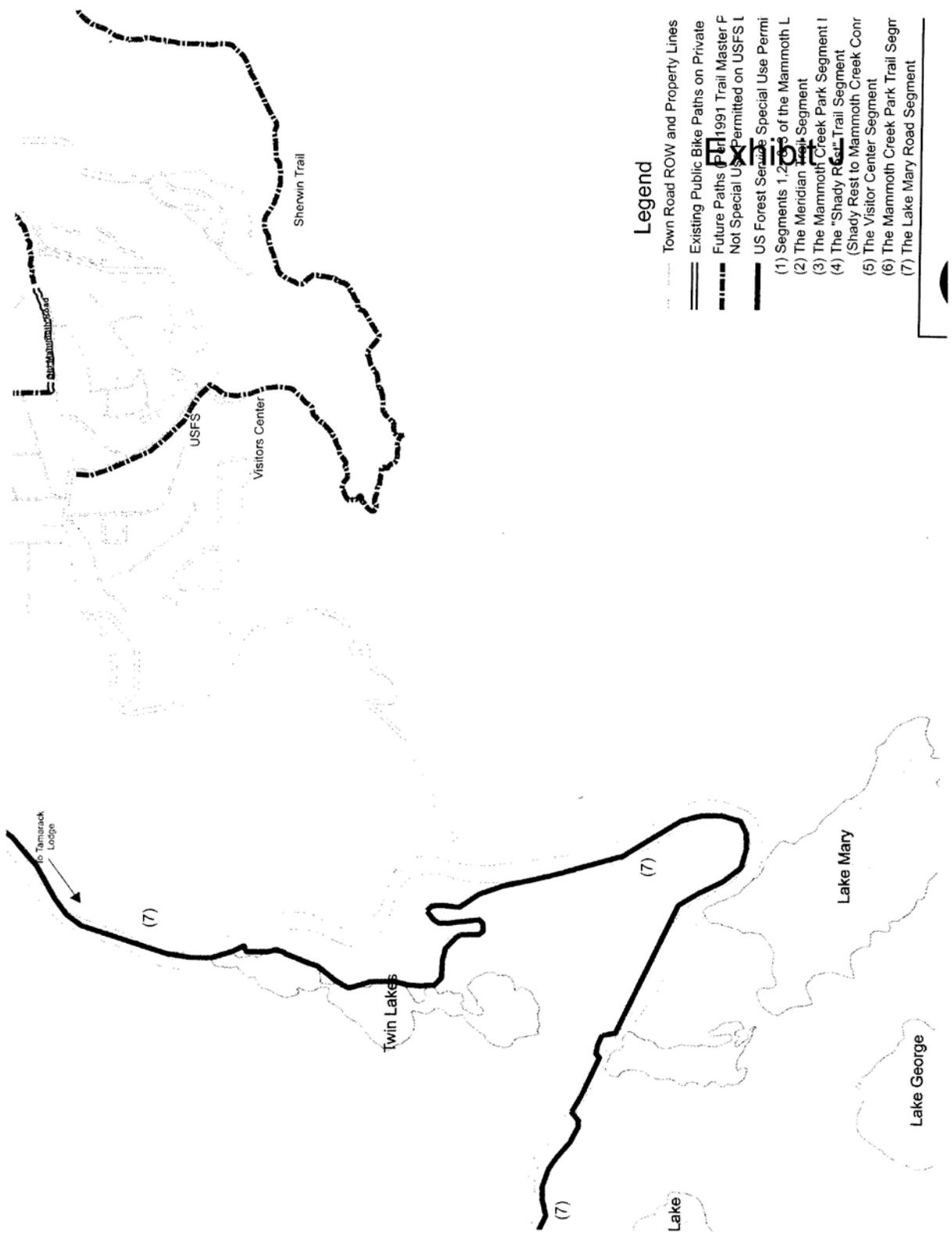
By: 
**ROB CLARK
Town Manager
Town of Mammoth Lakes**

By: 
**JEFFREY E. BAILEY
Forest Supervisor
Inyo National Forest**

Date: 3/28/07

Date: 4/2/07

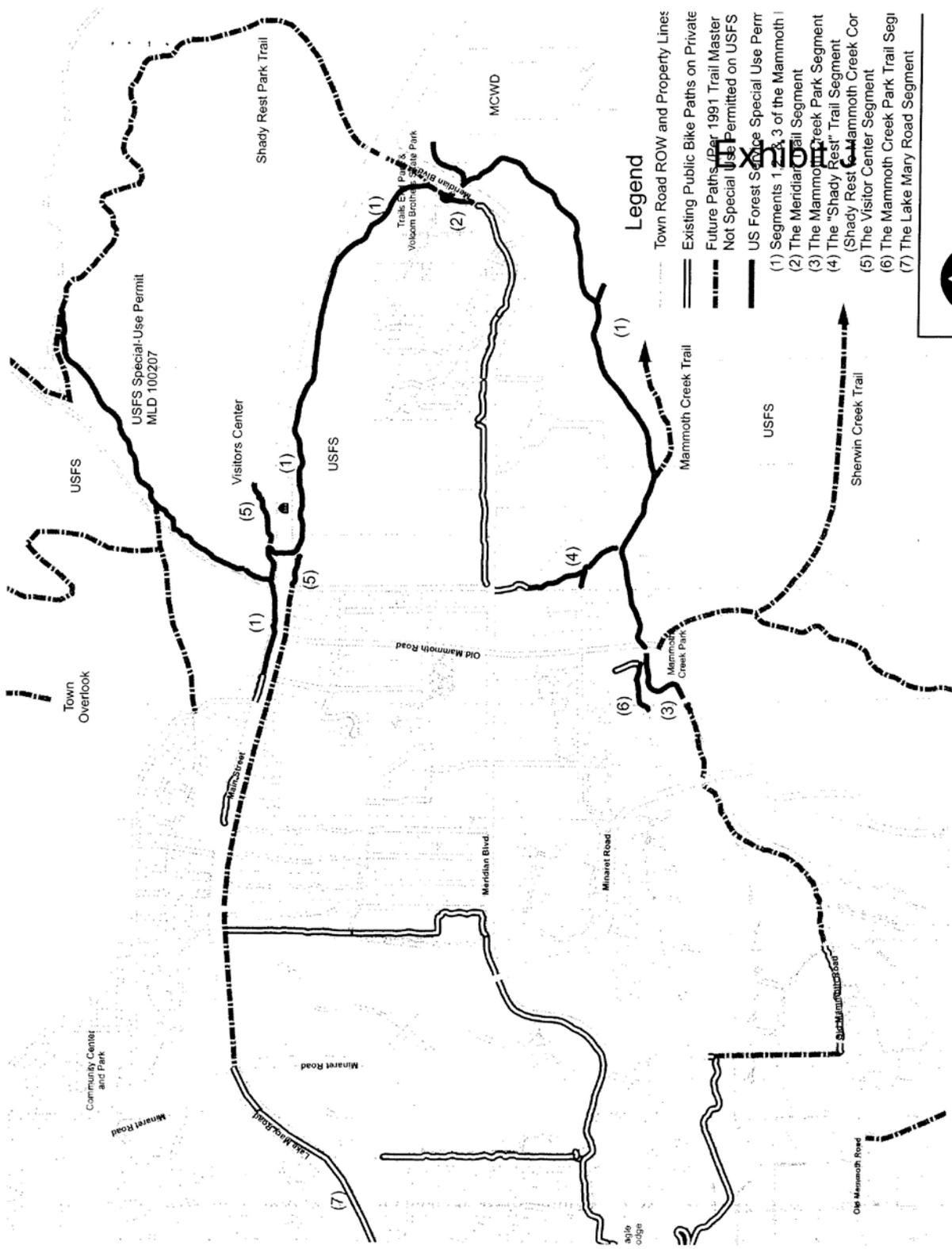
According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, gender, religion, age, disability, political beliefs, sexual orientation, and marital or family status. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD). To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call (800) 975-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer. The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.



Legend

-  Town Road ROW and Property Lines
-  Existing Public Bike Paths on Private
-  Future Paths Per 1991 Trail Master P
-  Not Special Use Permitted on USFS L
-  US Forest Service Special Use Permi
- (1) Segments 1, 2, 3 of the Mammoth L
- (2) The Meridian Trail Segment
- (3) The Mammoth Creek Park Segment I
- (4) The "Shady Rest" Trail Segment
(Shady Rest to Mammoth Creek Contr
- (5) The Visitor Center Segment
- (6) The Mammoth Creek Park Trail Segm
- (7) The Lake Mary Road Segment

Exhibit C



Legend

- Town Road ROW and Property Lines
- Existing Public Bike Paths on Private
- Future Paths (Per 1991 Trail Master
- Not Special Use Permitted on USFS
- US Forest Service Special Use Permitt
- (1) Segments 1, 2, & 3 of the Mammoth I
- (2) The Meridian Bluff Segment
- (3) The Mammoth Creek Park Segment
- (4) The "Shady Rest" Trail Segment
- (5) The Visitor Center Segment
- (6) The Mammoth Creek Park Trail Segm
- (7) The Lake Mary Road Segment



File Code: 1580

Date: May 6, 2011

To Whom This May Concern:

I am writing to express my strong support for the Paul S. Sarbanes implementation grant request being submitted by the Town of Mammoth Lakes. This grant proposal demonstrates the Town's commitment to working with the U.S. Forest Service to expand, improve, and promote alternative modes of transportation in the heavily used Mammoth Lakes Basin.

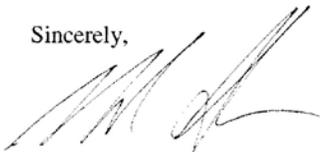
Additional trolley turnouts placed strategically along the newly constructed bike path and an increased capacity to transport bicycles will make the existing transportation system more relevant and more widely used by the visiting public and local community.

The grant request also seeks funds to construct a new segment of a multi-use path adjacent to a narrow road that is currently used by both pedestrians and vehicles. The road is a thoroughfare to Lake George and travels along Lake Mary passing by a lodge and intersecting a campground. The pedestrian-vehicle conflicts are many, including the use of a narrow bridge over the inlet to Lake Mary. This proposed path would mitigate serious safety concerns and provide enjoyable pedestrian and bicycle access to the campground and shoreline destinations.

The U.S. Forest Service has worked closely with the Town of Mammoth Lakes and the Eastern Sierra Transit Authority to develop these projects and study new ways to promote a "feet first" community. These projects have my full support.

Thank you for your time and consideration of my support.

Sincerely,



MIKE SCHLAFMANN
Deputy District Ranger

