



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

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

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project): Lake Mary Loop Road Alternative Analysis – Pedestrians vs. motor vehicles			
Proposed Funding Recipient: Town of Mammoth Lakes			
Public land unit(s) involved: Inyo National Forest		<u>Location of Project</u> City: Town of Mammoth Lakes County: Mono State: California Congressional District: 25 th	
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 Project: (Implementation projects, please use the alternate form) <input checked="" type="checkbox"/> Planning	
<input checked="" type="checkbox"/> Proposal is to plan for a possible new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is to plan for a possible enhancement of an existing alternative transportation system.			
Transit in Parks Program Funding Requested during FY 2011 \$ 153,175.00		Total Cost of Planning Project at Completion (All sources) \$173,175.00	
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future Transit in Parks Program fiscal year funds you must reapply). Funds will be needed for an implementation phase: the scope of which will be determined by the outcome of the planning study. Dollar amount may vary considerably depending on alternatives selected. 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 Amounts from sources other than Transit in Parks Program funds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$0.00	Local \$5,000.00	Federal (other than Transit in Parks Program) \$5,000.00	Private sources \$10,000

CONTACT PERSON

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OTHER PROJECT SPONSORS (in addition to funding recipient)**Inyo National Forest, Mammoth Lakes Trails + Public Access (MLTPA), Eastern Sierra Transit Authority (ESTA)****REQUIREMENTS**

- 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.
- The project is consistent with the metropolitan and statewide planning process.
- The project is consistent with agency plans.
- The planning project will analyze all reasonable alternatives, including a non-construction option.

BASIC PROJECT DATA

Number of Visitors (Annual): 600,000

Daily Number of Visitors (Peak season): 25,000

Average Number of Vehicles per Day at Peak Visitation: 5,300 in and out of the Basin, another 5,000 circulating traffic within the Basin.

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. Roadway widths are not sufficient for two large vehicles to pass. Vehicles parked on the shoulder, where there is insufficient room; create an unsafe situation for bicycles, pedestrians and car doors opening into traffic. Statistical data was collected last fall on the number and location of parked cars but it has not yet been analyzed. (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).

What time of the year does your land unit experience Peak Visitation?

 Spring Summer Fall 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:

N/A (average number of visitors/daily at peak)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: Depends on alternative selected (anticipated number of riders or users/annually)

Average number of auto collisions with wildlife in the area? 5 collisions/year

Executive Summary

The Planning Grant funding will be used to further study the transportation concepts explored as part of the Lakes Basin Special Study (LABSS), a joint planning effort between the Town of Mammoth Lakes, the Inyo National Forest, and the Mammoth Lakes Trails and Public Access Foundation (MLTPA). This TRIP grant will capitalize on the LABSS planning process, address issues that were identified in that process and conduct site-specific planning intended to solve some of the most significant traffic and safety problems.

As part of the LABSS process the following data was collected in the Mammoth Lakes Basin between mid-July and Labor Day of 2010:

- Vehicle, pedestrian, and bicycle volume and turning movement data,
- Parking capacity and utilization at key parking locations in the Basin,
- Vehicle speed data,
- Transit ridership and priority transit stops,
- Recreation patterns at key nodes in the Basin, and
- Public input through questionnaires and open meetings.

Initial public feedback and data analysis indicate a pressing need for more in-depth study of the roadway that loops around Lake Mary (see map, Exhibit **A**). This segment of road is a crucial link in the circulation of visitors within the Lakes Basin. It is also a significant area of conflicts between motor vehicles and pedestrians. Speeding autos, parked fisherman, large RV's, pedestrians, bicyclists, and wildlife all compete for the use of a narrow roadway with marginal shoulders.

TRIP planning funds will be used to analyze a series of alternative circulation patterns on Lake Mary Loop and the potential impacts of each alternative. The data collected during the LABSS process indicated that a one-way roadway or the possible construction of a multi-use path parallel to the roadway could be potential alternatives to improve safety and multimodal mobility on Lake Mary Loop.

To carry these ideas forward more analysis should be done. The analysis will include the following alternatives, at a minimum:

- One-way circulation, restricting traffic to a single lane; thereby making room for pedestrians, bicyclists, and on-pavement parking,
- Construct a multi-use paved path adequately separated from the roadway,
- Widen the existing roadway to provide space for parking and pedestrians,
- Restrict use of the roadway to only those accessing a camp ground,
- Expand the transit system, considering mandatory or non-mandatory use,
- Vigorously enforce no parking restrictions,
- Some combination of the above,
- Do nothing.

As part of the analysis, details for existing infrastructure and other physical conditions must be documented. This includes: extent of existing pavement and shoulders surveyed; possible routes for a multi-use path identified; costs and impacts for each possible scenario evaluated; and public input must be solicited.

The results of this planning study will significantly advance the Forest Service's overall goal of increasing visitor capacity, improving safety, reducing resource impacts, and developing a sustainable transportation network.

Project Description

TRIP funding would be used to analyze options and transportation planning concepts explored as part of the Lakes Basin Special Study, a joint planning effort between the Town of Mammoth Lakes, the Inyo National Forest, and the Mammoth Lakes Trails and Public Access Foundation and funded by the Sierra Nevada Conservancy. Specifically, these planning funds would be used to analyze the potential impacts from converting Lake Mary Loop to a one-way road or constructing a non-motorized parallel path along the route.

Analysis of one-way alternatives would be performed and would include an assessment of necessary infrastructure improvements, signage and wayfinding, impacts to transit and vehicular circulation, evaluation of multi-modal safety, and environmental impacts related to water quality, air quality, and biological and cultural resources. The planning study would provide crucial support for the Inyo National Forest as they execute their formal management planning effort for the Lakes Basin.

Lake Mary Loop Road circles two thirds of Lake Mary (see map, Exhibit **A**) approximately 2 miles from Lake Mary Road to Lake George Road. It provides the only paved access for visitors to numerous campgrounds, lodges, marinas, and shore line fishing. The roadway is narrow and heavily used by autos, RV's, pedestrians, bicyclists, and fisherman. The planning effort envisioned under this proposal will include the following:

- Document the current condition of the roadway,
- Analyze user statistics from the LABSS study,
- Identify user conflicts, erosion caused by rogue parking, safety issues,
- Consider alternatives for improvement of the traffic flow, safety, and environmental impact along the roadway,
- Gather public input on preferences,
- Analyze the costs and benefits for various alternatives,
- Identify a preferred alternative for implementation, and
- Complete a formal NEPA review with a record of decision.
- Prepare 30% concept plans for the preferred alternative.

One of the first steps will be to collect accurate information about the existing physical conditions of the roadway. This information is necessary to properly analyze alternatives. A land surveyor will be hired to identify the width of pavement, condition and width of shoulders, rogue parking spots, proximity of trees, and other terrain features that may influence the development of alternatives. The area surveyed will generally follow the roadway centerline but will be wide enough to properly evaluate the feasibility of a separate pedestrian pathway. Survey work will be scheduled to start as soon as the snow melts; assume that will be mid June or July of 2012.

During the summer and fall of 2012, an in depth analysis of alternatives will be performed using both the data collected from the LABSS process and this study. Cost estimates for alternatives will be prepared, including capital costs as well as operations and maintenance. Assessments will be prepared for impacts to transit and vehicular circulation and safety. The Eastern Sierra Transit Authority (ESTA)

will help analyze impacts to the existing free trolley service in the Lakes Basin and will provide cost data for operations and maintenance. Environmental impacts related to water quality, air quality, and biological and cultural resources will be collected and tabulated by Forest Service specialists.

Once sufficient data has been organized, viable alternatives will be identified, concept plans prepared, and cost estimates refined. This information will then be brought forward for public input in an effort to achieve consensus and identify a preferred alternative.

By spring time of 2013, a detailed analysis of a preferred alternative can be started and an environmental assessment prepared.

Study tasks will be divided among the planning partners (Town, USFS, ESTA, and MLTPA) in accordance with the organizational capacity and technical skill and expertise of each entity. The Forest Service will perform the environmental analysis and prepare the environmental review documents. The Town will provide engineering expertise for design concepts and cost estimates. ESTA will assist with technical evaluation of trolley turnouts and route scheduling. MLTPA will coordinate volunteer efforts and public involvement and consult on wayfinding requirements. The following schedule outlines the major tasks involved in this study.

Schedule:

- o Assume funding is approved during the winter of 2011/2012,
- o Topological survey – July 2012,
- o Identification of alternative details – summer and fall 2012,
- o Collection of environmental analysis data – summer and fall 2012,
- o Public review of alternatives – winter 2012/2013,
- o Detailed analysis of viable alternatives – spring 2013
- o Conclude environmental review process – summer 2013
- o Prepare 30% concept plans and detailed cost estimates for preferred alternative – fall 2013

An estimate of planning costs is included as Exhibit **B**.

Transit in Parks Program Planning Evaluation Criteria

This form is for planning projects only. Please use the implementation project proposal template for capital projects. For additional space, please delete this table and the detailed instructions from your response.

Criteria	Points	Weight
1. Demonstration of Need		50%
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		15%
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		15%
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		20%
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)	

Planning Justification

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

Planning Project 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.

Lake Mary Loop Road is a narrow two lane road that provides the only path of egress for a series of campgrounds, summer cabins, hiking trailheads, a marina, and a number of lodges. Additionally, Lake Mary is a very popular fishing spot and many fisherman use the roadway shoulders for impromptu rogue parking. In one LABSS traffic survey as many of 62 vehicles at one time were parked along the shoulders on a peak day afternoon last summer (see Exhibit **C** for actual counts and Exhibit **D** for photos). Accessing any of the amenities in the area currently requires a private vehicle for most visitors. The loop road serving this end of the Lakes Basin is heavily used and lacks accommodations for pedestrians, bike riders, strollers, or anyone else not in a vehicle. Legal parking spaces are almost non-existent. The Lakes Basin is almost completely lacking in any accommodation for the handicapped, wheel chairs, or those pushing baby strollers. Almost all paths in the area 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.

The Town recently completed the Lakes Basin Path multi-use trail (see map, Exhibit **E**). This backbone path parallels Lake Mary Road and provides a safe, multi-use, non-motorized, ADA accessible route to, from, and thru the Lakes Basin. Safe accommodation for pedestrians and other non-motorized travel along Lake Mary Loop Road would significantly improve the travel options in this section of the forest by connecting campgrounds and lodges with the Lakes Basin Path. Ridership on the free trolley is rapidly expanding and the recent addition of bike trailers on the trolley is attracting a growing number of bike riders (see Exhibit **F** for trolley ridership numbers and bikes carried). Safe turnouts for the trolley are currently lacking along Lake Mary Loop Road and will be included in most of the options to be studied.

- 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, run-off, 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.

The Mammoth Lakes Basin is one of the most impacted landscapes within the Inyo National Forest. The 71 square mile network of lakes, streams and high alpine vegetation is a key regional water source and watershed. The Lakes Basin is the major source of drinking water for the Town of Mammoth Lakes and a significant source for the Los Angeles aqueduct.

The Inyo National Forest is projecting significant increases in both visitation and use over the next 25 years. As a key recreation access portal and frontline destination, the Mammoth Lakes Basin can be expected to bear the brunt of this increased activity. Already, the large number of vehicles on the roads results in objectionable noise and visual pollution. Pedestrian safety is severely compromised. Oil deposited on the roadways eventually makes its way into the local lakes and streams. Rogue parking creates safety hazards, and increases the potential for erosion and impacts water quality. Off pavement parking causes the compaction of soil around trees and expands the loss of vegetation along the shoulders. Large animal collisions are also issue. Last summer a bear cub was struck on Lake Mary Road and its death was documented on the “Bear Whisperer” TV show. This spring a bear was struck and killed at the entrance to Town. Every year numerous deer are hit and killed in the Lakes Basin.

The dependence on personal vehicles for every trip is unnecessarily increasing the number of vehicles on the roads. A visitor staying in a campground should not have to depend on his automobile to get to a fishing spot. A family staying at a lodge should not have to depend on their motor vehicle to get to the pack station or a trailhead. The lack of properly designed and marked pedestrian trails has resulted in meandering use trails that make protection of cultural resources difficult.

The impacts from too many vehicles can be lessened by providing attractive and convenient mobility alternatives. The Town’s free trolley is a great start but can be improved by providing additional multimodal accessibility to complement the transit service. The compact nature of the Lakes Basin a perfect environment for an interconnected multi-modal system of trolley, bike ways and pedestrian paths that will decrease the dependence on motor vehicles and improve the experience of all guests.

Scope of Work and Methodology

The planning study’s scope of work and methodology must assess and gather information relevant to the topics below in a thorough and professional manner. The planning project must have a basic scope of work and methodology to support the proposal, although it may be further refined later.

2. Methodology for Assessing - Visitor Mobility & Experience

Please describe how the planning project’s scope and methodology will assess visitor mobility & experience factors related to an alternative transportation project in the following areas:

- a. Traffic congestion:** This includes the assessment of the potential to reduce motor vehicle trips during peak visitation, time lost to traffic delays, visitor frustration, and the current or future capacity of the entire transportation system.

Initial traffic, pedestrian, and bike data was collected for the LABSS study during the summer of 2010. A similar methodology will be used for this study to gather additional data and provide a basis for trend analysis. Selective sampling will be collected on the number of occupants per vehicle to be used in the modeling of trips converted to other means of mobility. Ridership data for the free trolley (see Exhibit F) is kept current by ESTA and analysis is provided for trends on a semiannual basis. The ESTA data includes statistics on the number of bikes carried on the trolley bike trailers. Analysis will include comparisons of trolley ridership and pedestrian trips to vehicle trips avoided.

- b. Visitor mobility, accessibility, and safety:** This includes the assessment of intermodal connectivity, public access to resources, access for those with disabilities and low incomes, traffic safety, pedestrian/cycling safety, and safety in the case of catastrophic events (i.e., natural disasters or security threats).

Data on where trolley riders get on and off will be correlated with traffic studies conducted during the summer. The type and number of pedestrians and other non-motorized movements will be collected on typical high usage days. The Lakes Basin Path will be completed in the summer of 2011 and initial season usage data will be collected and analyzed. More robust statistical data for usage on the Lakes Basin Path will be available when an automated counting system for path users is installed during the summer of 2012. This data will be used to project potential usage patterns for each alternative and the associated impacts or benefits.

- c. Visitor education, recreation, and health benefits:** This includes the assessment of potential improvements to visitor access to recreation, visitor education, and health benefits, such as active recreation.

The Town and Forest Service are jointly managing a contract to install wayfinding signage and interpretive panels along the Lakes Basin Path during the summer of 2011. During the TRIP study data, will be collected on the effectiveness of these enhancements to the trail system and used to analyze the potential for incorporation of similar signage along the proposed Lake Mary Loop route. The number and type of path users will be correlated to the number of vehicle trips avoided and an analysis will be conducted to look for improvements in healthful activities.

3. Methodology for Assessing - Environmental Benefits of Project

Please address how the planning project's scope and methodology will assess environmental factors related to an alternative transportation project in the following areas:

- a. Protection of sensitive natural, cultural, and historical resources:** This criterion includes energy conservation, energy efficiency, ecosystem sustainability, preservation of archeological and/or historical resources, view shed and watershed preservation, reduction in auto-wildlife collision rates, improved habitat connectivity, ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit, and other protection benefits where applicable.

The study's purpose is to look at ways to convert vehicle trips into alternative modes of mobility, decrease the number of vehicles parked illegally along the roadway shoulders, reduce erosion impacts, and improve safety. A correlation between improved alternative means of access and the number of visitors enticed out of their cars will be attempted. The conversion of vehicle trips will then be quantified for a calculation of its impact on view shed, erosion, habitat, and carrying capacity. Alternatives will be reviewed by resource specialists and design adjustments will be made to avoid impacts to sensitive resources.

- b. Reduced pollution:** This criterion includes air pollution, water pollution, noise pollution, and visual pollution.

The impact from the conversion of vehicle trips will also be quantified for a calculation of its impact on water quality, air quality, noise and visual pollution, and ultimately a decrease in energy consumption and greenhouse gas emissions.

4. **Methodology for Assessing - Operational Efficiency and Financial Sustainability**

Please address how the planning project's scope and methodology will assess the operational efficiency and the financial sustainability of an alternative transportation project in the following areas:

- a. Operational efficiency:** This includes considerations of how a potential alternative system may or may not meet identified management goals and objectives for this site, including the evaluation of multiple alternatives.

Alternative solutions to the traffic issues identified in this study will be evaluated on the basis of initial capital cost, maintenance and operational costs, and effectiveness in reducing impact from motor vehicles. The Forest Service management goal can be summed up as follows: As urban centers grow, demand for use in places like the Lakes Basin will grow and the imperative is to maximize capacity, maintain access, and minimize resource impacts while maximizing quality of experience.

- b. Financial feasibility:** This includes the development of financial plans for multiple alternative transportation project alternatives and the budget for the proposed planning study.

The cost for this study is approximately \$173,000. A copy of the budget is included as Exhibit **B**. Construction costs for the various alternatives will be compiled from past bid results for similar projects with an expected level of accuracy of plus or minus 15%. Maintenance costs will be compiled from the current Public Works budget for similar projects. One crucial element of making a "feet first" approach viable is the existence of a free trolley system in the Lakes Basin. The Town currently funds the Lakes Basin trolley route with approximately \$130,000 annually in local taxes specifically earmarked for transit.

- c. Cost effectiveness:** This includes the development of a cost effectiveness analysis for multiple project alternatives.

The costs for various alternatives developed during this study will be estimated by the Town Public Works Department. The effectiveness will be based on a comparison of the number of trips that can be converted from motor vehicle to non-motorized.

- d. Partnerships and funding from other sources:** Planning projects that would be carried out or funded in partnership with other entities are encouraged. Documentation (e.g., partnership agreements, letters of partnership support, letters of confirmation of financial contribution, letters of in-kind contributions, etc.) that supports and verifies involvement of partners and level of partnership *must* accompany the proposal.

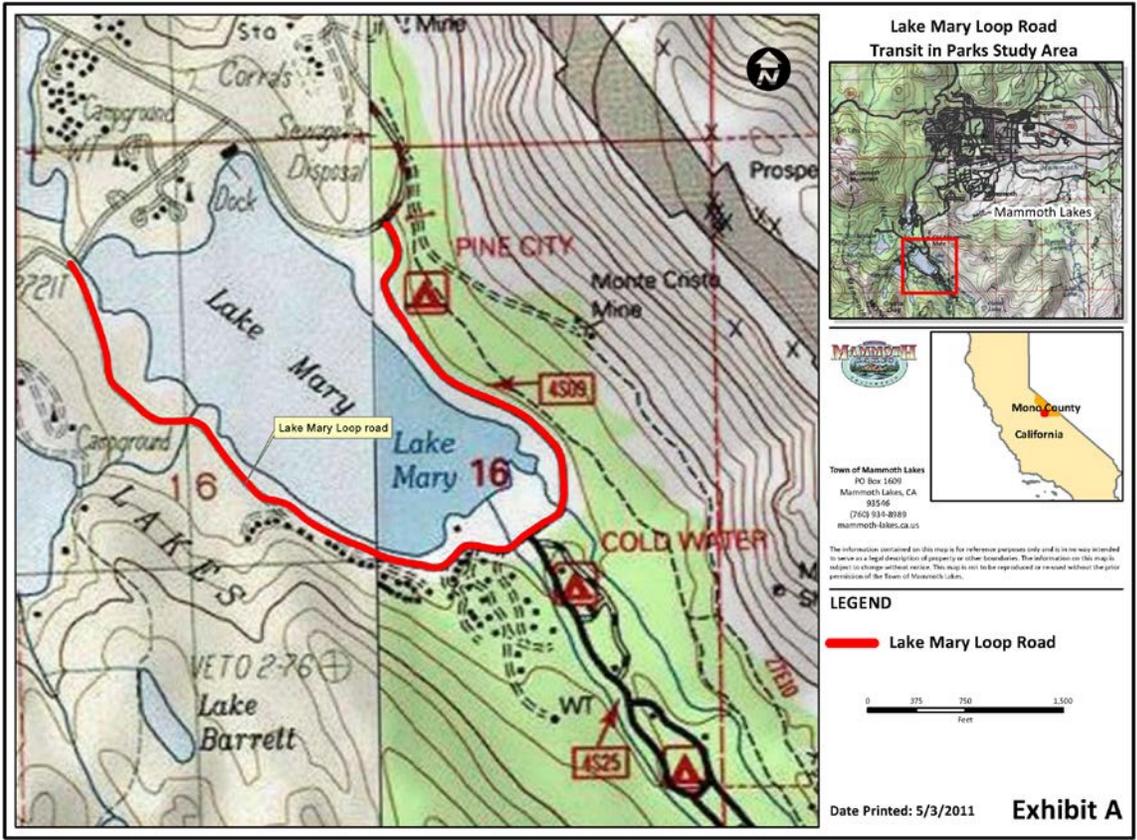
The following letters of support and indications of interest are attached:

- o Exhibit **G** – Letter of support from the Inyo National Forest,
- o Exhibit **H** – Letter of support from the Town Of Mammoth Lakes Mobility Commission,
- o Exhibit **I** – Agenda Bill and Resolution from Town Council approving this grant application,
- o Exhibit **J** – Special Use Permit covering operation and maintenance of trails by the Town of Mammoth Lakes.

The Town of Mammoth Lakes and the Forest Service have a long standing mutual interest in constructing, operating, and maintaining multi-use paths on lands of the Inyo National Forest. Maintenance of multi-use paths is performed by the Town Public Works Department and is funded thru the general fund. Most multi-

use paths on Inyo National Forest land within the Town boundary have been constructed by the Town. However, the Forest Service is currently using ARRA stimulus funding to construct a 3,000 foot segment of multi-use path that the Town will operate and maintain. The Forest Service, ESTA, and the Town have also partnered on a number of transit related projects; the most prominent of which is the Red's Meadow / Devil's Postpile Shuttle Service.

Currently there are no additional monetary sources identified to fund this project. However, the diverse line-up of community partners who support the process will provide abundant in kind services and resources as part of the advisory roles defined for these partners. This in kind support will include staff time and administrative resources; sharing of existing data resources, reports and analysis; access to agency communication channels for public messaging and engagement; and volunteer-led workshops, field trips and meetings for data gathering and verification. The value of this in kind support will reach into the thousands of dollars and create a robust, vibrant and community-engaged planning project.



Planning Grant Application
 Paul S. Sarbanes Transit in Parks Program
 FY-2011/2012

Exhibit B

<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	Automated pedestrian counting system for path usage data acquisition. Including 3 counters, software for downloading data, cables and connectors.	AQ	EA	1	\$ 2,500.00	\$2,500.00	
2	Aerial Survey, including ground control	AQ	LS	1	\$ 25,000.00	\$25,000.00	
3	Forest Service Environmental Specialists - staff labor for archeological, biological, botanical studies for environmental review and impact analysis.	AQ	LS	1	\$ 45,000.00	\$45,000.00	
4	Public outreach, including advertizing.	AQ	LS	1	\$ 20,000.00	\$20,000.00	
5	Preparation of plans and cost estimates for alternatives. Assume final 2 versions are developed.	AQ	EA	2	\$ 11,000.00	\$22,000.00	
6	Report preparation - discussion of alternatives and impacts.	AQ	LS	1	\$ 10,000.00	\$10,000.00	
7	Preparation of environmental review documents.	AQ	LS	1	\$ 10,000.00	\$10,000.00	
8	Grant administration by Town staff, overhead and contingency @ 15%	DQ	LS	1	\$ 18,675.00	\$18,675.00	
Sub-Total TRIP Grant Funds =						\$ 153,175.00	
9	Public outreach and community involvement by MLTPA using donated funds and volunteer effort	AQ	LS	1	\$ 10,000.00	\$10,000.00	
10	Measure R funds for development of wayfinding component by MLTPA	AQ	LS	1	\$ 5,000.00	\$5,000.00	
11	Forest Service staff labor using operating funds.	AQ	LS	1	\$ 5,000.00	\$5,000.00	
Sub-Total Other Funds =						\$20,000.00	
Grand-Total =						\$173,175.00	

Lake Mary Road LOOP
Between Lake Mary Road and Marina Parking Lot
 Sunday, September 5, 2010

Name of Data Collector: Anna Hansen and Tom Okeefe

Instructions: Count parked vehicles on both sides of the road each hour, both on and off pavement.

Time	Vehicles on Road	Vehicles at Marina	Notes
Before 7:00 AM	0	0	Marina Closed All Day
7:00-8:00 AM	0	1	
8:00-9:00 AM	2	2	
9:00-10:00 AM	8	2	
10:00-11:00 AM	8	4	
11:00-12:00 PM	14	2	
12:00-1:00 PM	18	4	
1:00-2:00 PM	20	4	
2:00-3:00 PM	18	5	
3:00-4:00 PM	23	3	
4:00-5:00 PM	23	6	
5:00-6:00 PM	17	9	
6:00-7:00 PM	10	6	
After 7:00 PM	8	5	
TOTAL	169	53	222



Exhibit C

Lake Mary Road LOOP
Between Marina Parking Lot and Lake George Road
 Sunday, September 5, 2010

Name of Data Collector: Anna Hansen and Tom Okeefe

Instructions: Count parked vehicles on both sides of the road each hour, both on and off pavement.

Time	Vehicles on Road	Notes
Before 7:00 AM	7	
7:00-8:00 AM	12	
8:00-9:00 AM	20	
9:00-10:00 AM	23	
10:00-11:00 AM	26	
11:00-12:00 PM	33	
12:00-1:00 PM	44	
1:00-2:00 PM	39	
2:00-3:00 PM	33	
3:00-4:00 PM	35	
4:00-5:00 PM	35	
5:00-6:00 PM	39	
6:00-7:00 PM	40	
After 7:00 PM	38	
TOTAL	424	



Exhibit C







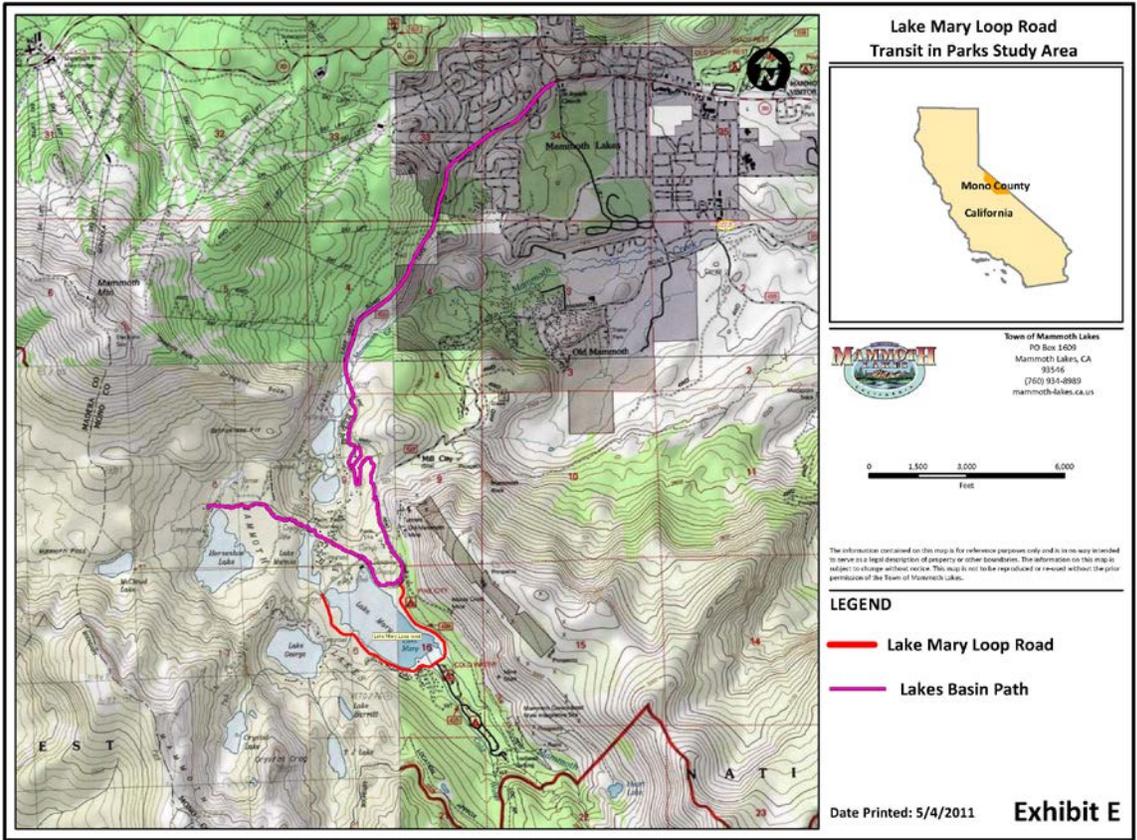


Exhibit F



Exhibit F

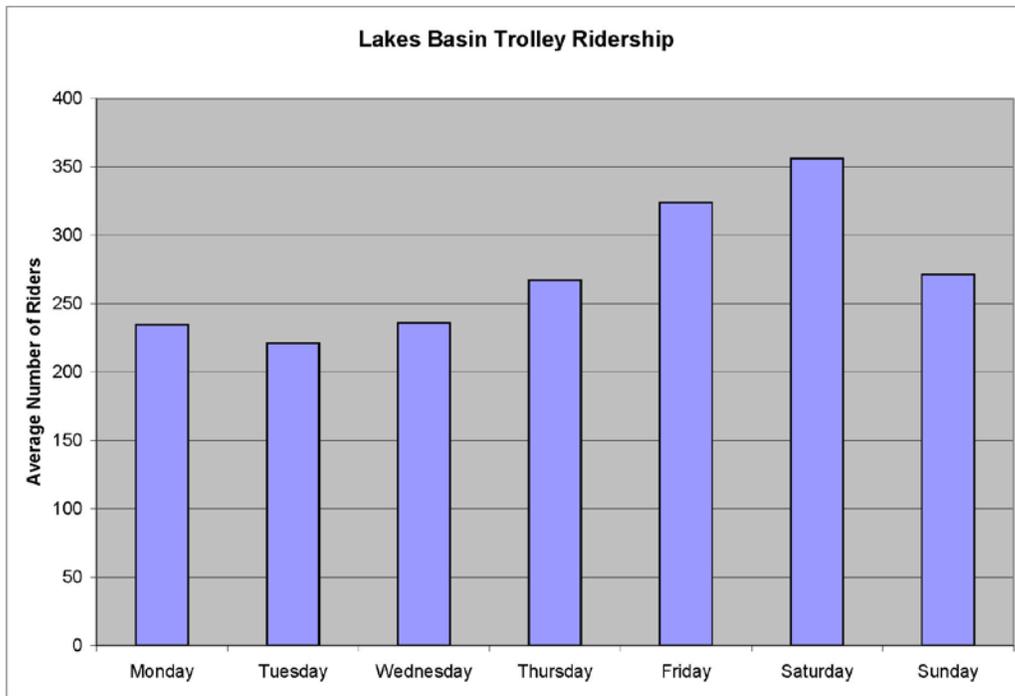


Exhibit F

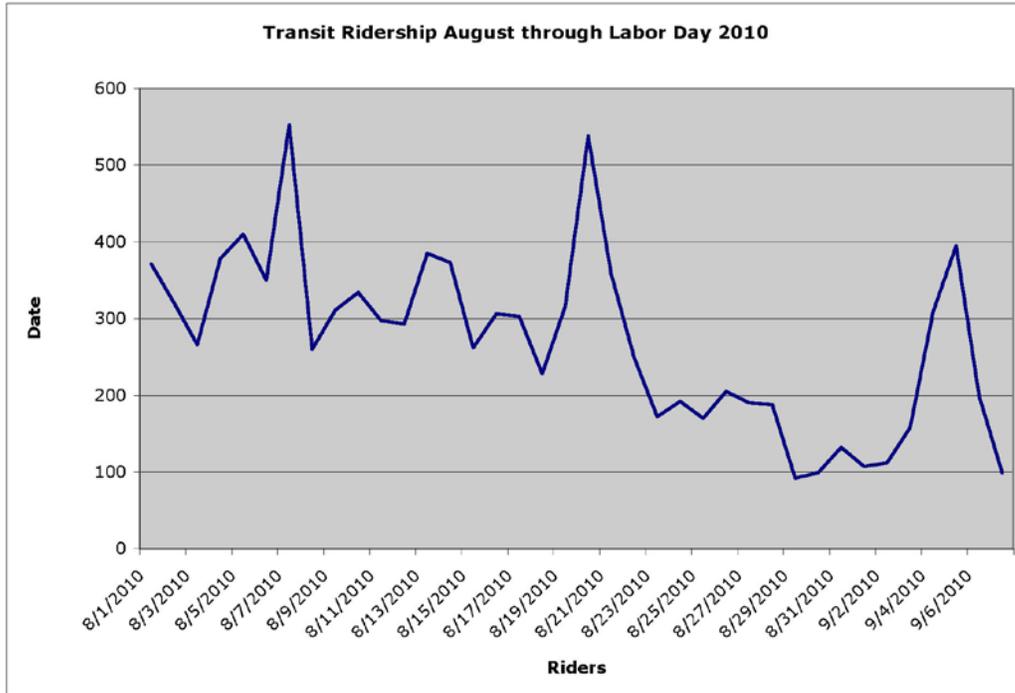


Exhibit F

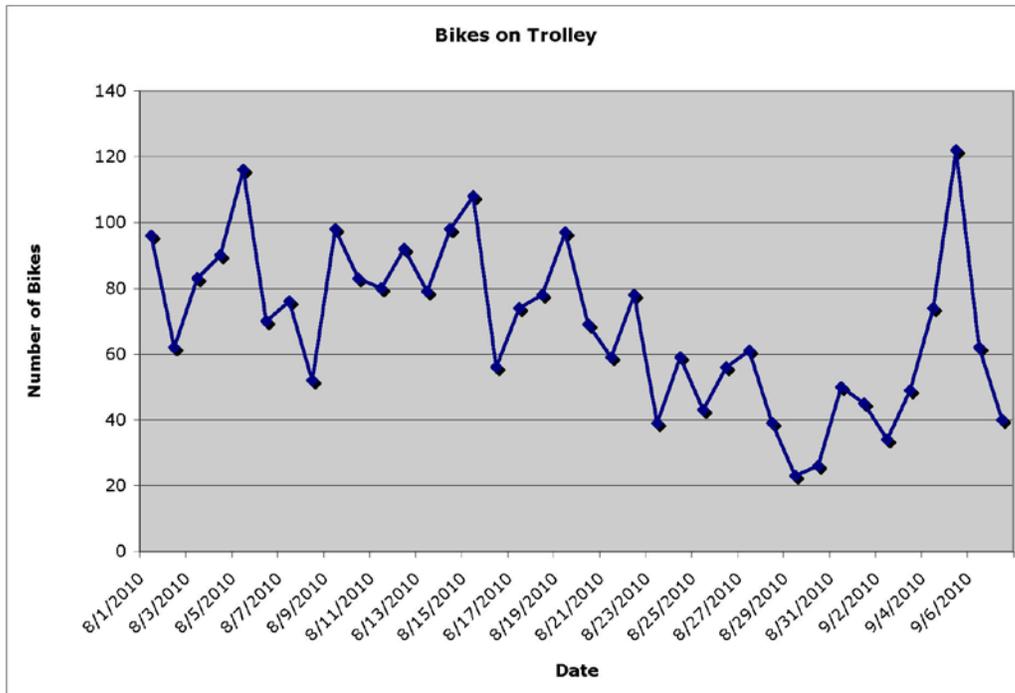


Exhibit F

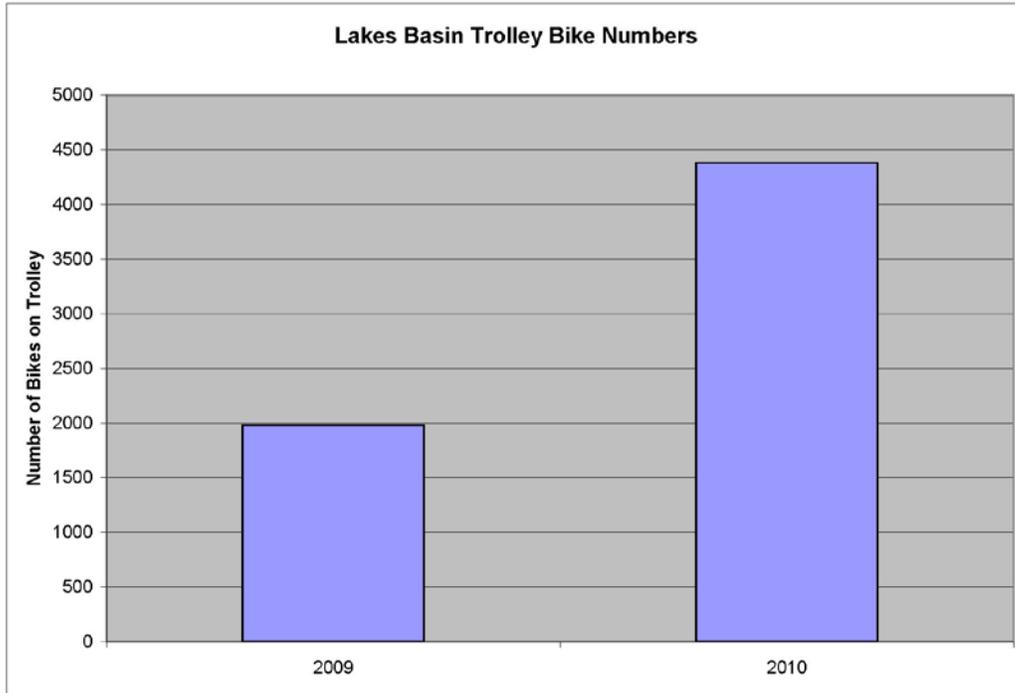
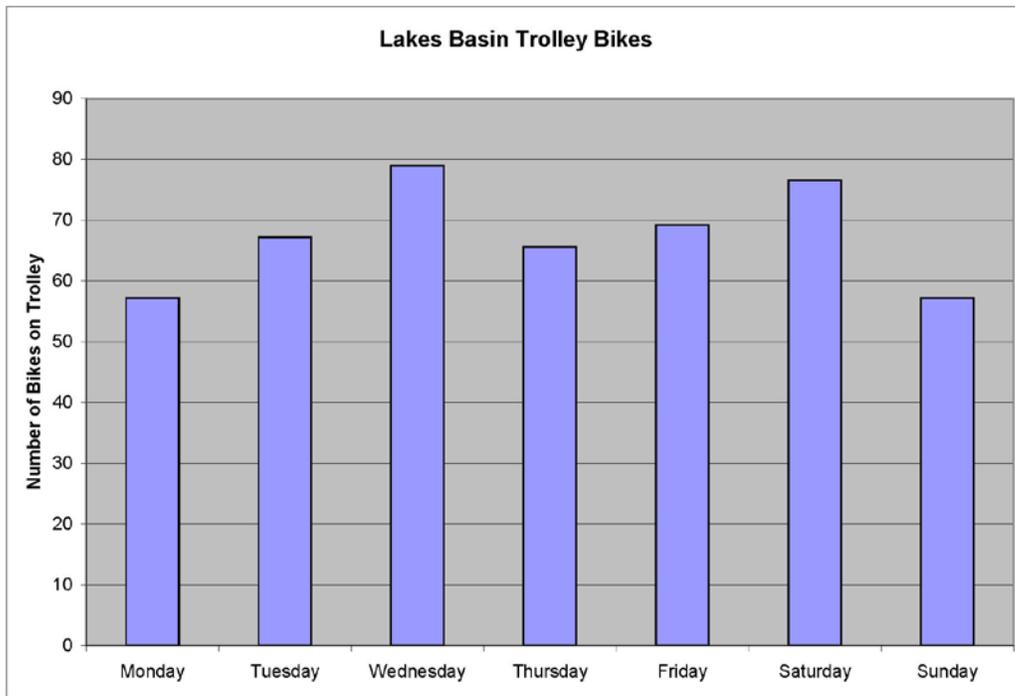


Exhibit F



File Code: 1580
Date: May 6, 2011

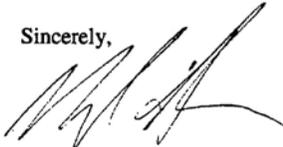
To Whom This May Concern:

I am writing to express my enthusiastic support for the grant application submitted by the Town of Mammoth Lakes requesting funding to study and plan alternative transportation and traffic design along the Lake Mary^{Loop} road in the Mammoth Lakes Basin. This project has been discussed for many years on the Inyo National Forest, was vetted with the public during the recent "Lakes Basin Special Study" (completed in 2011), and is now ripe for analysis and a decision to implement.

The Lake Mary^{Loop} road is a narrow, winding road along a busy recreation corridor. Although not specifically designed for two-way traffic, Lake Mary^{Loop} Road is currently utilized in both directions of travel. Campgrounds, marinas, lodges, and recreation residences line the road. Anglers, cyclists, hikers, and walkers all use the same road corridor traveled by vehicles. The range of solutions to mitigate safety concerns is broad, with widely distributed impacts to user groups. This final study will allow us to document these user impacts and determine the best course of action.

This project is another great example of the partnership between the U.S. Forest Service and the Town of Mammoth Lakes, demonstrating our commitment to promoting alternative transportation while maintaining and promoting access.
Thank you for considering my letter of support.

Sincerely,



MIKE SCHLAFMANN
Deputy District Ranger

Exhibit G



Caring for the Land and Serving People

Printed on Recycled Paper



Exhibit H

TOWN OF MAMMOTH LAKES
MOBILITY COMMISSION

April 19, 2011

Ms. Jessica Morriss
Transportation Planner
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 Planning Grant

Dear Ms. Morriss,

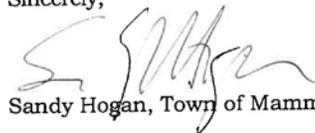
The Town of Mammoth Lakes Mobility Commission would like to express its strong support for the Town of Mammoth Lakes in cooperation with the Inyo National Forest project.

The Paul S. Sarbanes Planning Grant funding would be used to further study the transportation planning concepts explored as part of the Lakes Basin Special Study, a joint planning effort between the Town of Mammoth Lakes, the Inyo National Forest, and the Mammoth Lakes Trails and Public Access Foundation. Specifically, planning funds would be used to analyze the potential impacts from converting Lake Mary Loop to a one-way roadway or construct a non-motorized parallel path along the route. Analysis of one-way alternatives would be performed and would include an assessment of necessary infrastructure improvements, signage and wayfinding, impacts to transit and vehicular circulation, evaluation of multi-modal safety, and environmental impacts related to water quality, air quality, and biological and cultural resources. The planning study would provide additional support for the Inyo National Forest as they begin their formal management planning effort for the Lakes Basin.

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 also recognizes the great importance of garnering public input through thorough engagement and community outreach. We look forward to taking part in this process by potentially providing a public hearing forum.

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. We thank you for your consideration of this grant proposal.

Sincerely,



Sandy Hogan, Town of Mammoth Lakes Mobility Commission Chair

RESOLUTION NO. 11-11

**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
LAKE MARY LOOP ROAD PEDESTRIAN/BICYCLE ACCESS PROGRAM PLAN**

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 applicants attorney; and

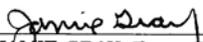
WHEREAS, the applicant, if selected, will enter into an agreement with the FTA for the development of the project; and

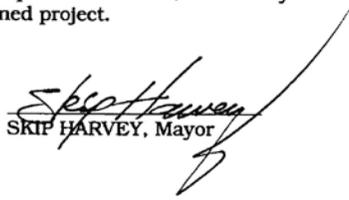
NOW, THEREFORE, BE IT RESOLVED, that the Town Council of the Town of Mammoth Lakes, California, hereby:

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.

ATTEST:


JAMIE GRAY, Town Clerk


SKIP HARVEY, Mayor

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

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 who acquires ownership of, or a controlling interest in, the improvements or business entity.

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.

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:

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.

