



MAMMOTH TRAILS COMMITTEE MEETING

Thursday, October 19, 2017 @ 3pm

Mammoth Lakes Tourism and Recreation Conference Room
(Shuttling to Tamarack Street for Sherwins Access Field Trip at 3:00PM)

2520 Main Street, Mammoth Lakes, California

www.mammothlakesrecreation.org | www.mammothtrails.org

NOTE: In compliance with the American with Disabilities Act, if you need special assistance to participate in this meeting, please call (760) 934-4932. Notification 48 hours prior to the meeting will enable MLR to make reasonable arrangements to ensure accessibility to this meeting. (28CFR 35.102-35.104 ADA Title II)

NOTE: All comments will be limited by the Chair to a speaking time of five-minutes.

ROLL CALL

Committee Members: Finlay Torrance, Dan Holler, Alan Jacoby, Heather Schaubmayer, Elise Howell, John Mueller, Ted Dardzinski, and David Page.

PUBLIC COMMENT (On items not on the Agenda)

ADMINISTRATIVE ITEMS

1. Approval of the agenda
2. Approval of the meeting minutes for August 10, 2017
 - a. Attachment 1
3. Field Trip – w/ Jim Paulus (Biologist) - SHARP Environmental Review
 - a. Attachment 2
4. FY 16/17 - Year End Report
 - a. Attachment 3
5. FY 17/18 Q1 Actuals, Reallocations
 - a. Attachment 4
6. Reminders
 - a. MTC Meeting Schedule
 - b. Mammoth Trails Meeting – November 2, 2017
 - c. Inyo National Forest Plan Revision – to be published 2018
 - d. Inyo National Forest OSV NEPA

COMMITTEE MEMBER REPORTS

REQUEST FOR FUTURE AGENDA ITEMS



P.O. Box 8562 • 2520 Main Street
Mammoth Lakes, CA 93546

**MAMMOTH LAKES
RECREATION**

(760)-709-0620
mammothlakesrecreation.org

ADJOURNMENT

To the next meeting of the Mammoth Trails Committee which will occur on November 9, 2017 at 3 pm. I hereby certify under penalty of perjury under the laws of the State of California that the foregoing agenda was posted in the Mammoth Lakes Tourism & Recreation outside showcase not less than 72 hours prior to the meeting dated as October 19, 2017.

Matt McClain, MLR Executive Director



**August 10, 2017, Mammoth Trails Committee Meeting Minutes
Mammoth Lakes Tourism and Recreation Conference Room,
2520 Main St, Mammoth Lakes, CA 93546**

ROLL CALL

Chair Page called the meeting to order at 3:05 p.m. at the Mammoth Lakes Tourism and Recreation Conference Room, 2520 Main St, Mammoth Lakes, CA 93546.

Present: Ted Dardzinski, John Mueller, David Page, Elise Howell, and Heather Schaubmayer

PUBLIC COMMENT

None.

ADMINISTRATIVE ITEMS

1. Approval of the Agenda: approved
2. Minutes from (M, Howell; S, Dardzinski – Unanimous vote)

David Page - Want to review upcoming MTC meeting schedule to ensure appropriate meeting times and being respectful of the volunteer time put in by the committee as well as staff time.

3. MLTS Summer 2017 Updates – Joel Rathje gave an update on the MLTS work during Summer 2017.
 - With the way our new trails are designed, we will not see erosion issues.
 - Working on trail maintenance as well. Given this past winter, the destruction was not too bad.
 - Using red flags to mark the trail in areas where hikers are moving off trail due to snow banks and erosion.
 - 2-day workshop provided invaluable education on building trails.
 - First Trail day was well attended - 38 people attended, 100 lbs of trash collected
 - Second Trail Day well attended - 35 people, 40 lbs of trash collected
 - Ted Dardzinski - what if we have a weekday after-work volunteer day for people to work on the trail for an hour or two every other week.
-



- Ted Dardzinski - There is trash overflowing at Horseshoe Lake - can we implement the poo-fairy program?
 - Joel Rathje replied – That is Forest Service land and managed by the Forest Service, however we can make them aware and offer our support.
 - David Page - We should think about opportunities where we can leverage the revenue from campgrounds to help maintain the bathrooms and trash in the Lakes Basins area.
4. Joel Rathje gave an update on the SHARP EA Consultant
- Environmental Review submitted to the USFS

Ted Dardzinski left at 3:47pm

- Elise Howell – Asked if MLTS could add multi-use signs to new trail signs out in the Sherwins area to remind people that the trails are accessible for hikers, bikers and horses.
5. Joel Rathje gave an update on the FY16/17 estimated rollover of funds. Going into this FY 17/18, MLTS has an estimated +/- \$50,000 rolling over.

David Page asked – Do we need to have meetings for updates every four weeks? Can we limit the meetings to a quarterly basis?

- General consensus that quarterly meetings would work better.
- Joel and David to put together a quarterly meeting schedule where decisions need to be Committee approved.

FUTURE AGENDA ITEMS

September 15th meeting put on hold until further notice from Joel Rathje and David Page (with new schedule).

ADJOURNMENT

There being no further business to come before the Mammoth Trails Committee, the meeting was adjourned at 4:13 p.m.

Respectfully submitted,

Emily Woods

Program Administrator, Mammoth Lakes Recreation

**SHARP - Environmental Review Projects
Anticipated Costs**

Attachment 2

Count	SHARP ID #	FACILITY CONSTRUCTION	TRAIL CONSTRUCTION	AMENITIES	REHAB	WINTER GROOMING	TOTAL PROJECT
1	S01	\$ 1,000,000.00	\$ -	\$ 65,000.00	TBD	\$ -	\$ 1,065,000.00
2	W01	\$ -	\$ -	\$ -	\$ -	\$ -	
3	W02	\$ -	\$ -	\$ 100.00	TBD	\$ -	\$ 100.00
4	W03	\$ -	\$ -	TBD	\$ -	TBD	TBD
5	S05a	\$ -	\$ 19,655.00	\$ 50,600.00	TBD	\$ -	\$ 70,255.00
6	S05b North	\$ -	\$ 12,335.00	\$ 400.00	\$ -	\$ -	\$ 12,735.00
7	S05b South	\$ -	\$ 12,720.00	\$ 1,000.00	\$ -	\$ -	\$ 13,720.00
8	S05c	\$ -	TBD	\$ 400.00	TBD	\$ -	TBD
9	S06	\$ -	\$ 855,760.00	\$ 74,000.00	TBD	\$ -	\$ 929,760.00
10	S07	\$ -	\$ 1,430,130.00	\$ 110,500.00	\$ -	\$ -	\$ 1,540,630.00
11	W07	\$ -	\$ -	\$ 225.00	TBD	\$ -	\$ 225.00
12	S08	\$ -	\$ 25,100.00	\$ 41,600.00	TBD	\$ -	\$ 66,700.00
13	W08	\$ -	\$ -	\$ -	\$ -	\$ 9,100.00	\$ 9,100.00
14	W09a	\$ -	\$ -	\$ 50.00	TBD	\$ 9,100.00	\$ 9,150.00
15	W10a	\$ -	\$ -	\$ -	TBD	\$ 4,550.00	\$ 4,550.00
16	S15	\$ -	\$ 5,890.00	\$ 58,100.00	TBD	\$ -	\$ 63,990.00
TOTAL :		\$ 1,000,000.00	\$ 2,361,590.00	\$ 401,975.00	TBD	\$ 22,750.00	\$ 3,785,915.00



SHARP Environmental Review Projects for 2017 Concept and Rationale

1) SHARP ID #S01

A) Concept

⇒ **Major multi-use staging area at the Borrow Pit.**

This will be the primary staging area for the Sherwins area and therefore the most developed. Facilities will include parking, bathrooms, an education/interpretive area, and signage. Additionally, the U.S. Forest Service (USFS) Maintenance Level on Sherwin Creek Road will need to be changed to allow off-highway vehicles (OHVs) to travel eastbound along the entire length of Sherwin Creek Road to Highway 395 (across both USFS and Department of Water and Power [DWP] land) to access appropriate OHV routes. This staging area will be open year-round (see Winter Map ID #01) to all users and will be served by public transit (see Summer Map ID #28).

B) Rationale

⇒ This area has traditionally been, and continues to be, a popular staging area for recreationists. The tank-farm facility to be built by Turner Propane at the Borrow Pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened surface from its intersection with Old Mammoth Road to the Borrow Pit, which will provide for improved vehicular travel; construction of the tank farm will allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. An education/interpretive area would be an excellent addition to this staging area due to the expected high volume of users. OHV use is currently prohibited in open areas and on some routes within the Sherwins area, including much of Sherwin Creek Road. Changing the USFS Maintenance Level on Sherwin Creek Road will allow OHV users to ride directly from the Borrow Pit Staging Area and then along Sherwin Creek Road to routes open to them in the east without needing to stage farther down the road.

NOTE: Maintenance Levels are defined by the USDA Forest Service Handbook as the level of service and maintenance for a specific road. When roads are maintained, Maintenance Levels must be consistent with road management objectives and maintenance criteria.

2) SHARP ID # S05A

A) Concept

⇒ Soft-surface non-mechanized connector from the Hidden Lake meadow to the Mill City staging area (see Summer Map ID #4 and



#16), Panorama Dome, and the Lakes Basin.

Articulate a soft-surface non-mechanized connector between the Mill City staging area and the stacked-loop system present within the Hidden Lake meadow on the west end of the Sherwins area (see Summer Map ID #8). The connector will be signed to indicate the level of difficulty and will also connect to La Verne Street, possibly via an existing drainage easement. The trail will be articulated beneath the winter trail where possible (see below and Winter Map ID #7) and will be open to non-mechanized use (no bicycles) year-round.

The trail will follow this rough alignment: Beginning in the Hidden Lake meadow, the trail will head up the south side of The Bluffs through the manzanita, gain the ridge along the firebreak, present a spur to the proposed Mill City staging area, and continue to the west end of the Mammoth Rock Trail.

B) Rationale

⇒ This connector satisfies an existing need to provide efficient, marked travel between the popular Lakes Basin amenities and the frequently used meadow at the west end of the Sherwins that avoids conflict with mountain bikes for hikers and equestrians. This feature will provide an important link directly into the stacked-loop trail system (see Summer Map ID #8) and also will allow equestrians and hikers a bike-free alternative to using the Mammoth Rock Trail to access the Lakes Basin. Signage and trail construction (a series of tight switchbacks) will be designed to deter “poaching” by downhill mountain bikers.

The specific routing of this trail offers the following benefits: avoidance of the steep existing drainage; spectacular views; good sun exposure, which will allow more rapid snowmelt and therefore early access in the spring; reduction of visual impact via placement in manzanita; and connection to the safe crossing at Old Mammoth Road (see Summer Map ID #15), the Mill City staging area (see Summer Map ID #4), the Tamarack

Street trailhead (see Summer Map ID #2), and the Mammoth Rock Trail. Additionally, the trail’s aspect allows the ridge to be gained using only three or four switchbacks, which will make construction easier and result in a gentler, more user-friendly grade.

3) SHARP ID #S05B

A) Concept

⇒ Parallel soft-surface non-motorized connections—one on the north side of Old Mammoth Road, one on the south side—from the Old Mammoth Road safe crossing (see Summer Map ID #15) to the intersection of Old Mammoth Road and Lake Mary Road.



Develop a set of parallel soft-surface non-motorized trail connections between the Old Mammoth Road safe crossing and the road's intersection with Lake Mary Road. Facilities will be limited to signage. One connection will be open to all non-motorized use, and its complement will be open to non-mechanized use only.

B) Rationale

⇒ Routing these connections along Old Mammoth Road will offer the following benefits: quick snowmelt due to aspect, and therefore early spring accessibility; reduction of visual impact via placement in manzanita; existing topography and vegetation require less-intensive development; good views; avoidance of boggy/wet areas and dense stands of lodgepole pine and aspen; historical/interpretive opportunities as the trails pass through the Mammoth City site; and increased user safety via the off-road location. Additionally, creation of parallel trails will mitigate potential user conflict between equestrians, hikers, and mountain bikers as well as trail deterioration from heavy multiple use. The trail on the north side of Old Mammoth Road will connect users to the Lake Mary Road Bike Path, crossing Lake Mary Road and encouraging use of that path and the Mammoth Lakes Trail System as a continuous system. The connection to the trail at Summer Map ID #26 encourages and makes accessible recreation and vista opportunities at and near Mammoth Rock. Facilities will be limited to signage, and the Lake Mary Road Bike Path connector will be closed to equestrians.

NOTE: Further study is needed to determine an optimal road crossing for equestrians.

4) SHARP ID #S05C

A) Concept

⇒ Soft-surface pedestrian and bike connections from the intersection of Old Mammoth Road and Lake Mary Road to the Lake Mary Road Bike Path. Develop surface-appropriate, safe connections for hikers and mountain bikers who wish to access the new Lake Mary Road Bike Path from the Sherwins area.

B) Rationale

⇒ Currently there are no formal, safe points of connection between the new paved multi-use Lake Mary Road Bike Path and the intersection of Lake Mary Road and Old Mammoth Road. Providing these connections will increase safety by avoiding user presence on Lake Mary Road and will encourage use of the new bike path, which connects into the larger paved Mammoth Lakes Trail System.



5) SHARP ID #S06

A) Concept

- ⇒ Hard-surface or paved non-motorized connector from the Borrow Pit Staging Area to Mammoth Creek Park East at the bridge. Develop a hard-surface or paved ADA-compliant multi-use path (MUP) from the Borrow Pit Staging Area (see Summer Map ID #01) to the bridge at Mammoth Creek Park East. Specific routing will take users from the Borrow Pit Staging Area, east of the USFS stables, and deliver them to a connection with the existing MUP at Mammoth Creek Park East. This connector can be routed beneath the winter alignment (see Winter Map ID #10a) and will be open to non-motorized use only. The exact surface is to be determined.

B) Rationale

- ⇒ This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate staging area and provide connectivity between the park, the Borrow Pit Staging Area, the stacked-loop trail system, and formal access/egress points along the meadow's northern boundary. Routing of the trail as described above will increase user safety by keeping users separated from Sherwin Creek Road and Old Mammoth Road traffic, enhance the user experience by presenting less noise and visual impact (vehicular traffic), mitigate potential conflict with the two stock operations in the area (primarily Sierra Meadows Equestrian Center), and provide a direct connection to an existing portion of the Mammoth Lakes Trail System that leads to the Mammoth Lakes Library, Cerro Coso Community College, and other destinations. The park-side endpoint of this connection also will facilitate easier access to the Hayden Cabin (see Summer Map ID #25), which presents historical opportunities and can increase visitor traffic to this amenity.

6) SHARP ID #S07

A) Concept

- ⇒ Non-motorized "backbone" trail connections from the Borrow Pit Staging Area to the Tamarack Street Trailhead. Articulate two separate non-motorized routes that connect the Borrow Pit Staging Area (see Summer Map ID #S01) to the Tamarack Street Trailhead (see Summer Map ID #S02) and also connect into the summertime stacked-loop trail system (see Summer Map ID #S08). The hard-surface or paved trail will be ADA-accessible and will be aligned over the existing USFS 4S100 road, which will require closure to motorized use. Construction should accommodate service and maintenance vehicle access to Kerry Meadow for special events such as weddings. The complementary trail will be soft surface and aligned over the existing trail to the south, near the base of the Sherwins. Accommodation of equestrian use will be included in the design.



process, which may include an equestrian only bridle path. Environmentally appropriate trail design is critical. These trails will be open to non-motorized use only, with specific use dependent on trail surface.

B) Rationale

⇒ Accommodating multiple uses is important to the diverse Mammoth Lakes community, and providing one hard-surface trail and one soft-surface trail that link the Borrow Pit Staging Area to the Tamarack Street Trailhead and the greater stacked-loop trail system allows users a choice of experience. The hard-surface or paved trail will enable disabled users and those desiring a compacted surface to enjoy the Sherwins area. It also will provide direct connections to other points on the Mammoth Lakes Trail System by way of the Tamarack Street Trailhead (see Summer Map ID #02), the Snowcreek VIII access/egress point (see Summer Map ID #03), and the Borrow Pit Staging Area (see Summer Map ID #01). The soft-surface trail allows equestrians who have property on Tamarack Street to cross the meadow and access the Borrow Pit Staging Area and beyond, or to head up to the Lakes Basin if coming from the east. It also furthers connectivity for mountain bikers and hikers and discourages use-trail proliferation by providing an easy, clear route. The meadow area is flat and open, which provides excellent visibility for equestrians, hikers, and mountain bikers sharing the soft-surface trail and can help curb user conflict and increase user safety. Proper trail engineering will allow for restoration of the wet meadows by closing other, less-sustainable use trails. Ensuring continued, though modified, access to Kerry Meadow will sustain special-event business there and also offer interpretive opportunities.

NOTE: The exact alignment of the backbone trails has not yet been determined, but will be positioned to avoid possible conflict with golf balls hit from the nearby Snowcreek fairway.

7) SHARP ID #S08

A) Concept

⇒ Non-motorized stacked-loop trail system in the meadow. Articulate a stacked-loop trail system from the Borrow Pit Staging Area (see Summer Map ID #01), along the base of the Sherwins to the Tamarack Street Trailhead (see Summer Map ID #02), and back to the Borrow Pit Staging Area. Facilities will include signage. The southern half of the perimeter trail of this system will be soft surface; the northern half will be hard surface or paved (see Summer Map ID #07). The entire system will be open to non-motorized use only. An equestrian crossing across Bodle Ditch will be necessary.



B) Rationale

⇒ To improve the existing non-motorized opportunities in the meadow, a "stacked-loop" or "nested" trail system will be created to offer multiple route and surface options to a variety of summer users. The primary section of trail, out from which the smaller, nested loops will branch, will connect to the access points identified in Summer Map ID #02 (Tamarack Street Trailhead) and Summer Map ID #03 (Snowcreek VIII access/egress point) via the hard-surface or paved northern half of the loop, providing consistent and easy access/egress across the area to the loop system, the Borrow Pit Staging Area, and points of connection farther north and east. Creating a soft-surface southern half will provide an option for equestrians unable to use a hard-surface or paved trail as well as those seeking a more "wild" or "natural" experience.

8) SHARP ID #S15

A) Concept

⇒ Old Mammoth Road soft-surface non-motorized safe crossing
Develop a soft-surface non-motorized safe crossing of Old Mammoth Road. A trail would be built roughly from the western entrance of Mammoth Rock Trail and stay on the uphill (south) side of Old Mammoth Road, utilizing a portion of the existing use-trail/mine road, then turn parallel to the road and continue to the uppermost hairpin turn of Old Mammoth Road. Here the trail would cross just uphill (west) of the turn. The crossing will be open to non-motorized use only.

B) Rationale

⇒ This crossing provides continuity of the soft-surface system described in Summer Map ID #14 and elsewhere in this proposal. It avoids having bikers cross Old Mammoth Road in a blind hairpin, as is the current configuration, thereby dramatically increasing public safety both for trail users and drivers. This is a safe crossing point because uphill traffic has a 180-degree turn to negotiate; therefore, traffic is slow and downhill traffic has a long straightaway on which to see oncoming cars or pedestrians. Cars are naturally slowing here in anticipation of the hairpin turn. Additionally, this crossing will minimize use of unsafe and over-utilized vehicular turnouts along Old Mammoth Road. NOTE: The exact alignment of the safe crossing is yet to be determined but could include a below-grade crossing.

9) SHARP ID # W01

A) Concept

⇒ Major multi-use staging area at the Borrow Pit.
This will be the primary staging area for the Sherwins area and



therefore the most developed. Facilities, which will be shared between both parking areas (non-motorized at the southern end, motorized turnaround and/or parallel roadside parking at the northern end; see also Winter Map ID #03), will include bathrooms, a beacon basin/interpretive area, and signage. This staging area will be open year-round (see Summer Map ID #01) to all uses and will be served by public transit (see Winter Map ID #12).

B) Rationale

⇒ The tank-farm facility to be built by Turner Propane at the borrow pit offers several opportunities to create a major staging area in this location: Sherwin Creek Road will require conversion to a hardened surface from its intersection with Old Mammoth Road to the borrow pit, which must be plowed in the winter and therefore will provide for improved vehicular travel; construction of the tank farm will allow the staging area to be situated in an already-disturbed location; and future water infrastructure for the tank farm may be usable for bathrooms at the staging area. This area has traditionally been, and continues to be, a popular staging area for recreationists, as evidenced by existing winter conditions (crowded vehicle parking along Sherwin Creek Road). A beacon basin/interpretive area would be an excellent addition to this staging area due to the expected high volume of users. Creating a separate parking area with over-snow vehicle (OSV)–specific design allows for separation of motorized and non-motorized staging, which mitigates noise and air pollution, reduces potential safety hazards and/or conflicts between snowmobiles and children, dogs, or others, and provides an easy loading/unloading area for those with trailers. Locating the non-motorized parking area farther south allows for better access to the proposed snowplay area (see Winter Map ID #2) for families with children too small to walk a long distance as well as for proximity to non-motorized recreation opportunities to the west.

10) SHARP ID #W02

A) Concept

⇒ Non-motorized snowplay area adjacent to the Borrow Pit Staging Area. Situate a non-motorized snowplay area on the moraine that is nearest the Borrow Pit Staging Area (see Winter Map ID #01) to provide sledding and other complementary wintertime recreation opportunities. This area will be open to non-motorized snowplay only.

B) Rationale

⇒ This area is ideal for snowplay due to its moderate slope, gentle terrain, and aspect (north facing, which best retains snow). Its proximity to the Borrow Pit Staging Area makes it highly visible and



therefore attractive to potential users, enables them to access the snowplay area via a very short walk, and offers bathrooms and other facilities nearby, which is important for families with small children.

11) SHARP ID #W03

A) Concept

⇒ Additional off-loading area for OSV users near the Borrow Pit Staging Area. Extend a spur from the Borrow Pit Staging Area along Sherwin Creek Road that ends in a turnaround that can accommodate a pickup truck with a trailer, but is not limited to or reserved strictly for OSV users. Facilities will be limited to signage; users will access additional facilities at the main Borrow Pit Staging Area (see Winter Map ID #01).

B) Rationale

⇒ Providing an additional off-loading area with a turnaround will help to relieve potential congestion at the formal borrow pit staging area, enabling drivers to drop off or pick up both motorized and non-motorized users more efficiently and with ease. The proposed site's distance from the main staging area will naturally contribute to separation of use.

12) SHARP ID #W07

A) Concept

⇒ Non-motorized connector from the Mill City Staging Area (Winter Map ID #06) to Hidden Lake Meadow. Articulate a non-motorized connector between the Mill City Staging Area and the stacked-loop system within the Hidden Lake Meadow on the west end of the Sherwins Area (see Winter Map ID #09a). The connector will be ungroomed and receive no maintenance, but will be signed to indicate the level of difficulty. The trail will be articulated over a summer trail and will be open to non-mechanized use (no bicycles) year-round (see Summer Map ID #05a).

B) Rationale

⇒ This connector satisfies an existing need to provide efficient, marked travel for cross-country skiers and snowshoers from popular Lakes Basin amenities such as Tamarack Cross-Country Ski Center and the frequently used meadow at the west end of the Sherwins. This feature will provide an important link directly into the stacked-loop trail system (see Winter Map ID #09a). Lack of grooming will make the trail less visible, keeping use to a minimum, and the steeper slope angle and cautionary signage will deter less-skilled skiers and snowshoers.



13) SHARP ID #W08

A) Concept

- ⇒ Grooming on Old Mammoth Road from the Mill City staging area (Winter Map ID #6) to the Lakes Basin. Groom over the existing Old Mammoth Road alignment from the Mill City Staging Area to the intersection of Old Mammoth Road and Lake Mary Road. This will be corduroy only (no Nordic track) that will be open to non-motorized use only until April 17, when the Lakes Basin opens for OSV use.

B) Rationale

- ⇒ Grooming this portion of Old Mammoth Road will facilitate connectivity to the Lakes Basin for non-motorized users, as it will provide an easier surface on which to cross-country ski, snowshoe, or skin. Following the existing road alignment will allow grooming to occur with a low snow threshold, keeping this access/egress corridor open longer than would be possible if it were groomed over vegetation.

14) SHARP ID #W09A

A) Concept

- ⇒ Non-motorized stacked-loop trail system in the meadow. Articulate a stacked-loop trail system from the Borrow Pit Staging Area (see Winter Map ID #01), along the base of the Sherwins to the Tamarack Street Trailhead (see Winter Map ID #05c), and back to the Borrow Pit Staging Area. Facilities will include signage and some maintenance; a specific grooming program will be developed to provide a quality experience for multiple uses, which may include separate trails or delineation as appropriate. The westernmost loop is intended to be left ungroomed, while the section connecting the Borrow Pit Staging Area and the Tamarack Street Trailhead is intended to be groomed. This system will be aligned, if possible, over the summertime system (see Summer Map ID #08) and will be open to non-motorized use only. This system will be contained within the developed recreation area described in Winter Map ID #18 and will provide connectivity to the Lakes Basin via the connector described in Winter Map ID #07.

B) Rationale

- ⇒ To improve the existing non-motorized opportunities in the meadow (the legacy blue-diamond signage system, as one example), a “stacked-loop” or “nested” trail system with partial grooming will be created to offer multiple route options to a variety of winter users, including a quality groomed cross-country skiing experience. The primary section of trail (aligned over the multi-use path, or MUP, identified in Summer Map ID #07), out from which the smaller nested loops will branch, will connect to the access points identified in Winter



Map ID #05a (formal non-motorized access/egress point at Snowcreek VIII), #05b (formal non-motorized access/egress point at the Snowcreek golf course), and #05c (non-motorized trailhead at Tamarack Street), providing consistent and easy access/egress across the area to the loop system, the Borrow Pit Staging Area, and points of connection farther north and east. Grooming will provide a packed surface for dog-walkers, snowshoers, pedestrians, cross-country skiers, and others and will allow these users a lengthy maintained-route option. Leaving the western loop ungroomed (but signed) will provide an option for those seeking a more “wild” or “natural” experience.

15) SHARP ID #W10A

A) Concept

⇒ Non-motorized connector from the borrow pit staging area to Mammoth Creek Park East at the bridge. Develop a groomed connector (corduroy, but no Nordic track) between the Borrow Pit Staging Area (see Winter Map ID #01) and Mammoth Creek Park East at the bridge near Hayden Cabin (see Summer Map ID #25). This connector will be open to non-motorized use only and will be consistent with the alignment of the connector described in Summer Map ID #06.

B) Rationale

⇒ This trail will encourage and facilitate use of Mammoth Creek Park East as an alternate staging area and will provide connectivity between the park, the Borrow Pit Staging Area, the stacked-loop trail system (see Winter Map ID #09a), the Mammoth Lakes Trail System, and formal access/egress points along the meadow’s northern boundary.




ROUGH COST ESTIMATES

- ① \$1,065,000
- ⑥ \$929,760
- ⑦ \$1,540,630
- ⑧ \$66,700
- ⑤a \$70,255
- ⑮ \$63,990
- ⑤b \$26,455
- ⑤c TBD

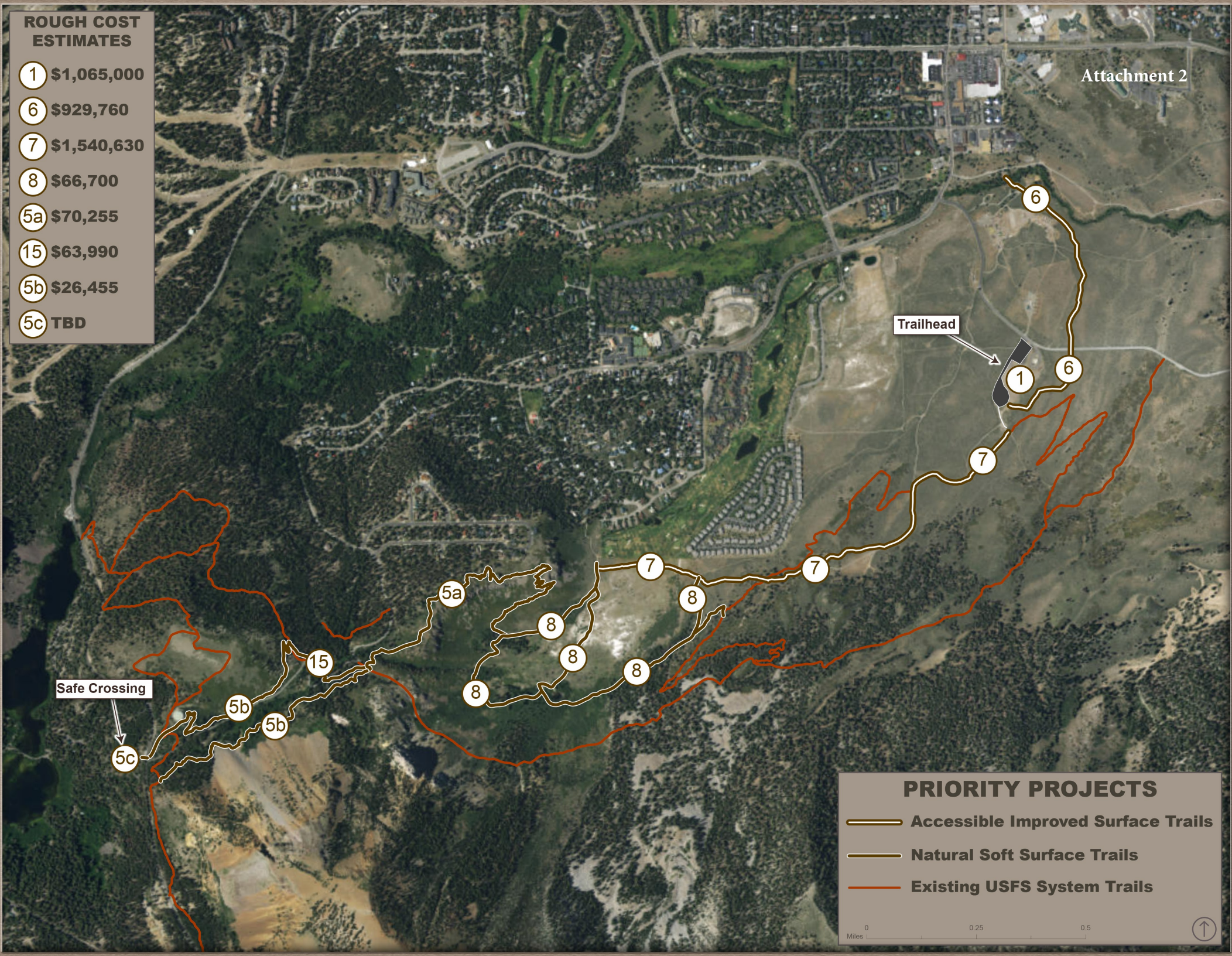

Trailhead

Safe Crossing

PRIORITY PROJECTS

-  Accessible Improved Surface Trails
-  Natural Soft Surface Trails
-  Existing USFS System Trails

0 0.25 0.5
Miles



MAMMOTH LAKES TRAILS SYSTEM
BUDGET SUMMARY
October 10, 2017

Attachment 3

MLTS BUDGET SUMMARY

16/17 BUDGET

PROGRAM FUNDING	\$	300,000.00
15/16 CAPITAL CARRY OVER	\$	453,630.97
TOTAL BUDGET	\$	<u>753,630.97</u>

PROGRAM ACTUAL	\$	280,405.95
CAPITAL ACTUAL	\$	66,203.95
TOTAL ACTUAL	\$	<u>346,609.90</u>

FUND BALANCE	\$	<u>407,021.07</u>
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17/18 BUDGET

PROGRAM FUNDING	\$	300,000.00
CAPITAL FUNDING	\$	500,000.00
16/17 CAPITAL CARRY OVER	\$	407,021.07
FUND BALANCE	\$	<u>1,207,021.07</u>

MAMMOTH LAKES TRAIL SYSTEM
2016 / 2017 FISCAL YEAR - PROJECT ALLOCATIONS
October 10, 2017

Attachment 3

15/16 CARRY OVER \$453,630.87
16/17 PROGRAM FUNDING \$300,000.00
FUND BALANCE \$753,630.87

PROGRAM		OPENING BALANCE	\$ 300,000.00				
PROGRAM AREA	PROJECT NAME	INITIAL ALLOCATION	Q1 REALLOCATION	Q2 REALLOCATION	Q3 REALLOCATION	Q4 REALLOCATION	FINAL ALLOCATION
Planning							
Collaborative Processes	Inyo Craters Shady Rest Planning	\$ 20,000.00	\$ (1,500.00)		\$ (9,000.00)	\$ -	\$ 9,500.00
	TOTAL PLANNING	<u>\$ 20,000.00</u>					<u>\$ 9,500.00</u>
Design							
Trail Alignment Studies	SHARP - Trail Alignment Studies	\$ 3,750.00				\$ 8,000.00	\$ 11,750.00
	LABSS - Trail Alignment Studies	\$ 3,750.00		\$ (3,500.00)			\$ 250.00
	TOTAL DESIGN	<u>\$ 7,500.00</u>					<u>\$ 12,000.00</u>
Implementation							
Easement/ Access Neg.	Sherwins – Winter Access/Egress	\$ 1,500.00	\$ 1,000.00			\$ (2,000.00)	\$ 500.00
	TOTAL IMPLEMENTATION	<u>\$ 1,500.00</u>					<u>\$ 500.00</u>
Operations							
Governance	TOML Staff Time for MLTS Projects Support	\$ 3,500.00				\$ (3,500.00)	\$ -
	MLTS Trails Coordinator + Support	\$ 112,698.75					\$ 112,698.75
	Project Management Support	\$ 25,000.00				\$ (5,400.00)	\$ 19,600.00
	MLTS Action Plan + Annual Budget	\$ 1,000.00	\$ 1,500.00			\$ (500.00)	\$ 2,000.00
Interagency Coordination	MLTS Communications	\$ 2,500.00					\$ 2,500.00
Website	MLTS Website Operations and Maintenance	\$ 7,500.00			\$ 7,000.00		\$ 14,500.00
	MLTS Website – TOML Tech Support	\$ 1,000.00				\$ (1,000.00)	\$ -
	MLTS Website – Content Development	\$ 10,000.00	\$ (1,000.00)				\$ 9,000.00
Information Systems	MLTS Data Library	\$ 3,500.00				\$ 12,000.00	\$ 15,500.00
Interpretive	MLTS Interpretive Program	\$ 2,000.00					\$ 2,000.00
Image Library	MLTS Photo and Image Library	\$ 2,000.00					\$ 2,000.00
	TOTAL OPERATIONS	<u>\$ 170,698.75</u>					<u>\$ 179,798.75</u>
Maintenance							
MUP Maintenance	MLTS Winter Mobility Program	\$ 2,000.00				\$ (2,000.00)	\$ -
Soft Surface Trail Maint.	MLTS Trail Days - FOI	\$ 8,000.00				\$ (3,238.84)	\$ 4,761.16
	MLTS Trail Days - MLTPA	\$ 8,500.00				\$ 3,238.84	\$ 11,738.84
	Soft Surface Trail Maintenance Program	\$ 50,000.00				\$ 14,500.00	\$ 64,500.00
Nordic Trail Maint.	MLTS – Winter Grooming	\$ 20,000.00					\$ 20,000.00
Trailhead Maintenance	MLTS Trailhead Maintenance	\$ 2,500.00	\$ 1,000.00		\$ 2,000.00	\$ 2,900.00	\$ 8,400.00
	TOTAL MAINTENANCE	<u>\$ 91,000.00</u>					<u>\$ 109,400.00</u>
Stewardship							
Mammoth Trails	Mammoth Trails	\$ 1,500.00				\$ 3,000.00	\$ 4,500.00
Adopt A Trail	Adopt A Trail	\$ 2,500.00					\$ 2,500.00
	TOTAL STEWARDSHIP	<u>\$ 4,000.00</u>					<u>\$ 7,000.00</u>
Marketing/Promotion							
Trail Maps / Guides	Maps and Trail Guides - Development	\$ 5,301.25				\$ (5,000.00)	\$ 301.25
	TOTAL MARKETING / PROMOTION	<u>\$ 5,301.25</u>					<u>\$ 301.25</u>
TOTAL PROGRAM ALLOCATION		\$ 300,000.00					\$ 318,500.00

CAPITAL		OPENING BALANCE	\$ 453,630.87				
Program Area	Project Name	INITIAL ALLOCATION	Q1 REALLOCATION	Q2 REALLOCATION	Q3 REALLOCATION	Q4 REALLOCATION	FINAL ALLOCATION
Design							
Project Design	SHARP – Trail Design	\$ -					\$ -
	TOTAL DESIGN	<u>\$ -</u>					<u>\$ -</u>
Implementation							
Environmental - Project	SHARP Environmental - NEPA/CEQA - TOML	\$ 117,500.00				\$ (17,500.00)	\$ 100,000.00
	SHARP Environmental - NEPA/CEQA - MLTPA	\$ 7,500.00	\$ (1,000.00)			\$ (6,500.00)	\$ -
Implementation/ Construct	SHARP – Trail Construction Fund	\$ -				\$ 27,500.00	\$ 27,500.00
	Signage and Wayfinding – Map Updates & Repair - TOML	\$ 20,000.00		\$ (1,500.00)		\$ (9,000.00)	\$ 9,500.00
	Signage and Wayfinding – Map Updates & Repair - MLTPA	\$ 17,500.00		\$ 5,000.00		\$ 12,000.00	\$ 34,500.00
	Soft Surface Signage Implementation	\$ 25,000.00					\$ 25,000.00
	TOTAL IMPLEMENTATION	<u>\$ 187,500.00</u>					<u>\$ 196,500.00</u>
TOTAL CAPITAL ALLOCATION		\$ 187,500.00					\$ 196,500.00
TOTAL ALLOCATION		\$ 487,500.00					\$ 515,000.00

MAMMOTH LAKES TRAIL SYSTEM
2016 / 2017 FISCAL YEAR - BUDGET ACTUALS
October 10, 2017

15/16 CARRY OVER \$ 453,630.87
16/17 PROGRAM FUNDING \$ 300,000.00
FUND BALANCE \$ 753,630.87

PROGRAM		16/17 PROGRAM BUDGET OPEN	\$	300,000.00
PROGRAM AREA	PROJECT NAME	FINAL ALLOCATION		16/17 ACTUAL
Planning				
Collaborative Processes	Inyo Craters Shady Rest Planning	\$ 9,500.00	\$	2,706.98
TOTAL PLANNING		\$ 9,500.00	\$	2,706.98
		ALLOCATED		EXPENDITURES
Design				
Trail Alignment Studies	SHARP - Trail Alignment Studies	\$ 11,750.00	\$	10,104.47
	LABSS - Trail Alignment Studies	\$ 250.00	\$	43.13
TOTAL DESIGN		\$ 12,000.00	\$	10,147.60
		ALLOCATED		EXPENDITURES
Implementation				
Easement/ Access Neg.	Sherwins – Winter Access/Egress	\$ 500.00	\$	225.88
TOTAL IMPLEMENTATION		\$ 500.00	\$	225.88
		ALLOCATED		EXPENDITURES
Operations				
Governance	TOML Staff Time for MLTS Projects Support	\$ -	\$	-
	MLTS Trails Coordinator + Support	\$ 112,698.75	\$	112,698.75
	Project Management Support	\$ 19,600.00	\$	17,782.63
	MLTS Action Plan + Annual Budget	\$ 2,000.00	\$	2,124.15
Interagency Coordination	MLTS Communications	\$ 2,500.00	\$	962.23
Website	MLTS Website Operations and Maintenance	\$ 14,500.00	\$	11,643.90
	MLTS Website – TOML Tech Support	\$ -	\$	-
	MLTS Website – Content Development	\$ 9,000.00	\$	1,125.86
Information Systems	MLTS Data Library	\$ 15,500.00	\$	19,931.10
Interpretive	MLTS Interpretive Program	\$ 2,000.00	\$	485.47
Image Library	MLTS Photo and Image Library	\$ 2,000.00	\$	-
TOTAL OPERATIONS		\$ 179,798.75	\$	166,754.09
		ALLOCATED		EXPENDITURES
Maintenance				
MUP Maintenance	MLTS Winter Mobility Program	\$ -	\$	-
Soft Surface Trail Maint.	MLTS Trail Days - FOI	\$ 4,761.16	\$	4,761.16
	MLTS Trail Days - MLTPA	\$ 11,738.84	\$	12,464.78
	Soft Surface Trail Maintenance Program	\$ 64,500.00	\$	60,139.87
Nordic Trail Maint.	MLTS – Winter Grooming	\$ 20,000.00	\$	15,445.43
Trailhead Maintenance	MLTS Trailhead Maintenance	\$ 8,400.00	\$	2,989.03
TOTAL MAINTENANCE		\$ 109,400.00	\$	95,800.27
		ALLOCATED		EXPENDITURES
Stewardship				
Mammoth Trails	Mammoth Trails	\$ 4,500.00	\$	4,024.28
Adopt A Trail	Adopt A Trail	\$ 2,500.00	\$	202.38
TOTAL STEWARDSHIP		\$ 7,000.00	\$	4,226.66
		ALLOCATED		EXPENDITURES
Marketing/Promotion				
Trail Maps / Guides	Maps and Trail Guides - Development	\$ 301.25	\$	544.47
TOTAL MARKETING / PROMOTION		\$ 301.25	\$	544.47
		ALLOCATED		EXPENDITURES
TOTAL PROGRAM		\$ 318,500.00	\$	280,405.95
		ALLOCATED		EXPENDITURES
CAPITAL		16/17 CAPITAL BUDGET OPEN	\$	453,630.87
PROGRAM AREA	PROJECT NAME	FINAL ALLOCATION		16/17 ACTUAL
Design				
Project Design	SHARP – Trail Design	\$ -	\$	98.48
TOTAL DESIGN		\$ -	\$	98.48
		ALLOCATED		EXPENDITURES
Implementation				
Environmental - Project	SHARP Environmental - NEPA/CEQA - TOML	\$ 100,000.00	\$	3,440.28
	SHARP Environmental - NEPA/CEQA - MLTPA	\$ -	\$	-
Implementation/ Construct	SHARP – Trail Construction Fund	\$ 27,500.00	\$	7,044.82
	Signage and Wayfinding – Map Updates & Repair - TOML	\$ 9,500.00	\$	6,764.34
	Signage and Wayfinding – Map Updates & Repair - MLTPA	\$ 34,500.00	\$	27,226.07
	Soft Surface Signage Implementation	\$ 25,000.00	\$	21,629.96
TOTAL IMPLEMENTATION		\$ 196,500.00	\$	66,105.47
		ALLOCATED		EXPENDITURES
TOTAL CAPITAL		\$ 196,500.00	\$	66,203.95
TOTAL BUDGET		\$ 515,000.00	\$	346,609.90
		FINAL ALLOCATION		16/17 ACTUAL

**MLTS FY 17/18
Program and Capital Projects**

Attachment 4

Program Funding	\$ 300,000.00	Program Allocation Balance	\$ 227,292.47
Capital Funding	\$ 500,000.00	Capital Allocation Balance	\$ 218,459.06
16/17 Carry Over	\$ 407,021.07	Unallocated Funds	\$ 670,461.35
Fund Balance	\$ 1,207,021.07	Fund Balance	\$ 1,116,212.88

PROGRAM

Project Name	Initial Allocation	Q1 Expenditures	Q1 End Balance	Reallocation	Q2 Start Balance
	1-Jul	Jul 1 - Sept 30	30-Sep		1-Oct
Planning					
Shady Rest Inyo Craters (SRIC) - Planning	\$ 10,000.00	\$ 1,260.77	\$ 8,739.23		\$ 8,739.23
	\$ 10,000.00	\$ 1,260.77	\$ 8,739.23		\$ 8,739.23
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE
Design					
MLTS Standards Manuals	\$ 5,000.00	\$ -	\$ 5,000.00		\$ 5,000.00
SHARP - Trail Alignment Studies	\$ 2,000.00	\$ 2,420.38	\$ (420.38)	\$ 1,000.00	\$ 579.62
LABSS - Trail Alignment Studies	\$ 5,000.00	\$ 1,307.47	\$ 3,692.53		\$ 3,692.53
	\$ 12,000.00	\$ 3,727.85	\$ 8,272.15		\$ 9,272.15
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE
Implementation					
Sherwins - Winter Access/Egress	\$ 2,000.00	\$ -	\$ 2,000.00		\$ 2,000.00
Signage and Wayfinding - Map Updates & Repair	\$ 20,000.00	\$ 7,341.97	\$ 12,658.03		\$ 12,658.03
	\$ 22,000.00	\$ 7,341.97	\$ 14,658.03		\$ 14,658.03
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE
Operations					
MLTS Trails Coordinator	\$ 95,000.00	\$ 23,750.00	\$ 71,250.00		\$ 71,250.00
Project Management Support	\$ 25,000.00	\$ 6,617.58	\$ 18,382.42		\$ 18,382.42
MLTS Action Plan & Budget	\$ 3,000.00	\$ 529.22	\$ 2,470.78		\$ 2,470.78
MLTS Communications	\$ 2,000.00	\$ 377.52	\$ 1,622.48		\$ 1,622.48
MLTS Website - Operations and Maintenance	\$ 5,500.00	\$ 84.27	\$ 5,415.73		\$ 5,415.73
MLTS Website - Operations and Maintenance - TOML	\$ 2,000.00	\$ 99.95	\$ 1,900.05		\$ 1,900.05
MLTS Website - TOML Tech Support	\$ 500.00	\$ -	\$ 500.00		\$ 500.00
MLTS Website - Content Development	\$ 8,000.00	\$ -	\$ 8,000.00		\$ 8,000.00
MLTS Data Library	\$ 7,000.00	\$ 3,558.26	\$ 3,441.74	\$ 6,500.00	\$ 9,941.74
MLTS Data Library - TOML	\$ 3,000.00	\$ -	\$ 3,000.00		\$ 3,000.00
MLTS Interpretive Program	\$ 5,000.00	\$ 264.61	\$ 4,735.39		\$ 4,735.39
MLTS Photo and Image Library	\$ 2,000.00	\$ 1,066.21	\$ 933.79	\$ 5,000.00	\$ 5,933.79
	\$ 158,000.00	\$ 36,347.62	\$ 121,652.38		\$ 133,152.38
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE
Maintenance					
MLTS Trails Days	\$ 10,000.00	\$ 7,023.28	\$ 2,976.72		\$ 2,976.72
Soft Surface Trail Maintenance Program - TOML	\$ 40,000.00	\$ 13,501.87	\$ 26,498.13	\$ (12,500.00)	\$ 13,998.13
Soft Surface Trail Maintenance Program	\$ 10,000.00	\$ 74.11	\$ 9,925.89		\$ 9,925.89
MLTS Winter Grooming Program	\$ 15,000.00	\$ 31.13	\$ 14,968.87		\$ 14,968.87
MLTS Winter Grooming Program - TOML	\$ 5,000.00	\$ -	\$ 5,000.00		\$ 5,000.00
MLTS Trailhead Maintenance	\$ 3,000.00	\$ 23.35	\$ 2,976.65		\$ 2,976.65
MLTS Trailhead Maintenance - TOML	\$ 2,000.00	\$ -	\$ 2,000.00		\$ 2,000.00
	\$ 85,000.00	\$ 20,653.74	\$ 64,346.26		\$ 51,846.26
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE
Stewardship					
Mammoth Trails	\$ 7,500.00	\$ 3,243.28	\$ 4,256.72		\$ 4,256.72
Adopt A Trail	\$ 1,500.00	\$ 132.30	\$ 1,367.70		\$ 1,367.70
	\$ 9,000.00	\$ 3,375.58	\$ 5,624.42		\$ 5,624.42
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE
Marketing / Promotion					
Maps and Trail Guides - Development	\$ 4,000.00	\$ -	\$ 4,000.00		\$ 4,000.00
	\$ 4,000.00	\$ -	\$ 4,000.00		\$ 4,000.00
	ALLOCATED	EXPENDITURES	BALANCE	NEW ALLOCATION	BALANCE
PROGRAM ALLOCATION	\$ 300,000.00	\$ 72,707.53	\$ 227,292.47	\$ -	\$ 227,292.47

**MLTS FY 17/18
Program and Capital Projects**

CAPITAL						
Project Name	Initial Allocation	Q1 Expenditures	Q1 End Balance	Reallocation	Q2 Start Balance	
	1-Jul	Jul 1 - Sept 30	30-Sep		1-Oct	
Design						
SHARP - Trail Design - TOML	\$ 2,000.00	\$ -	\$ 2,000.00		\$ 2,000.00	
SHARP - Trail Design	\$ 13,000.00	\$ 1,634.33	\$ 11,365.67		\$ 11,365.67	
	\$ 15,000.00	\$ 1,634.33	\$ 13,365.67		\$ 13,365.67	
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE	
Implementation						
SHARP Environmental - NEPA/CEQA - USFS/TOML	\$ 116,559.72	\$ -	\$ 116,559.72		\$ 116,559.72	
SHARP Environmental - NEPA/CEQA	\$ 5,000.00	\$ 1,930.07	\$ 3,069.93	\$ 7,000.00	\$ 10,069.93	
SHARP - Trail Construction - TOML	\$ 60,000.00	\$ 4,753.00	\$ 55,247.00	\$ (10,000.00)	\$ 45,247.00	
SHARP - Trail Construction	\$ 10,000.00	\$ 9,340.59	\$ 659.41	\$ 3,000.00	\$ 3,659.41	
Signage and Wayfinding - Map Updates & Repair - TOML	\$ 20,000.00	\$ 417.41	\$ 19,582.59		\$ 19,582.59	
	\$ 211,559.72	\$ 16,441.07	\$ 195,118.65		\$ 195,118.65	
	ALLOCATED	EXPENDITURES	BALANCE		BALANCE	
Maintenance						
MLTS Tool Library - TOML	\$ 8,000.00	\$ 9.69	\$ 7,990.31		\$ 7,990.31	
MLTS Tool Library	\$ 2,000.00	\$ 15.57	\$ 1,984.43		\$ 1,984.43	
	\$ 10,000.00	\$ 25.26	\$ 9,974.74		\$ 9,974.74	
	ALLOCATED	EXPENDITURES	BALANCE	NEW ALLOCATION	BALANCE	
CAPITAL ALLOCATION	\$ 236,559.72	\$ 18,100.66	\$ 218,459.06	\$ -	\$ 218,459.06	
	ALLOCATED	EXPENDITURES	BALANCE	NEW ALLOCATION	BALANCE	
PROGRAM + CAPITAL	\$ 536,559.72	\$ 90,808.19	\$ 445,751.53	\$ -	\$ 445,751.53	
UNALLOCATED FUNDS	\$ 670,461.35		\$ 670,461.35		\$ 670,461.35	
FUND BALANCE	\$ 1,207,021.07		\$ 1,116,212.88		\$ 1,116,212.88	