

CHAPTER 8. IMPLEMENTATION STRATEGY - COSTS & FUNDING

The total cost of the construction of the proposed trail system will require exploring the possibility of pooling grant funds from different sources. This chapter provides planning-level cost estimates and a menu of potential funding sources.

8.1. Phasing

The projects identified in the plan as “Near-Term” will be implemented first. Other recommended projects will be implemented as opportunities arise and funding becomes available. The Town of Mammoth Lakes should continue to work with local stakeholders, non-profit organizations and agency partners to identify priority projects.

The Town should develop a process for prioritizing recommended projects based on public input, funding availability, and the ability of the project to add immediate value to the existing trail system. Projects that complete the Main Path “Loop” should receive high priority. Projects that will provide clear and immediate benefits for public safety should also be prioritized. There should be flexibility built into the prioritization process in order to enable the Town of Mammoth Lakes to respond effectively and efficiently to changing needs.

Project prioritization and phasing will ultimately be determined through the Master Facility Plan (MFP) process. The MFP establishes capital projects that the Town desires to implement in the future. The MFP contains a schedule of Project Cost Estimates that cover a five year projection of financing and a needs list that allocates what funding comes from Developer Impact Fees (new development) as well as what is needed from other sources (existing development). The Capital Improvement Projects list is informed by the MFP.

8.2. Cost Estimates

The cost estimates in this section are still in draft form and have not yet been adjusted to reflect actual local costs. These costs will be refined further during the public review process. The following planning level cost estimates can be used for the purposes of programming for the Town’s Master Facilities Plan and Capital Improvement Program (CIP). These cost estimates are intended for planning purposes only and actual construction costs can be determined after each project has undergone more detailed feasibility and engineering design work. The following tables provide planning level estimates for the costs of the following capital projects in this plan: new signage and amenities at recreation nodes, paved multi-use paths, bike lanes, bike routes, and key crossing improvements. Estimates for additional maintenance costs associated with these new facilities have also been provided. All near-term projects have been allocated funding and are not included. Costs for ‘future vision’ projects and sidewalks are not included.

Table 8-1 provides the unit cost assumptions used to develop the cost estimates. **Tables 8-2** through **8-4** provide cost estimates for recreation node improvements, paved multi-use paths, crossing improvements, and on-street bikeways.

Table 8-1: Unit Cost Estimates*

Type	Unit	Cost
Recreation Node Amenities		
Asphalt Parking Area (includes accessways, excludes land cost)	Space	\$10,000
Asphalt Parking Area (half motorized, longer spaces to accommodate trailers)	Space	\$13,500
Asphalt Parking Area (full motorized, all spaces accommodate trailers)	Space	\$4,896
Signage (Portals, Parks and Trailheads)	Node	\$8,750
Signage (Access/Egress Points)	Node	\$2,750
Restroom (with running water, optional lighting)	EA	\$200,000
Bike racks	EA	\$1,000
Drinking Fountain	EA	\$2,800 - 5,000
Furnishings (benches)	EA	\$1,000
Trail Lighting (Decorative)	EA	\$1,500 - 3,500
Gateway or Entry Monument	EA	\$2,000 - 8,000
Paved Multi-Use Paths		
Paved Multi-Use Path (General)	LF	\$230
Grade-Separated Crossings (Tunnels)	EA	\$500,000
Paved Multi-Use Path (Difficult Terrain)	LF	\$465
At-Grade Crossing Enhancements (centerline striping and warning signage)	EA	\$5,000
On-Street Bikeway Facilities		
Bike Lanes (striping and signage only)	LF	\$10
Bike Lanes (striping, signage, road widening with shoulder)	LF	\$57
Bike Lanes (striping, signage, road widening with curb and gutter)	LF	\$95
Bike Lanes (uphill direction only, widening on one side)	LF	\$50
Bike Route (signage only)	LF	\$4
Bike Route (signage and shoulder widening)	LF	\$55
Soft-Surface and Other Trail Facilities		
Easy Terrain	LF	\$3
Moderate Terrain	LF	\$5
Difficult Terrain	LF	\$6
Extreme Terrain	LF	\$20
Boardwalk (non-motorized, no maintenance vehicle access)	SF	\$80
Boardwalk (maintenance vehicle access)	SF	\$140
Crossings		
HAWK Crossing	EA	\$50,000
Toucan Crossings	EA	\$85,000
ADA Ramp	EA	\$2,500
Curb Extension	LF	\$50
Annual Maintenance		
Portal/Park/Trailhead (signage only)	EA	\$500
Year-Round Trailhead (signage + parking + restroom)	EA	\$102,000
Summer Trailhead (signage + parking + restroom)	EA	\$58,000
Winter Trailhead (signage + parking + restroom)	EA	\$44,000
Access/Egress Point (signage only)	EA	\$250
Paved Multi-Use Path	MI	\$10,000
Bike Lanes	MI	\$3,400
Bike Routes	MI	\$500
HAWK Crossing	EA	\$2,000
Toucan Crossing	EA	\$4,000

* Planning-level cost estimates only. Unit costs should be replaced with recent local cost estimates as they become available.

Items with green background were used in cost calculations. Items with white background are for detail design and informational purposes.

Table 8-2: Recreation Node Cost Estimates

GIC	Name/Description	Node Type	Season	Signage	Restroom	Parking		Capital Cost	Maintenance Cost*
						# Spaces	Cost		
13	Canyon Lodge (MMSA)	Portal	Winter	\$8,750	\$0	0		\$8,750	\$500
46	Main Lodge (MMSA)	Portal	Year-Round	\$8,750	\$0	0		\$8,750	\$500
191	North Village (MMSA)	Portal	Year-Round	\$8,750	\$0	0		\$8,750	\$500
36	Tamarack Lodge (MMSA)	Portal	Year-Round	\$8,750	\$0	0		\$8,750	\$500
195	Community Center	Park	Year-Round	\$8,750	\$200,000	0		\$208,750	\$102,000
134	Mammoth Creek Park, East	Park	Year-Round	\$8,750	\$200,000	15	\$150,000	\$358,750	\$102,000
152	Mammoth Creek Park, West	Park	Year-Round	\$8,750	\$0	0		\$8,750	\$50,000
97	Shady Rest Park	Park	Summer	\$8,750	\$0	0		\$8,750	\$5,000
193	Trails End Park	Park	Year-Round	\$8,750	\$0	0		\$8,750	\$5,000
88-90	Coldwater Campground	Trailhead	Summer	\$8,750	\$0	0		\$8,750	\$500
42	Earthquake Fault	Trailhead	Year-Round	\$8,750	\$0	0		\$8,750	\$500
80	Horseshoe Lake	Trailhead	Summer	\$8,750	\$0	0		\$8,750	\$500
67	Hwy 203 Motorized Access	Trailhead	Year-Round	\$8,750	\$200,000	15	\$73,440	\$282,190	\$102,000
86-87	Lake George	Trailhead	Summer	\$8,750	\$0	0		\$8,750	\$500
44	Power Plant	Trailhead	Winter	\$8,750	\$200,000	15	\$202,500	\$411,250	\$75,000
186	Shady Rest / Saw Mill Cutoff Road	Trailhead	Winter	\$8,750	\$0	0		\$8,750	\$500
163	Sherwin Creek Rd, USFS gravel borrow pit	Trailhead	Year-Round	\$8,750	\$200,000	15	\$202,500	\$411,250	\$102,000
64	Sierra Blvd at Forest Trail	Trailhead	Year-Round	\$8,750	\$200,000	15	\$202,500	\$411,250	\$102,000
14	Eagle Lodge - temp (MMSA)	Access/Egress	Year-Round	\$2,750	\$0	0		\$2,750	\$250
41	Lake Mary Bike Path NE Terminus	Access/Egress	Summer	\$2,750	\$0	0		\$2,750	\$250
35	Lake Mary Rd winter terminus	Access/Egress	Winter	\$2,750	\$0	0		\$2,750	\$250
28	Mill City	Access/Egress	Winter	\$2,750	\$0	0		\$2,750	\$250
27	Tamarack Street	Access/Egress	Year-Round	\$2,750	\$0	0		\$2,750	\$5,000
34	Twin Lakes Parking	Access/Egress	Summer	\$2,750	\$0	0		\$2,750	\$250
TOTAL COST								\$2,204,940	\$655,750

* Maintenance cost estimates represent the additional annual cost resulting from the implementation of recommended improvements.

Table 8-3: Multi-Use Path Cost Estimates

Project No. ¹	Street	From	To	Quantity	Unit	Improvement Type	Unit Cost	Capital Cost	Maintenance Cost ²
MUP 2-1	Main Path (4a)	Mammoth Creek Park	Minaret Road	921	LF	MUP Tunnel	\$230.00 \$500,000	\$211,830 \$500,000	\$1,744.32
MUP 2-2	Lodestar Connector	Majestic Pines Drive	Hidden Valley Road	441	LF	MUP	\$230.00	\$101,430	\$835.23
MUP 3-1	College Connector	Sierra Park Road	Main Path	3769	LF	MUP	\$230.00	\$866,870	\$7,138.26
MUP 3-2	Elementary School Connector	Meridian Boulevard	Main Path	426	LF	MUP	\$230.00	\$97,980	\$806.82
MUP 3-3	Industrial Park Connector	Elementary School Connector	Commerce Circle	2275	LF	MUP	\$230.00	\$523,250	\$4,308.71
MUP 3-4	Mammoth Creek Park Connector	Meadow Lane	Main Path	602	LF	MUP	\$230.00	\$138,460	\$1,140.15
MUP 3-5	Manzanita Connector	Manzanita Road	Hidden Creek Development	480	LF	MUP	\$230.00	\$110,400	\$909.09
MUP 3-6	MCWD Access	Main Path	MCWD Facility	677	LF	MUP	\$230.00	\$155,710	\$1,282.20
MUP 4-1	Shady Rest Park Path Extension	N Terminus of Shady Rest Path	Main Path at Hwy 203 / Meridian Blvd	6,769	LF	MUP	\$230.00	\$1,556,870	\$12,820.08
MUP 4-2	Forest Trail to Shady Rest Connector	Forest Trail	Shady Rest Park Path	2,792	LF	MUP	\$230.00	\$642,160	\$5,287.88
MUP 4-3	Knolls Path (south route)	Community Center Park	Shady Rest Path at Sawmill Cutoff Road	14,098	LF	MUP	\$230.00	\$3,242,540	\$26,700.76
MUP 4-4	Mammoth Creek Path	Main Path	MCWD Facility	5,596	LF	MUP	\$230.00	\$1,287,080	\$10,598.48
TOTAL LENGTH				38,846	LF	TOTAL COSTS		\$9,434,580	\$73,572
				7.4	MI				

1. Project numbers are based on the recommendation number and the order in which each project is listed. For example, the first project listed under recommendation MUP 1 will receive the number MUP 1-1, the

2. Maintenance cost estimates represent the additional typical annual cost of maintaining MUPs based on an average of projects statewide. While Mammoth will experience higher winter maintenance costs due to

Table 8-4: Crossing Improvements Cost Estimates

Project No. ¹	Street	Location	Improvement Type	Capital Cost	Maintenance Cost ²
X 2-1	Minaret Road	Forest Trail	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-2	Minaret Road	North Village (Mid Block)	At-Grade Crossing	\$10,000.00	
X 2-3	Lake Mary Road	Davison Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-4	Lake Mary Road	Lakeview Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-5	Lake Mary Road	Canyon Boulevard	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-6	Lake Mary Road	Bridges Lane	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-7	Lake Mary Road	Lee Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-8	Main Street	Minaret Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-9	Main Street	Mountain Boulevard / Callahan Way	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-10	Main Street	Sierra Boulevard / Mono Street	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-11	Main Street	Forest Trail	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-12	Main Street (Hwy 203)	Sierra Park Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-13	Meridian Boulevard	Minaret Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-14	Meridian Boulevard	Sierra Park Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-15	Meridian Boulevard	College Parkway	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-16	Meridian Boulevard	Wagon Wheel Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-17	Old Mammoth Road	Chateau Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-18	Old Mammoth Road	Minaret Road	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-19	Old Mammoth Road	Ski Trail	At-Grade Crossing	\$50,000.00	\$2,000.00
X 2-20	Old Mammoth Road	Waterford Ave	At-Grade Crossing	\$50,000.00	\$2,000.00
TOTAL				\$960,000.00	\$38,000.00

1. Project numbers are based on the recommendation number and the order in which each project is listed. For example, the first project listed under recommendation X2 will

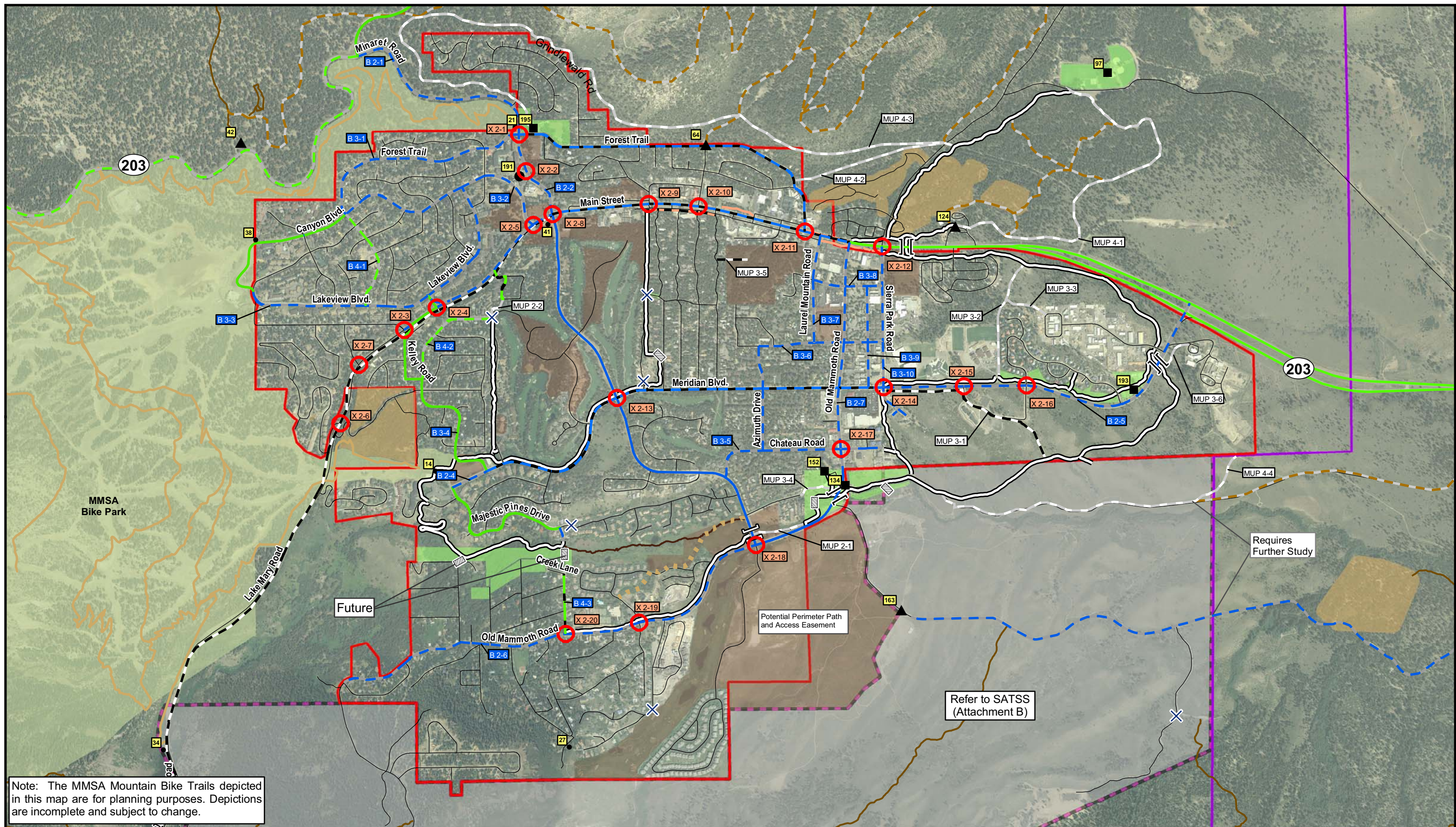
2. Maintenance cost estimates represent the additional typical annual cost of maintenance resulting from project implementation.

Table 8-5: On-Street Bikeway Cost Estimates

Project No. ¹	Street	From	To	Quantity	Unit	Improvement Type	Unit Cost	Capital Cost	Maintenance Cost ²
B 2-1	Minaret Road	Mammoth Scenic Loop	Mammoth Knolls Dr	3,096	LF	Bike Lanes	\$57.00	\$176,472	\$1,994
B 2-2	Minaret Road	Mammoth Knolls Dr	Main St	2,058	LF	Bike Lanes	\$95.00	\$195,510	\$1,325
B 2-3	Lake Mary Road	Davison Rd	Minaret Rd	2,713	LF	Bike Lanes	\$9.50	\$25,774	\$1,747
B 2-4	Meridian Blvd.	S Majestic Pines Drive	N Majestic Pines Drive	649	LF	Bike Lanes	\$9.50	\$6,166	\$418
B 2-5	Meridian Blvd.	Sierra Park Rd	Highway 203	6,936	LF	Bike Lanes	\$9.50	\$65,892	\$4,466
B 2-6	Old Mammoth Road	Red Fir Road	Minaret Road	7,419	LF	Bike Lanes	\$9.50	\$70,481	\$4,777
B 2-7	Old Mammoth Road	Main Street	Mammoth Creek Park	4,396	LF	Bike Lanes	\$95.00	\$417,620	\$2,831
B 3-1	Forest Trail	Minaret Road	Canyon Blvd	5,599	LF	Bike Lanes	\$57.00	\$319,143	\$3,605
B 3-2	Canyon Blvd.	Lake Mary Road	Hillside Drive	5,624	LF	Bike Lanes	\$50.00	\$281,200	\$3,622
B 3-3	Lakeview Blvd.	Rainbow Lane	Canyon Blvd	2,635	LF	Bike Lanes	\$57.00	\$150,195	\$1,697
B 3-4	Majestic Pines Drive	Silver Tip Lane	Lodestar Drive	1,903	LF	Bike Lanes	\$57.00	\$108,471	\$1,225
B 3-5	Chateau Road	Minaret Road	End	2,991	LF	Bike Lanes	\$57.00	\$170,487	\$1,926
B 3-6	Sierra Nevada Road	Azimuth Drive	Sierra Park Road	764	LF	Bike Lanes	\$57.00	\$43,548	\$492
B 3-7	Laurel Mountain Road	Main Street	Sierra Nevada Road	1,826	LF	Bike Lanes	\$57.00	\$104,082	\$1,176
B 3-8	Tavern Road	Laurel Mountain Road	Sierra Park Road	1,183	LF	Bike Lanes	\$57.00	\$67,431	\$762
B 3-9	Sierra Manor Road	Tavern Road	Meridian Blvd	1,716	LF	Bike Lanes	\$57.00	\$97,812	\$1,105
B 3-10	Sierra Park Road	Main Street	End	3,190	LF	Bike Lanes	\$57.00	\$181,830	\$2,054
B 4-1	Forest Trail	Canyon Blvd	Lakeview Blvd	3,115	LF	Bike Route	\$4.00	\$12,460	\$295
B 4-2	Majestic Pines Drive	Silver Tip Lane	Lodestar Drive	1,903	LF	Bike Route	\$4.00	\$7,612	\$180
B 4-3	North Waterford Ave.	Majestic Pines Drive	Old Mammoth Road	1,268	LF	Bike Route	\$4.00	\$5,072	\$120
			TOTAL LENGTH	74,439.00	LF	TOTAL COST	\$2,507,257		
				14.10	MI		\$47,934		

1. Project numbers are based on the recommendation number and the order in which each project is listed. For example, the first project listed under recommendation B1 will receive the number B 1-1, the second will

2. Maintenance cost estimates represent the additional typical annual cost of maintenance resulting from project implementation.



Note: The MMSA Mountain Bike Trails depicted in this map are for planning purposes. Depictions are incomplete and subject to change.

MAP 8-1 Project Number Map

Project numbers do not indicate priority.

Summer Recreation Nodes

- Portals
- ▲ Trailheads
- Parks
- Access/Egress Points
- 9 GIC Numbers

- Intersection Improvements
- ✕ Gates/Barriers/Closures
- ⌈ Existing Tunnels
- ⌋ Proposed Tunnels
- ▨ Bridges

On-Street Facilities

- Existing Bike Lanes (Class II)
- Near-Term Bike Lanes (Class II)
- Long-Term Bike Lanes (Class II)
- Existing Bike Routes (Class III)
- Near-Term Bike Routes (Class III)
- Long-Term Bike Routes (Class III)

Paved Off-Road Facilities

- Existing Paved Multi-Use Paths (Class I)
- Near-Term Multi-Use Paths (Class I)
- Long-Term Multi-Use Paths (Class I)
- Existing Promenade (10' Sidewalk)
- Near-Term Promenade (10' Sidewalk)

Soft-Surface Trails

- Existing MMSA Mountain Bike Trails
- Existing USFS System Trails
- Potential Trails
- Private Dirt Trail
- Recommended Boardwalk

- Campgrounds
- Parks & Open Space
- Planned Developments
- SATSS Study Area
- Urban Limit
- Town Boundary



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Miles



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8.3. Funding

Funding that can be used for bicycle, pedestrian and recreational trail projects, programs and planning comes from all levels of government. This section covers federal, state, regional and local sources of bicycle and pedestrian funding, as well as some non-traditional funding sources that may be used for bicycle and pedestrian projects.

8.3.1. Local Funding Sources

Tax Measure R

Measure R is a half-cent sales tax initiative to raise and secure a stable funding source for local parks, recreation and trails, in The Town of Mammoth Lakes. Measure R funds can be used “...only for the planning, construction, operation, programming and administration of all trails, parks and recreation facilities managed by the Town of Mammoth Lakes without supplanting existing parks and recreation facility maintenance funds.” Measure R passed with 72 % of the vote on June 3, 2008. Collection of funds started on October 1, 2008 by the State Board of Equalization. The Town Tourism & Recreation Commission will administer the process by which projects will be considered, reviewed, and funded with Measure R monies.

APPLICATION DEADLINE	N/A – TOML Allocates Funding
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning – Construction – Maintenance – Safety and Education
TYPE OF TRAILS ELIGIBLE	Recreational Trails, Pathways and Support Facilities

Tax Measure U

Measure U extended the Utility Users Tax (UUT) and redirected UUT funds to pay for mobility, recreation, and arts and culture projects throughout the Town of Mammoth Lakes. As of September 2011, a process was underway to determine the application process, project types that may be funded, and trail types potentially eligible for Measure U funding.

APPLICATION DEADLINE	TBD
TYPE OF PROJECTS FUNDED	TBD
TYPE OF TRAILS ELIGIBLE	TBD

Transportation Development Act

Transportation Development Act Article 3 funds are state block grants awarded monthly to local jurisdictions for transit, bicycle and pedestrian projects in California. Funds for pedestrian projects originate from the Local Transportation Fund, which is derived from a ¼ cent of the general state sales tax. Local Transportation Funds are returned to each county based on sales tax revenues. Article 3 of the Transportation Development Act sets aside 2% of the Local Transportation Funds for bicycle and pedestrian projects. Eligible pedestrian and bicycle projects include: construction and engineering for capital projects; maintenance of bikeways; bicycle safety education programs (up to 5% of funds); and development of comprehensive bicycle or pedestrian facilities plans. A city or county may use these funds to update their bicycle and pedestrian plan not more than once every five years. These funds may be used to meet local match requirements for federal funding sources.

APPLICATION DEADLINE	Determined by County and City Transportation Agencies
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning – Construction – Maintenance – Safety and Education
TYPE OF TRAILS ELIGIBLE	Paved

Developer Impact Fees

Fees placed on new development can be used as local matching funds to attract funding from other grant sources.

APPLICATION DEADLINE	County and City
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved

8.3.2. Statewide Funding Sources

The State of California uses both federal sources and its own budget to fund the following bicycle and pedestrian projects and programs.

Sierra Nevada Conservancy: Proposition 8 Proposition 84

In November 2006, voters approved Proposition 84 Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. Mono County and the City of Mammoth Lakes will be eligible to apply for funds under programs being

developed by the State. It is anticipated that the California Department of Parks and Recreation will have programs to disburse grant funds.

APPLICATION DEADLINE	To be determined
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved – Conservation & Restoration projects – Trail of Statewide significance (California Coastal Trail)
LINK TO PROGRAM	California State Parks Local Assistance Program Bill Meyer for Mono County (916) 651-1406 bmeyer@parks.ca.gov

California River Parkways Program

The California River Parkways Program is a state program that provides competitive grants to projects that provide public access to rivers or streams or are a component of a larger parkway plan that provides public access to rivers or streams. The program focuses on non-motorized access. The program was established in 2002 when California voters passed The Proposition 50, the Water Security, Clean Drinking Water and Beach Protection Act of 2002. Funds can be used to develop walking, bicycling trails, provide amenities, property acquisition, construction of interpretive signage and overlooks, boardwalk construction, informational displays, interpretive kiosks, signage. The program is administered by the California Resources Agency. The program, may be receiving additional funds from Proposition 84.

In addition to providing public access to rivers or streams, eligible projects must meet two of the following five requirements:

- Recreation - Provide compatible recreational opportunities, including trails for strolling, hiking, bicycling and equestrian uses along rivers and streams.
- Habitat - Protect, improve, or restore riverine or riparian habitat, including benefits to wildlife habitat and water quality.
- Flood Management - Maintain or restore the open-space character of lands along rivers and streams so that they are compatible with periodic flooding as part of a flood management plan or project.
- Conversion to River Parkways - Convert existing developed riverfront land into uses consistent with River Parkways.
- Conservation and Interpretive Enhancement - Provide facilities to support or interpret river or stream Restoration or other conservation activities.

Public agencies and nonprofit organizations are eligible for funding. Projects must comply with CEQA, real property must be acquired from a willing seller priority is given to projects

that are included in an approved watershed plan and include watershed protection measures. This funding could be used for projects paralleling Mammoth Creek.

APPLICATION DEADLINE	October
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved
LINK TO PROGRAM	http://www.resources.ca.gov/bonds_prop50riverparkway.html

Bicycle Transportation Account

The Bicycle Transportation Account provides state funding for local projects that improve the safety and convenience of bicycling for transportation. Because of its focus on transportation, Bicycle Transportation Account projects must provide a demonstrable level of utility for transportation purposes. For example, all in-town on-street and paved bikeways would be good candidates for funding. The extension of the Shady Rest Park Path would be less competitive. Funds are available for both planning and construction. Bicycle Transportation Account funding is administered by Caltrans and cities and counties must have an adopted Bicycle Transportation Plan in order to be eligible. The maximum amount available through the Bicycle Transportation Account is \$1.2 million dollars, cities and counties are eligible to apply. The Town of Mammoth Lakes will have eligibility for this funding through the latest re-adoption of the General Bikeways Plan. Eligible projects include all on-street bikeway and paved multi-use path projects. All project must be designed to the standards outlined in Chapter 1000 of the Highway Design Manual.

APPLICATION DEADLINE	December
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning and Design – Construction – Major repair and maintenance
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved
LINK TO PROGRAM	http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm

Habitat Conservation Funds

This is a relatively small program approved by voters as part of Proposition 70, the Mountain Lion initiative. The program has approximately \$2 million per year to fund habitat restoration and trails. There are six programs, but only four programs are funded on an annual rotating basis. Grants are small, usually less than \$100,000.

APPLICATION DEADLINE	October
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved – Habitat restoration near trails or part of trail project.
LINK TO PROGRAM	California State Parks Local Assistance Program. Sandy Berry (916) 651-7741 sberr@parks.ca.gov

Environmental Enhancement Mitigation Program

The EEMP program has not always received regular appropriations by the Legislature. Grants are usually less than \$200,000. The principal requirement is to link the project with a local state transportation project. It needs support from the local Caltrans District.

APPLICATION DEADLINE	November
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Land acquisition – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved

Wildlife Conservation Board Public Access Program

Funding for the acquisition of lands or improvements that preserve wildlife habitat or provide recreational access for hunting, fishing or other wildlife-oriented activities. There is up to \$250,000 dollars available per project with applications accepted quarterly. Projects eligible for funding include interpretive trails, river access, and trailhead parking areas. The State of California must have a proprietary interest in the project. Local agencies are generally responsible for the planning and engineering phases of each project. This funding source can be used for improvements to Recreation Nodes and projects that improve access to fishing, bird watching, and other activities along Mammoth Creek and in the Lakes Basin.

APPLICATION DEADLINE	Quarterly
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – River Access and Trailheads – Unpaved
LINK TO PROGRAM	http://www.wcb.ca.gov/Pages/public_access_program.htm

Community Based Transportation Planning Demonstration Grant Program

This fund, administered by Caltrans, provides funding for projects that exemplify livable community concepts including bicycle and pedestrian improvement projects. Eligible applicants include local governments, metropolitan planning organizations and regional transportation planning agencies. A 20% local match is required and projects must demonstrate a transportation component or objective. There is \$3 million available annually statewide.

APPLICATION DEADLINE	October
TYPE OF PROJECTS FUNDED	Planning
TYPE OF TRAILS ELIGIBLE	Not Applicable
LINK TO PROGRAM	http://www.dot.ca.gov/hq/tpp/offices/ocp/cbtpg.htm

8.3.3. Federal Funding Sources

The primary federal source of surface transportation funding—including bicycle and pedestrian facilities—is the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users. This Federal bill is the third iteration of the transportation vision established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 and extended in 2003 through the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2003 (SAFE-TEA). Also known as the Federal Transportation Bill, the \$286.5 billion bill was passed in 2005 and authorizes federal surface transportation programs for the five-year period between 2005 and 2009.

Federal funding is administered through the state (Caltrans and the State Resources Agency) and regional planning agencies. Most, but not all, of these funding programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Many Federal programs require a local match of between 10-20%. Federal funding is intended for capital improvements and safety and education programs and projects must relate to the surface transportation system.

Specific funding programs under the federal transportation bill for bicycle and pedestrian facilities that might be potential funding sources for the Mammoth Lakes Trails Master Plan include:

- Federal Lands Highway Funds—Approximately \$1 billion dollars are available nationally through 2009 for planning and construction of bicycle and pedestrian projects built in conjunction with roadways.
- Transportation, Community and System Preservation Program—\$270 million nationally through 2009 for projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers.

- **Recreational Trails Program**—\$370 million nationally through 2009 for non-motorized trail projects. (See below).

APPLICATION DEADLINE	Varies
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction – Safety and Education Programs
TYPE OF TRAILS ELIGIBLE	Paved Unpaved
LINK TO PROGRAM	http://www.fhwa.dot.gov/safetealu/index.htm

Federal Lands Highway Funds

Federal Lands Highway Funds may be used to build bicycle and pedestrian facilities in conjunction with roads and parkways at the discretion of the department charged with administration of the funds. The projects must be transportation-related and tied to a plan adopted by the State and Metropolitan Planning Organization. Federal Lands Highway Funds may be used for planning and construction.

APPLICATION DEADLINE	Varies
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction
TYPE OF TRAILS ELIGIBLE	Paved
LINK TO PROGRAM	http://www.fhwa.dot.gov/flh/flhfs051028.htm

Transportation, Community and System Preservation Program

The Transportation, Community and System Preservation Program provides federal funding for transit oriented development, traffic calming and other projects that improve the efficiency of the transportation system, reduce the impact on the environment, and provide efficient access to jobs, services and trade centers. The program is intended to provide communities with the resources to explore the integration of their transportation system with community preservation and environmental activities. The Program funds require a 20% match.

APPLICATION DEADLINE	Varies
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction
TYPE OF TRAILS ELIGIBLE	– Paved
LINK TO PROGRAM	http://www.fhwa.dot.gov/tcsp/pi_tcsp.htm

Recreational Trails Program

The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the federal level by the Federal Highway Administration (FHWA). It is administered at the state level by the California Department of Parks and Recreation. The maximum amount of RTP funds allowed for each project is 88% of the total project cost. The applicant is responsible for obtaining a match amount that is at least 12% of the total project cost. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other non-motorized as well as motorized uses. Funds may be used for:

- Maintenance and restoration of existing trails;
- Purchase and lease of trail construction and maintenance equipment;
- Construction of new trails; including unpaved trails.
- Acquisition of easements or property for trails.
- State administrative costs related to this program (limited to seven percent of a State's funds).
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a State's funds).

APPLICATION DEADLINE	October
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Property Acquisition – Construction – Safety and Educational Programs – Maintenance and Restoration of Existing Trails
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved
LINK TO PROGRAM	http://www.fhwa.dot.gov/environment/rectrails/index.htm http://www.parks.ca.gov/?page_id=21362 California State Parks Local Assistance Program Bill Meyer for Mono County (916) 651-1406 bmeyer@parks.ca.gov

Land and Water Conservation Fund

The Land and Water Conservation Fund is a federally-funded program that provides grants for planning and acquiring outdoor recreation areas and facilities, including trails. The Fund is administered by the National Parks Service and the California Department of Parks and Recreation and has been reauthorized until 2015.

Cities, counties and districts authorized to acquire, develop, operate and maintain park and recreation facilities are eligible to apply. Applicants must fund the entire project, and will be reimbursed for 50% of costs. Property acquired or developed under the program must be retained in perpetuity for public recreational use. The grant process for local agencies is competitive, and 40% of grants are reserved for Northern California.

In 2006, approximately \$480,000 was available for projects in Northern California.

APPLICATION DEADLINE	May
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning & Design – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved
LINK TO PROGRAM	http://www.parks.ca.gov/?page_id=21360

8.3.4. Non-Traditional Sources

Community Development Block Grants

The Community Development Block Grant program provides money for streetscape revitalization, which may be largely comprised of pedestrian improvements. Federal Community Development Block Grant grantees may “use [these] funds for activities that include (but are not limited to): acquiring real property; reconstructing or rehabilitating housing and other property; building public facilities and improvements, such as streets, sidewalks, community and senior citizen centers and recreational facilities, paying for planning and administrative expenses, such as costs related to developing a consolidated plan and managing Community Development Block Grant funds; provide public services for youths, seniors, or the disabled; and initiatives such as neighborhood watch programs.”

APPLICATION DEADLINE	N/A
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning – Construction – Property Acquisition – Safety and Education
TYPE OF TRAILS ELIGIBLE	Not Applicable
LINK TO PROGRAM	http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm

American Greenways Program

Administered by The Conservation Fund, the American Greenways Program provides funding for the planning and design of greenways. Applications for funds can be made by local regional or statewide non-profit organizations and public agencies. The maximum award is \$2,500, but most range from \$500 to \$1,500. American Greenways Program monies may be used to fund unpaved trail development.

APPLICATION DEADLINE	June 1
TYPE OF PROJECTS FUNDED	<ul style="list-style-type: none"> – Planning – Construction
TYPE OF TRAILS ELIGIBLE	<ul style="list-style-type: none"> – Paved – Unpaved
LINK TO PROGRAM	http://www.conservationfund.org/?article=2471