

**06/18/2013**

**Regular Meeting**

**Item #19a**

**Public Works –**

**Road Division**

**Environmental Protection**

**Agency Grant Application**

**– Vehicle Replacement**

### Off-Road Replacement Schedule/Costs

2013 Replacment Cost

Vehicle	Engine Year	Vehicle Type	Emission Factor	Horsepower	HP x EF	Fleet Average Index
<b>25-49 hp</b>						
FA814	2008	Kubota Backhoe	4.9	26	127.4	4.9

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
									\$54,093						

\$41,458

<b>50-74 hp</b>						
500	1981	Case 580-C Backhoe	14.8	60	888	
FA 875	1979	Case 580C Backhoe	14.8	70	1036	
502	2000	CAT PS 150 Roller	6.9	70	483	
				200	2407	12.035

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
					\$169,028					\$227,155					
															\$438,339

\$169,025

\$145,805

\$281,353

\$596,183

<b>75-99 hp</b>						
501	1980	Case 680 Backhoe	14.8	88	1302.4	14.8

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
					\$169,028										

\$145,805

<b>100-299 hp</b>						
2210	1979	Solid Waste - CAT 120 G Grader	13.6	125	1700	
310	1980	CAT 950 Loader	12.5	130	1625	
2311	1981	Solid Waste - CAT 950 Loader	12.5	130	1625	
212	1984	CAT 120G Grader	12.5	125	1562.5	
213	1984	CAT 120G Grader	12.5	125	1562.5	
211	1990	CAT 130G Grader	9.3	148	1376.4	
308	1990	CAT 936 E Loader	9.3	145	1348.5	
304	1990	CAT 936 E Loader	9.3	145	1348.5	
209	1990	CAT 130 G Grader	9.3	148	1376.4	
302	1990	CAT 936 E Loader	9.3	145	1348.5	
788	1996	Sheriff SAR - LMC Snowcat	9.3	170	1581	
309	1978	CAT 950 Loader	13.6	130	1768	
2312	2009	Solid Waste - CAT IT 38 Loader	2.6	160	416	
493	2009	MT Trackless snowblower and mower	2.6	115	299	
RD494	2012	MT Trackless snowblower and mower	2.5	115	287.5	
RD491	2012	MT Trackless snowblower and mower	2.5	115	287.5	
				2171	19512.3	8.98770152

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
					\$373,750										
					\$394,270										
					\$394,270										
					\$373,750										
						\$384,962									
							\$464,317								
								\$509,231							
									\$540,243						
										\$571,047					
											\$608,045				
												\$265,191			
					\$484,898										
														\$486,500	

\$325,000

\$340,101

\$340,101

\$325,000

\$325,000

\$377,532

\$401,992

\$414,051

\$424,913

\$439,265

\$186,000

\$418,277

\$350,000

\$2,020,938    \$384,962    \$464,317    \$509,231    \$540,243    \$571,047    \$608,045    \$265,191    \$486,500

\$4,667,232

<b>175-299 hp</b>						
319	1999	CAT 950 Loader	6.9	204	1407.6	
353	1995	Komatsu D8-5 Dozer	9.3	220	2046	
214	1990	CAT 140 Grader	9.3	192	1785.6	
354	1990	CAT D6 H Dozer	9.3	179	1664.7	
318	1999	CAT 950 Loader	6.9	204	1407.6	
316	1999	CAT 950 Loader	6.9	204	1407.6	
216	1999	CAT 140 H Grader	6.9	179	1235.1	
219	1999	CAT 140 H Grader	6.9	179	1235.1	
215	1999	CAT 140 H Grader	6.9	179	1235.1	
355	1990	CAT D6 H Dozer	9.3	179	1664.7	
317	1999	CAT 950 Loader	6.9	204	1407.6	
217	1999	CAT 140 Grader	6.9	179	1235.1	
315	1999	CAT 950 Loader	6.9	204	1407.6	
218	1999	CAT 140 H Grader	6.9	179	1235.1	
2678	2001	CAT 613 C Scraper	6.9	187	1290.3	
2313	2001	CAT 816 F Compactor	6.9	240	1656	
				3112	23320.8	7.493830334

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
							\$363,000								
					\$1,124,377										
					\$439,640										
					\$1,091,629										
								\$373,890							
									\$385,107						
										\$590,834					
											\$626,814				
												\$664,986			
					\$1,059,835										
												\$420,816			
													\$705,483		
														\$446,444	
													\$726,648		
															\$1,203,500
											\$731,500				

\$300,000

\$969,898

\$379,237

\$941,649

\$300,000

\$300,000

\$439,636

\$452,824

\$466,408

\$914,223

\$300,000

\$480,400

\$300,000

\$494,812

\$830,000

\$550,000

\$3,715,481    \$363,000    \$373,890    \$385,107    \$590,834    \$1,358,314    \$1,085,802    \$1,432,131    \$446,444    \$1,203,500

\$8,419,087

<b>300-599 hp</b>						
2352	2001	CAT D8 Dozer	4.2	337	1415.4	4.2
401	2000	Rolba Snowblower				
402	2000	Rolba Snowblower				

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
									\$1,079,500						

\$850,000

Red indicates BX landfill equipment  
Green - Dedicated Snow Removal  
CARB Exempt  
Grey indicates Sheriff's department

\$5,905,447    \$384,962    \$827,317    \$883,121    \$2,004,850    \$1,389,036    \$1,966,359    \$1,350,993    \$1,918,631    \$446,444    \$1,203,500

\$14,719,765

\$18,280,660

**06/18/2013**

**Regular Meeting**

**Item #20a**

**Economic Development**

**Economic Development**

**Update on Grant-  
sourcing Research**

## **Mono County Economic Development Initiatives**

### **1. Diesel Emissions Reduction Act (DERA)/West Coast Collaborative Updates**

*Background:* The EPA has been offering annual competitive funding opportunities to both public and private entities through its National Clean Diesel Campaign. The purpose is to incentivize early emission reductions from vehicles that otherwise would stay on the road for many years to come. Funding is annual through 2016

*Initiative:* Conducted research and opened an ongoing dialogue with public works on possible solutions to emissions reduction issues

*Required Match:* 75% for replacement, 60% for upgrades, 0% for modifications

*Potential Benefit/Return-* Funding could potentially provide up to 25% of cost savings for replacement of on/off-road vehicles, 60% of cost savings for engine upgrades, and up to 100% cost savings for verified exhaust control technologies. Funding could also provide compliance and buy time for a more comprehensive plan.

*Deadline:* Annually on June 25<sup>th</sup> through fiscal year 2016

*West Coast Collaborative Involvement/Updates-* The West Coast Collaborative is a public and private partnership to reduce emissions. Registration and participation in the collaborative can help provide information on current funding for clean diesel, obtain support through partnerships, and provide innovative ideas to reduce emissions and costs to clean diesel alternatives.

### **2. Recreational Trails Program (RTP)/ State Parks Green Sticker Funds-**

*Background:* The RTP and Green Sticker State Parks Fund provide funding for improving and planning trail systems, restoration, law Enforcement and education and safety.

*Initiative:* Developed and submitted both a motorized and non-motorized project proposals to California State Parks. The proposal would provide funding for the re-print and distribution of a successful Mono County Motor Touring Guide, development of a professionally designed web page and application, and potentially help provide signage, access, and trail restoration.

*Required Match:* 25%, which does not have to be monetary, can be in-kind/staff time

Potential Benefit: The funding could provide \$50,000 in funding alone for the re-print of an extremely popular tourism publication in that of the Mono County Motor Touring Guide. Funding could also provide development of a web based platform to increase access to information for tourists. The RTP has \$3.6 million available for non-motorized projects, and \$1.4 million for motorized projects.

Deadline: RTP September 2013, Green Sticker-January 2014

### **3. Broadband Benefits/Use training for local businesses (RBOG)**

Background: The completion of the Digital 395 will open up a wide range of potential benefits for local businesses and potentially attract new businesses.

Initiative: Started research on possible USDA funding programs to help implement a training program to teach local businesses owners how to leverage the use of new communications capabilities to increase business growth. The USDA offers the Rural Business Opportunity Grant (RBOG) which can be used to help with technology based economic development.

Potential Benefit: Recent broadband and communication upgrades in Mono County could attract new businesses to the region through a well planned marketing campaign. In addition, existing businesses will have expanded opportunity to leverage the new capabilities to spur growth. Lowers costs for residents, students, businesses etc... Additional information on Broadband benefits at [www.broadband.gov](http://www.broadband.gov)

Deadline: Ongoing

### **4. Developing a Regional Food System/Self Sustainable Local Produce Distribution (Support of Community Development On-going efforts)**

Background: The USDA is currently committed to returning food production systems to a regional level by helping support the development of regional food systems.

Initiative: Researched and currently involved in the regional food system initiative in Inyo County with the Owens Valley Growers Cooperative and Lone Pine Economic Development. He has spoken with local Mono County produce growers that have the potential to start a Mono County regional food system plan. The USDA Rural Development has funding for Value Added Producer Grants (VPOG)

Potential Benefit: Creating a local food system could help Mono County in several ways. It can provide fresh local produce for residents and businesses, create jobs, and help each dollar spent rotate throughout Mono County more.

Deadline: Ongoing

## 5. **Economic Development Block Grant (EDBG)**

Background: Provides economic development through assistance to local businesses and low-income microenterprise owners to create or preserve jobs for low-income workers in rural communities

Initiative: Researched and met with Mary Booher regarding the potential benefits and next steps to EDBG opportunities for Mono County

Potential Benefit: EDBG grants can fund up to \$3 million to the County and provide an incubator for job creation. The funding could help provide businesses with \$35k for each employee trained and hired (link fact and strengthen)

Deadline: Notice of Funds Available (NOFA) Expected in January 2014

## 6. **State Transportation Improvement Program (STIP)**

Background: The California Transportation Commission provides biennial funding for transportation improvements.

Initiative: Researching the potential for funding to improve the final stretch of road to Bodie State Park. Contacted Caltrans for updates and information

Potential Benefit: The pavement of the Bodie road will help increase access for potential visitors and enhance the user experience. This project will help attract more tourists through Bridgeport and potentially open the road for longer periods during the year.

Deadline: August 2014

## **7. Developing of Mono County Economic Development Web-Page**

Background: The Mono County Economic Development page has been live but needs to be enhanced for users and to attract potential new businesses.

Initiative: Begun the process of recreating the Economic Development page to provide users with easily accessible and visible business information and Economic Development information

Potential Benefit: The new page will help local residents, businesses, potential new businesses, film crews and location scouts find information and documents dealing with conducting business in Mono County.

Deadline: August 1, 2013

## **8. Other possible future projects**

- A. **Community Business Center-** Could provide a destination for business conferences and meetings provide much needed communications for video conferencing, and technology for business operations.
- B. **Business plan and business strategic planning training for local start-ups-** Could provide professional training to local residents on how to start-up a successful small business. Potential to create new industry and jobs.
- C. **Infrastructure Improvements-** Potential to attract new business and provide existing business growth by providing necessary infrastructure.

## **9. Continue Research of Economic Development opportunities Mono County may be missing.**

## **10. Other Activity:** Assisting tourism with promotion of Mono County through web development and marketing, fulfillment of information requests, assisting with information via the tourism hotline, updating and responding to social media, coordinating YARTS signage, and participating in development of marketing plans.

**06/18/2013**

**Regular Meeting**

**Item #21a**

**Board of Supervisors**

**Mammoth Mountain**

**and June Mountain**

**Ski Areas**



## MMSA POSITION ON MAIN LODGE LAND EXCHANGE



- **What is the Mammoth Base Land Exchange?** The Mammoth Base Land Exchange (MLX) is an ongoing Forest Service process whereby MMSA is seeking to obtain the 21 acres under the Mammoth Mountain Inn and surrounding facilities. It is being carried out pursuant to a federal law called the Exchange Act. Under MLX, in exchange for obtaining the 21 acres from the public, MMSA will trade approximately 1500 acres of high resource value land, including the Cunningham Property, and pay millions more in cash, to be used by the Forest Service to purchase other high resource value lands in California as they become available. The area which will become MMSA's private land is already developed with MMSA's facilities under a long term special use permit, so the public will not lose any undeveloped forest or see any negative resource impacts.
- **The idea behind the exchange stands on its own merits and has drawn broad support.** MLX was first initiated in 1998 after discussions between MMSA and the Inyo National Forest, but due to its complexity it was initially slow to develop. MLX gained renewed momentum in 2005 when, at the suggestion of Andrea Mead Lawrence, MMSA purchased the Cunningham property (adjacent to Mono Lake) to include in the exchange. An extended Forest Service attempt to obtain the property by including it in a land trade concerning Mammoth Hospital failed because the property's owners thought the Forest Service's appraisal was too low. After a long period of negotiations, the owners pulled out and instead submitted a partial application to subdivide the property and build 30 high end homes. MMSA stepped in and purchased the property for over \$3 million, ending a threat to the Scenic Basin which Inyo National Forest Supervisor Jeff Bailey described as "very, very imminent." Hearing of the purchase, the Mono Lake Committee stated it was "pleased that a large scale development project no longer threatens the west shore of Mono Lake." Lawrence went further, stating to the LA Times that she approved not just of the purchase, but also of the proposed exchange at the Main Lodge. The exchange slowly gained broad based support: Mono County Board of Supervisors, Mammoth Lakes Town Council, Mono Lake Committee, Eastern Sierra Land Trust, and Friends of the Inyo all wrote letters of support. The exchange has always been and remains a very good idea.
- **The exchange is undergoing a full NEPA analysis with ample opportunity for public involvement.** MMSA and the Forest Service are parties to an "Agreement to Initiate," a written understanding of how the exchange is reviewed and processed. The Forest Service received initial public comment, initiated the NEPA process, and has been carrying out the Agreement at significant expense. The Agreement makes it MMSA's responsibility to obtain Congressional authorization for two elements of the proposed exchange. A major milestone was achieved in 2012, when a bill providing such authorization passed through the House of Representatives on a vote of 376-2. The bill expired when the legislative session closed before it could get a hearing at a deadlocked Senate Committee.
- **The Board's letter will help ensure the exchange gets to go through the NEPA process.** The bill was reintroduced in the House of Representatives in 2013, but due to unrelated controversy over June Mountain it has been yet again stalled. This turn of events is incredibly unfortunate, as MLX stands on its own merits, and as such is incredibly important to Mono County – unquestionably one of the most economically important projects currently proposed for Mono County. A letter from the Board is crucial to obtaining the support necessary for the bill to pass through Congress. Indeed, MMSA believes the Board should issue an unqualified letter renewing its prior endorsement.
- **The Inn needs to be replaced.** The Inn is 50 years old. MMSA believes it should be demolished and replaced as soon as possible. The Inn suffers from poor, deteriorated construction that severely limits its remaining useful life, random room layout, underprovided amenities, and a lack of non-ski activities. The dated, inefficient surrounding facilities (Ski Lift Apartments, Yodler Haus, Yodler, Mammoth Snowmobile Adventures) are served by a wasteful water and sewage infrastructure. New modern, efficient facilities, will serve the skiing public for years to come. Replacement is critical, as the Inn currently generates almost \$1 million in TOT annually, amounting to nearly 10 percent of all Town of Mammoth Lakes TOT revenue.
- **Replacement of the Main Lodge would result in significantly improved guest service.** MLX does not include the land under the current skier services buildings. However, MMSA's preferred concept calls for their demolition, with new base facilities to be constructed integral to the hospitality buildings on the trade land. These new, relocated facilities would address inadequacies such as inefficient lift line queuing, restricted skier staging areas, skier traffic conflicts between lifts, conflicting traffic and pedestrian circulation and parking, limited beginner teaching terrain, unsightly guest facing back-of-house operations, and antiquated design.

## MMSA POSITION ON MAIN LODGE LAND EXCHANGE



- **The exchange will have significant beneficial economic impacts for the County, the Town, and the broader region.** Carrying out the trade and allowing MMSA to own the 21 acres as private land will make it possible for MMSA to finance the complete revitalization of the Main Lodge, the Inn, and associated facilities, resulting in improved guest service, better amenities, and renewed accommodations. From construction to on-going operations, MLX will have substantial beneficial economic effects on the entire Eastern Sierra region, including increased property tax (as much as \$6 million additional annually at build out) and TOT tax revenues (as much as \$3 million additional annually), increased regional visitation, and direct and indirect job creation - together as many as 300 jobs. Without MLX, more than one hundred jobs would face elimination should the Inn need to be closed without replacement. MLX will also catalyze the expansion of summer recreation facilities newly authorized by Federal law passed in 2011, thereby increasing year round utilization of community facilities and services.
- **Congressional legislation is required due to technical aspects of the trade.** The reason why MLX requires special authorizing legislation is technical. The primary means of carrying out a land exchange under the Exchange Act is to do what is referred to as an equal-value land exchange. In this type of exchange, the non-Federal party (MMSA) obtains private land(s) within or adjacent to Forest Service boundaries, and then trades those private lands to the Federal party (the Forest Service) for an identified Federal parcel (in this case, the approximately 21 acres of land under and around Mammoth Mountain Inn, Panorama Gondola Station, Yodler, etc.). Since it would be very difficult to create a perfectly equal exchange using land only, the Exchange Act permits the non-Federal party to bring the exchange into balance with a "cash equalization payment" of as much as twenty-five percent of the total value of the exchange. Due to the complexity, size, and scarcity of large, high resource value parcels, the Forest Service determined the best approach to complete the Main Lodge land exchange would be to (a) allow MMSA to trade lands desired by the Forest Service in Bishop and Lone Pine but which are not adjacent to the Inyo National Forest boundary, (b) allow the equalization of the exchange with a cash payment in excess of the typical 25% (which funds would then later be used by the Forest Service to purchase high resource value lands in California as they become available) and (c) require the cash equalization be spent in California. MMSA has identified, acquired or optioned over 1,500 acres of high resource value lands in the Inyo, Plumas, and Stanislaus Forests. In addition to these lands, MMSA is also seeking, at the request of the Forest Service, to include two properties in the Owens Valley the Forest Service currently leases from LADWP -- a service yard in Bishop and the Interagency Visitors Center in Lone Pine. Designated as administrative sites with high occupancy costs, the Forest Service determined there is a nexus to include these parcels in the exchange. Nevertheless, despite bringing 1,500 acres of high resource value lands to the table to exchange for the 21 acres at the Main Lodge, it is likely MMSA will need to pay more than 25% cash. A legislative variance is required to authorize the Forest Service to accept more than 25% in cash, to bind that cash to lands in California, and to authorize the inclusion of the administrative sites. While the explanation is quite technical, there are good reasons for each request, and this legislation sets no precedents.
- **One community's important project should not be held hostage as leverage for another community's important project.** As noted above, before the June Mountain controversy, a broad spectrum of entities voiced public support for the exchange because the exchange stands on its own as a good idea. Wide-ranging support was based on the merits of the exchange, none of which have changed. However, last year, when MMSA was forced to close June, some June community members were upset with MMSA's decision and distrustful of MMSA's stated reasons for closing June. They began a loud campaign to stall the bill as leverage to get MMSA to reopen June. Now, despite the fact that MMSA announced eight months ago that it would reopen June for winter 2013-14, despite the fact that the Forest Service has determined that MMSA's statements about the need to close June were accurate, despite the fact that MMSA has been working in good faith with the June community, and despite the fact that MMSA is now spending \$1 million reopening June, a few of the opponents have continued their effort to block the exchange, and have succeeded to the point where a renewed letter of support from the Board of Supervisors is necessary to pass the bill. MMSA believes it is inappropriate and dangerous to hold one community's important and meritorious project hostage in attempt to force the execution of another community's important project, especially when the project benefits the region as a whole. The Board should reject the attempt and should issue a clear and unequivocal renewal of its prior endorsement of the exchange.



**BOARD OF SUPERVISORS  
COUNTY OF MONO**

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**Lynda Roberts**  
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**Assistant Clerk of the Board**  
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February 7, 2012

Congressman Buck McKeon  
2148 Rayburn HOB  
Washington DC, 20515

RE: H.R. 2157

Honorable Buck McKeon:

The Mono County Board of Supervisors endorses H.R. 2157 and the exchange of land at the base of Mammoth Mountain Ski Area into privately owned.

Mammoth Mountain Ski Area is one of Mono County's largest economic driver's. To allow Mammoth Mountain to enhance its presence at the ski area base will be a positive outcome for many. The guests who use these facilities will be safer with the new construction that will be put in. The jobs created by that construction will help our local economy and families in the region. The long term jobs that will be created by expanded facilities there at the base lodge. The County, Town of Mammoth Lakes, special districts and local schools will benefit by the increased tax base, thereby increasing the quality of life here in the Eastern Sierra.

Some of the lands on Mono Lake that are being put into conservancy through this trade are pristine and undeveloped while the land at the base lodge is already disturbed. This makes a win-win situation possible. These lands have been trying to find their way into conservancy for more than 10 years. It will be a significant achievement for the region should this legislation pass. I know that we speak for many when we say that projects like this will change the quality of life in Mono County.

Again, we support H.R. 2157 and its upcoming Senate version as well. Please let us know how we can be of assistance in this matter.

Respectfully,

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The Mono County Board of Supervisors  
By: Chairwoman Vikki Bauer

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Larry Johnston - District One    Duane 'Hap' Hazard - District Two  
Vikki Magee Bauer - District Three    Tim Hansen - District Four    Byng Hunt - District Five



**Town of Mammoth Lakes**  
P.O. Box 1609  
Mammoth Lakes, CA, 93546  
Ph: (760) 934-8989  
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November 16, 2011

Congressman Buck McKeon  
2148 Rayburn HOB  
Washington, D.C. 20515

Re: Mammoth Mountain Ski Area Base Area Exchange with the United States Forest Service

Honorable Buck McKeon:

The Town of Mammoth Lakes Town Council fully endorses the land exchange between the Inyo National Forest and the Mammoth Mountain Ski Area Base Lodge area.

Mammoth Mountain Ski Area has been working for many years to improve its visitor experience including installing new lift equipment, enhancing restaurants and food service, and on and off mountain accommodations. A major on-mountain accommodation is the base area at the Main Lodge. The infrastructure at the base area needs to be upgraded and in many cases torn down and reconstructed to meet current standards and future needs. The land exchange will facilitate these types of improvements and provide the needed space for proper planning and implementation of the facilities for its guests and visitors.

Again, we support the land exchange and the improvement and development of the base area at the Main Lodge. If you have any questions, please feel free to contact us and any time.

Sincerely,

A handwritten signature in blue ink that reads "Jo Bacon".

Jo Bacon, Mayor  
Town of Mammoth Lakes