

RESPONSE TO COMMENTS

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Mammoth Yosemite Airport Regional Air Service

LEAD AGENCY:

Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
Contact: Ms. Karen Johnston
760.934.8989, Ext. 228

PREPARED BY:

RBF Consulting
14725 Alton Parkway
Irvine, California 92718
Contacts: Mr. Glenn Lajoie, AICP
Mr. Eddie Torres, INCE
949.472.3505

April 28, 2008

JN 10-106064



1.0 INTRODUCTION

The Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared pursuant to the requirements of the California Environmental Quality Act (CEQA) (see Public Resources Code Sections 21000-21177), as well as the State CEQA Guidelines (see Title 14 of the California Code of Regulations, Sections 15063).

The IS/MND was made available for public review and comment pursuant to State CEQA Guidelines Section 15070. The public review period commenced on March 14, 2008, and expired on April 14, 2008. The IS/MND and supporting attachments were available for review by the general public at the offices of the Town of Mammoth Lakes Community Development Department, 437 Old Mammoth Road, Suite R, Mammoth Lakes, California.

During the public review period, comments were received on the IS/MND from certain interested public agencies and private parties. The following is a list of the persons, firms, or agencies that submitted comments on the IS/MND during the public review period:

1. Terry Roberts, State of California Office of Planning and Research, State Clearinghouse, dated April 15, 2008 (attached as Letter 1);
2. Dave Singleton, Program Analyst, Native American Heritage Commission, dated March 28, 2008 (attached as Letter 2);
3. Gayle J. Rosander, IGR/CEQA Coordinator, California Department of Transportation, dated April 8, 2008 (attached as Letter 3);
4. Sandy Hesnard, Aviation Environmental Specialist, California Department of Transportation – Division of Aeronautics, dated April 9, 2008 (attached as Letter 4); and
5. Brad Henderson, Acting Habitat Conservation Supervisor, California Department of Fish and Game, dated April 14, 2008 (attached as Letter 5).

Even though CEQA and the State CEQA Guidelines do not require a Lead Agency to prepare written responses to comments received on an IS/MND, as contrasted with a Draft Environmental Impact Report (see State CEQA Guidelines Section 15088), the Town of Mammoth Lakes has elected to prepare the following written responses in the spirit and with the intent of conducting a comprehensive and meaningful evaluation of the proposed project.

The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.



Town of Mammoth Lakes
Mammoth Yosemite Airport Regional Air Service
Initial Study/Mitigated Negative Declaration

2.0 RESPONSE TO COMMENTS



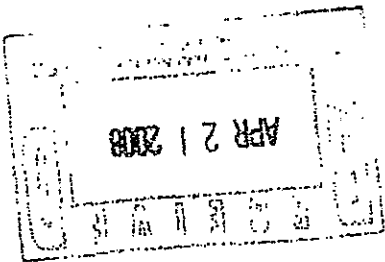
CYNTHIA BRYANT
DIRECTOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



ARNOLD SCHWARZENEGGER
GOVERNOR

April 15, 2008



Karen Johnston
City of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Subject: Mammoth Yosemite Airport Regional Air Service
SCH#: 2008032050

Dear Karen Johnston:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 14, 2008, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts

Director, State Clearinghouse

Enclosures

cc: Resources Agency

Document Details Report State Clearinghouse Data Base

SCH# 2008032050

Project Title Mammoth Yosemite Airport Regional Air Service
Lead Agency Mammoth Lakes, City of

Type	Description
MN Mitigated Negative Declaration	D

Horizon Air is proposing to begin scheduled regional air carrier service to the Airport beginning in December 2008 with two flights per day from Los Angeles International Airport (LAX) during the winter ski season (approximately December to April). Horizon Air initially proposes to conduct two-daily flights from LAX to the Airport using their Bombardier DHC 8-402 (Q400 Dash 8) aircraft. Horizon Air has provided the FAA with a letter of intent to initiate winter ski season passenger service into the Airport in the winter of 2008-09. The Town has prepared and submitted to the FAA a forecast of future commercial aviation activity at the Airport. Winter ski service is projected to increase to a maximum of eight flights per day by the year 2011. The aviation forecast for the Airport, also considers the addition of two flights per day during the summer months beginning in 2012.

No new facilities would be constructed as part of the proposed project. However, the interior and exterior of the existing 5,000-square foot maintenance building would be remodeled for use as a passenger terminal. The passenger terminal would contain TSA facilities, and may include baggage handling, customer services, rental cars, and food services within the renovated structure. Restrooms and wash station facilities would be provided within the terminal. New gates would be added to the existing fence at the terminal to allow for passenger processing and access to the airfield from the terminal. No additional pavement or other ground-disturbing changes are proposed.

Lead Agency Contact

Name Karen Johnston
Agency City of Mammoth Lakes
Phone (760) 934-8989 ext. 228
email
Address P.O. Box 1609
City Mammoth Lakes
State CA Zip 93546

Project Location

County Mono
City Mammoth Lakes
Region Highway 395 and Hot Creek Hatchery Road
Parcel No.
Township 4S
Range 28E
Section 1, 2
Base MDB&M

Proximity to:

Highways US 395
Airports Mammoth Yosemite Airport
Railways
Waterways Mammoth Creek
Schools
Land Use Airport (A) / Airport (A)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geological/Seismic; Growth Inducing; Landuse; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report State Clearinghouse Data Base

Reviewing Agencies	Date Received	Start of Review	End of Review
Resources Agency; Regional Water Quality Control Bd., Region 6 (Victorville); Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 6 (Inyo & Mono Region); Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 9; Caltrans, Division of Aeronautics; Air Resources Board, Airport Projects; Department of Toxic Substances Control	03/14/2008	03/14/2008	04/14/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.



Town of Mammoth Lakes
Mammoth Yosemite Airport Regional Air Service
Initial Study/Mitigated Negative Declaration

1. RESPONSES TO COMMENTS FROM STATE OF CALIFORNIA OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE, APRIL 15, 2008.

1-1 This comment indicates that the State Clearinghouse submitted the IS/MND to selected state agencies for review, and that the comment period for the Draft EIR concluded on April 14, 2008. The comment indicates that the lead agency complied with the review requirements for draft environmental documents pursuant to CEQA. As such, the comment does not provide specific comments regarding information presented in the IS/MND.

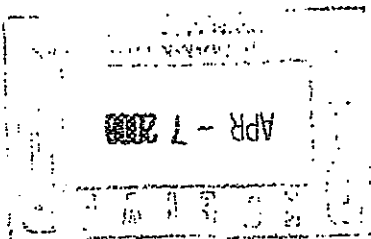
NATIVE AMERICAN HERITAGE COMMISSION

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor



915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-6390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

March 28, 2008



Ms. Karen Johnston, Assistant Town Manager
TOWN OF MAMMOTH LAKES
437 Old Mammoth Road, Suite R, P.O. Box 1609
Mammoth Lakes, CA 93546

Re: SCH#2008032050: CEQA Notice of Completion, Initial Study/Mitigated Negative Declaration for The Mammoth Yosemite Airport Regional Air Service, Town of Mammoth Lakes (Lead Agency), Mono County, California

Dear Ms. Johnston:

The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a "significant effect" requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c) (CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

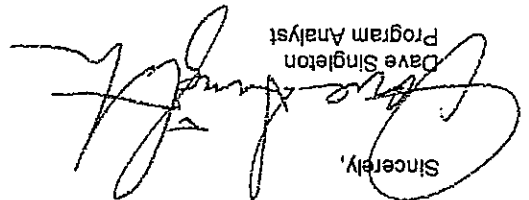
- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278) / <http://www.ohp.parks.ca.gov>. The record search will determine:
- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
- The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section.
- The NAHC advises the use of Native American Monitors to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).
- ✓ Lack of surface evidence of archaeological resources does not preclude the identification and evaluation of Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archaeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- A culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony. Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,


Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts Mono County March 28, 2008

Bishop Paiute Tribe THPO
Theresa Stone-Yanez, Tribal Historic Preservation
50 Tu Su Lane
Bishop , CA 93514
(760) 873-3584, Ext 250
(760) 397-8146 - cell
(760) 873-4143 - FAX

KutzadikaA Indian Community Cultural Presv. Assn.
Raymond Andrews, Chairman
P.O. Box 591
Bishop , CA 93515
(760) 873-8145

Big Pine Band of Owens Valley
David Moose, Chairperson
P.O. Box 700
Big Pine , CA 93513
bigpinetribaladmin@earthlink.
(760) 938-2003
(760) 938-2942-FAX

Bridgeport Paiute Indian Colony
Charlotte Baker, Chairperson
P.O. Box 37
Bridgeport , CA 93517
biggovadm@yahoo.com
(760) 932-7083
(760) 932-7846 Fax
Mono Lake Indian Community
Charlotte Lange, Chairperson
P.O. Box 117
Big Pine , CA 93513
(760) 938-1190
Northern Paiute

Big Pine Band of Owens Valley THPO
Bill Helmer, Tribal Historic Preservation Officer
P.O. Box 700
Big Pine , CA 93513
amarqosa@aol.com
(760) 938-2003
(760) 938-2942 fax

This list is current only as of the date of this document.
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.
This list is only applicable for contacting local Native American with regard to cultural resources for the proposed, Rosemitte Airport Regional Air Service; located between Hot Creek Hatchery Road and Benton Crossing Road on the east side of U.S. Highway 395, near the Town of Mammoth Lakes; Mono County, California.



Town of Mammoth Lakes
Mammoth Yosemite Airport Regional Air Service
Initial Study/Mitigated Negative Declaration

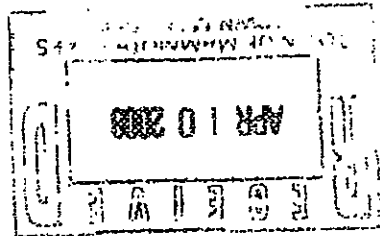
2. RESPONSES TO COMMENTS FROM THE NATIVE AMERICAN HERITAGE COMMISSION, DATED MARCH 28, 2008.

2-1 As discussed in Section 4.5, *Cultural Resources*, of the Public Review Draft IS/MND, the proposed Project does not involve any earth removal or disturbance. Therefore, Project implementation would not disturb any human remains, including those interred outside of formal cemeteries. However, if human remains are discovered during the construction process, the Mono County Coroner's office would be notified immediately (California Health and Safety Code §7050.5) and all activities in the immediate area of the find would cease until appropriate and lawful measures have been implemented. If the Coroner determines that the remains are Native American, the Coroner would contact the NAHC (California Public Resources Code §5097.98). The NAHC would designate a Most Likely Descendant who will make recommendations concerning the disposition of the remains in consultation with the lead agency and project archaeologist.

It should be noted that the project does not involve a Specific Plan or General Plan Amendment, and therefore is not subject to the statutory requirements of Senate Bill 18 (Chapter 905, Statutes of 2004). It should be further noted that the project has complied with the public review requirements as set forth by the California Environmental Quality Act (CEQA) Guidelines Sections 15073, 15072, and Public Resources Codes 21092.3 and 21091 (b)). The Native American Heritage Commission was also notified during the 30-day public review period.



Flax your power!
Be energy efficient!



DEPARTMENT OF TRANSPORTATION

District 9
500 South Main Street
Bishop, CA 93514
PHONE (760) 872-0785
FAX (760) 872-0754
TTY 711 (760) 872-0785

April 8, 2008

Karen Johnston, Assistant Town Manager
Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, California 93546

Dear Ms. Johnston:

Mammoth Airport Regional Air Service - Initial Study (IS)/Mitigated Declaration (MND)

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the MND for commercial service to Mammoth Airport. We have previously commented to the Federal Aviation Administration on their Draft Environmental Impact Statement, which addressed traffic generation solely from commercial flights. The inclusion of the vehicle trips from adjacent proposed development in this MND's Traffic Impact Analysis (TIA) is helpful in assessing the need and adequacy of mitigation measures.

We have following comments:

- 3-1 Please verify that 24 fueling positions at the gas station is correct.
- 3-2 The number of trips generated by the Hot Creek Development appears reasonable. However, the amount of internal capture and trip reductions due to shuttle service does not. More conservative figures should be used unless sufficient justification is provided so that the proposed US 395 improvements are able to provide safe ingress/egress.
- 3-3 Each pass-by trip from US 395 requires the vehicle to leave the highway and then return. This analysis does not do this. It reduces the number of in/out trips from US 395 to the gas station from 161/hour to 16/hour. One of the goals of this study must be to assess the various vehicle movements at the Hot Creek Road/US 395 intersection, not just the increase of volumes on US 395.
- 3-4 The above adjustments and corrections should be made and the models re-run to analyze the adequacy of proposed mitigation. For specific questions pertaining to these TIA comments, please contact Phil Graham at (760) 872-5248.

Please forward updated traffic analysis. We value a cooperative relationship with the Town in project related transportation issues. If you have any other questions, I may be contacted at (760) 872-0785.

Sincerely,

Gayle J. Rosander

GAYLE J. ROSANDER
IGR/CEQA Coordinator

c: State Clearinghouse
Sandy Hesnard, Caltrans Aeronautics
Steve Wisniewski, Phil Graham, Caltrans



3. RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION, DATED APRIL 8, 2008.

3-1 Verification of the 24 fueling positions was required. The project description for the Hot Creek Aviation Mixed-Use Development does not specify the number of fueling positions. Upon further review, a more realistic assumption consistent with fueling stations in the region, eight (8) fueling positions were analyzed. The trip generation table has been revised to reflect the new number of fueling positions and the corresponding figures (attached) have been updated.

3-2 Comment noted. The amount of internal capture due to shuttle service for the residential uses (i.e., 150 high density dwelling units and 50 unit hotel) has been reduced to reflect 50 percent internal capture. The trip generation table has been revised and corresponding figures have been updated to reflect the new trip generation.

3-3 It should be noted that the previous Figure 4 of the traffic study included the correct amount of pass-by trips from US-395. To clarify the trip assignment for the Hot Creek Aviation Mixed-Use Development, a new figure (Figure 4a, attached), has been created to show the trip assignment for each individual land use. The trip generation table has been revised to differentiate pass-by trips from trip reductions due to internal capture. All applicable figures have been revised to reflect to the updated trip generation.

3-4 Based on the above corrections and adjustments, level of service worksheets (for all scenarios that included the Hot Creek Mixed-Use Development) have been updated and are attached. It should be noted that with the changes, no new impacts are forecast. Furthermore, the previous impact reported in the February 5, 2008 Traffic Impact Analysis (TIA) in the 2025 plus Hot Creek Resort plus Airport plus Sierra Business Park scenario has been eliminated.

Table B - Mammoth Lakes - Yosemite Valley Airport Area Trip Generation

Land Use	Size	Units	ADT	In	Out	Total
P.M. Peak Hour						
Total						

TRIP RATES						
Mammoth Lakes-Yosemite Valley Airport ¹						
based on data provided by Mammoth Lakes-Yosemite Valley Airport						
Gasoline/Service Station w/ Convenience Market	per fueling position (FP)	162.78	6.69	6.69	13.38	
Residential High Density (MF) Seasonal	per dwelling unit (DU)	8.00	0.50	0.25	0.75	
Hotel	per occupied room	8.92	0.35	0.36	0.71	
Campground/Recreational Vehicle Park	per occupied campsite	4.00	0.20	0.20	0.39	
High Turnover Sit-Down Restaurant	per seat	4.83	0.24	0.18	0.42	
Sierra Business Park Specific Plan ²						
based on data provided in Morgan Industrial Park Specific Plan TIA						

TRIP GENERATION						
Mammoth Lakes-Yosemite Valley Airport	312 passengers	400	50	50	50	100
Hot Creek Aviation Mixed-Used Development	8 FPs	1,302	54	54	54	107
Gasoline/Service Station w/ Convenience Market	150 DUs	1,203	76	37	37	113
Residential High Density (MF) Seasonal ⁴	50 rooms	442	17	17	18	35
Hotel ⁷	80 campsites	320	16	16	16	31
Campground/Recreational Vehicle Park ⁴	100 seats	483	24	24	18	42
High Turnover Sit-Down Restaurant	36 acres	1,487	48	48	181	229
Sierra Business Park Specific Plan		5,638	284	373	657	
TRIP REDUCTIONS						
Hot Creek Aviation Mixed-Used Development ⁶	(50 percent reduction)	-602	-38	-19	-56	
Residential High Density (MF) Seasonal ⁶	(50 percent reduction)	-221	-9	-9	-18	
Hotel ⁷	(50 percent reduction)	-221	-9	-9	-18	
Campground/Recreational Vehicle Park	(100 percent reduction)	-362	-18	-13	-32	
High Turnover Sit-Down Restaurant ⁸	(25 percent pass-by trips)	-1,185	-65	-41	-106	
PASS-BY TRIPS						
Gasoline/Service Station w/ Convenience Market ⁵	(90 percent pass-by trips)	1,172	48	48	96	
High Turnover Sit-Down Restaurant ⁸	(25 percent pass-by trips)	121	6	4	10	
Total Pass-By Trips		1,293	54	53	106	
NET EFFECTIVE TRIP GENERATION						
		4,453	220	332	552	

¹ Year 2020 airport trip generation data provided by Mammoth Lakes-Yosemite Valley Airport staff (Tom Cornell-Ricondo).

² Trip rates for Hot Creek Mixed-Use Development provided in *Trip Generation*, 6th Edition, Institute of Transportation Engineers (ITE), 1997.

Trip rates for the Residential High Density (MF) Seasonal are based on the Mammoth Lakes Transportation Model (MTM).

Daily trip rate for RV Park based on SANDAG rates for campsite uses; p.m. peak hour rates for RV Park are based on ITE rates.

³ Trip generation data provided in *Traffic Impact Study Addendum for Sierra Business Park Specific Plan*, Traffic Safety Engineers (TSE), November.

⁴ Unit counts for residential/lodging components are based on 80% occupancy rate which is consistent with Town of Mammoth "typical" winter conditions. Build out unit counts are 188 multi-family homes, 62 hotel rooms, and 100 campsites.

⁵ A 90% reduction was applied due to a majority of pass-by trip making for vehicles travelling on Highway 395. Approximately 10% (new trips) may originate from existing communities south of the Airport.

⁶ A 50% reduction was applied due to shuttle service provided to residents destined to Mammoth Lakes and Mammoth Mountain Ski Area.

⁷ A 50% reduction was applied due to shuttle service provided to residents destined to Mammoth Lakes and Mammoth Mountain Ski Area.

⁸ A 75% internal trip capture, and 25% pass-by trip reduction was applied for vehicles travelling on Highway 395. No new trips are anticipated for this land use. A typical Saturday demand of 100 seats has been assumed for the traffic analysis contained herein. It should be noted that the Development Agreement allows up to a 300-seat maximum. That capacity has also been analyzed and there are no additional impacts.



4/28/08(TML030)

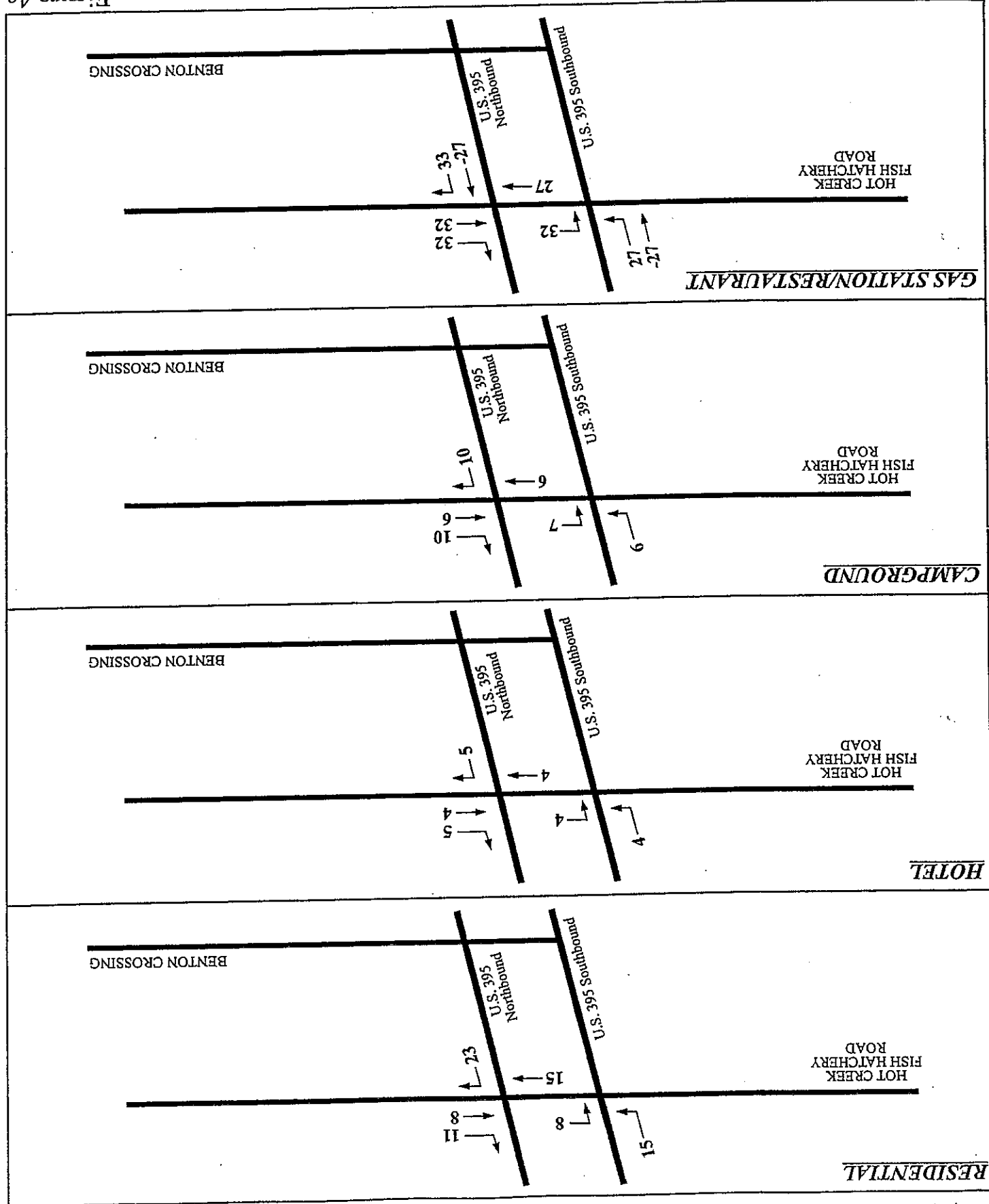
Schematic - Not to Scale

→ 5 - P.M. Peak Hour Trip Assignment
Negative volumes represent diverted pass-by trips.

LEGEND

Total Hot Creek Aviation
Mixed-Use Development
Trip Assignment

Figure 4a



4/28/08(TML030)

Figure 4b

LEGEND
→ S - P.M. Peak Hour Trip Assignment

Negative volumes represent diverted trips.

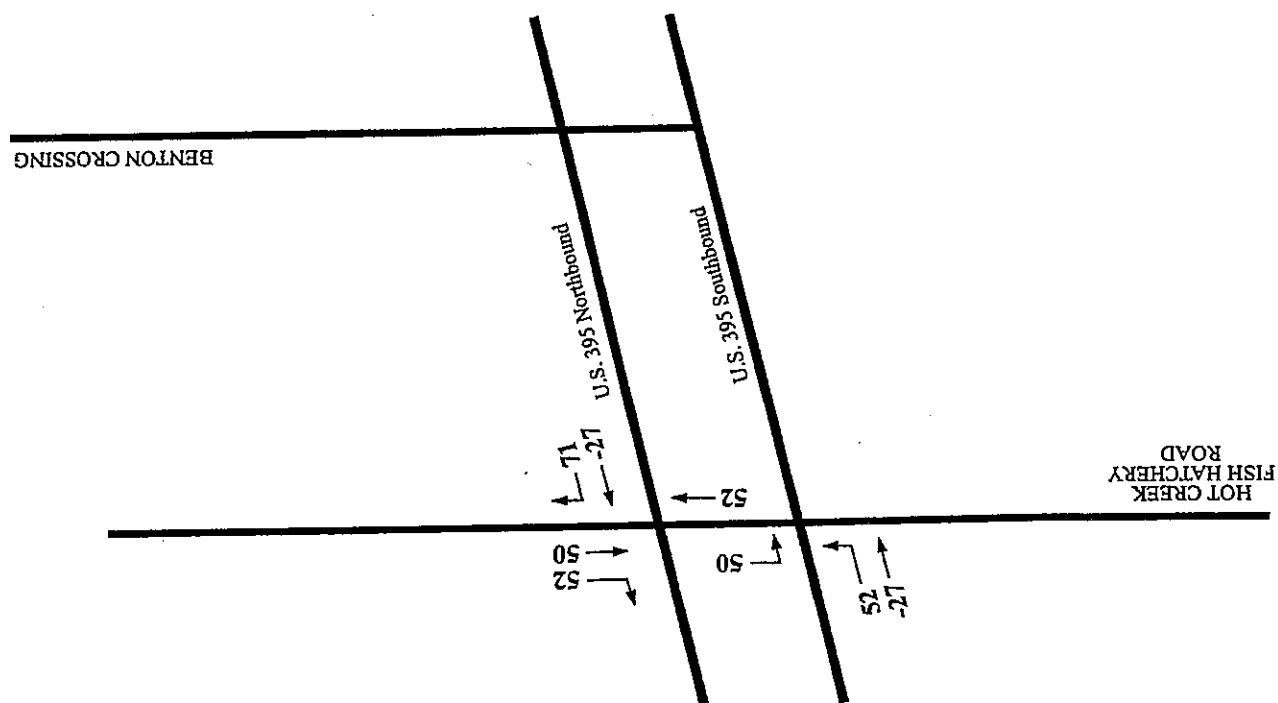


Figure 6

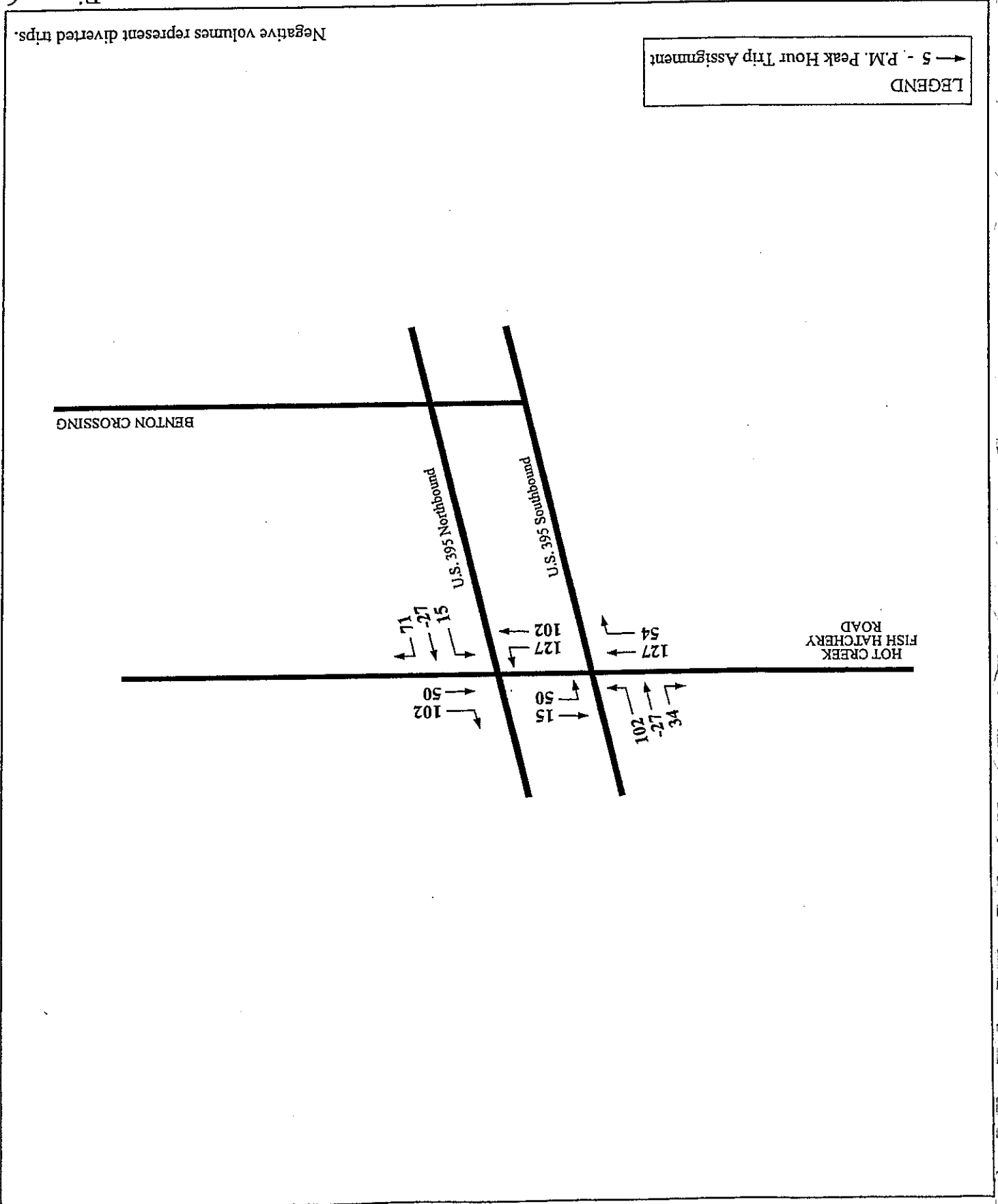
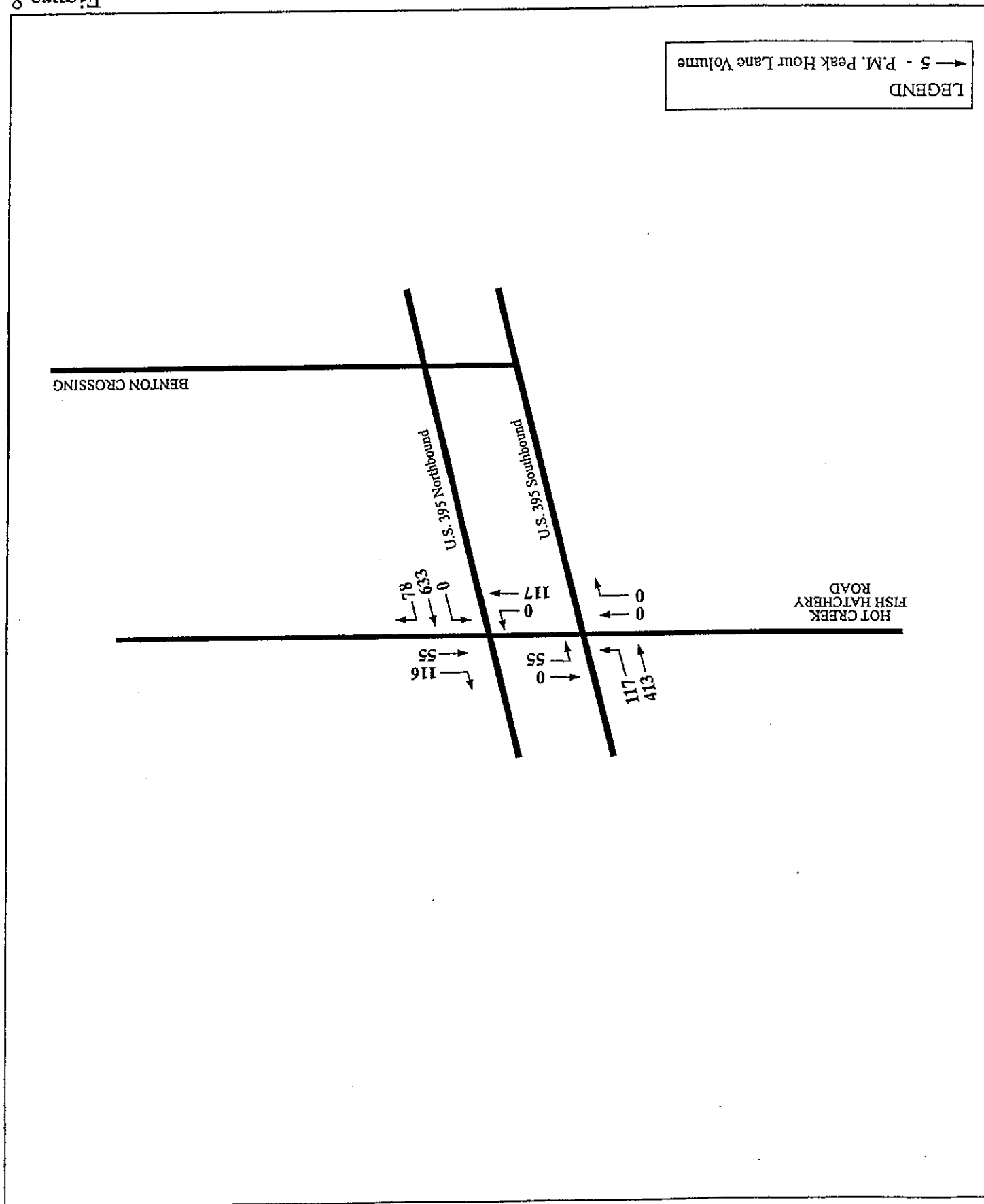


Figure 8



LSA

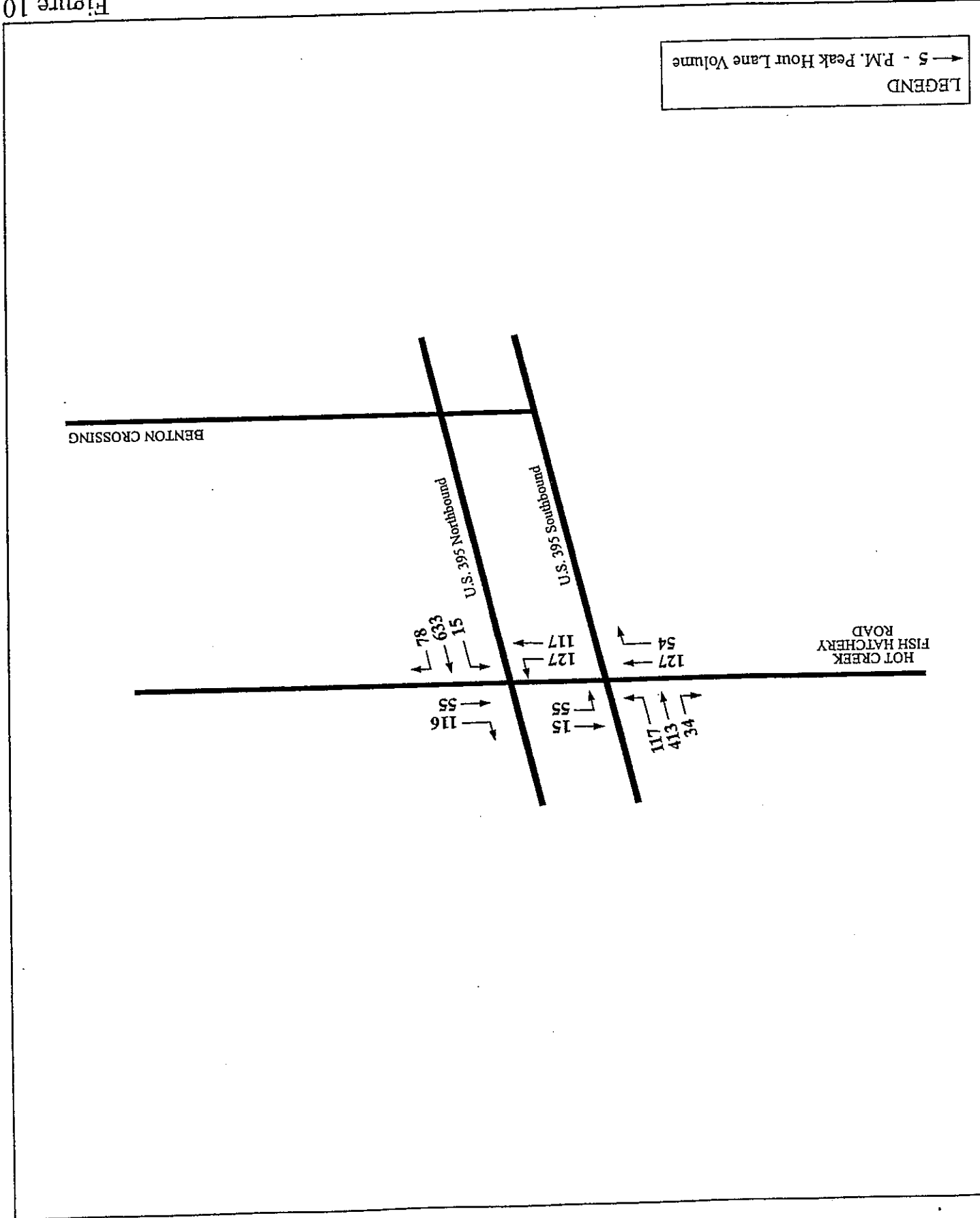


4/28/08(TML030)

Schematic - Not to Scale

Existing + Airport + Hot Creek + Industrial Park
P.M. Peak Hour Traffic Volumes

Figure 10



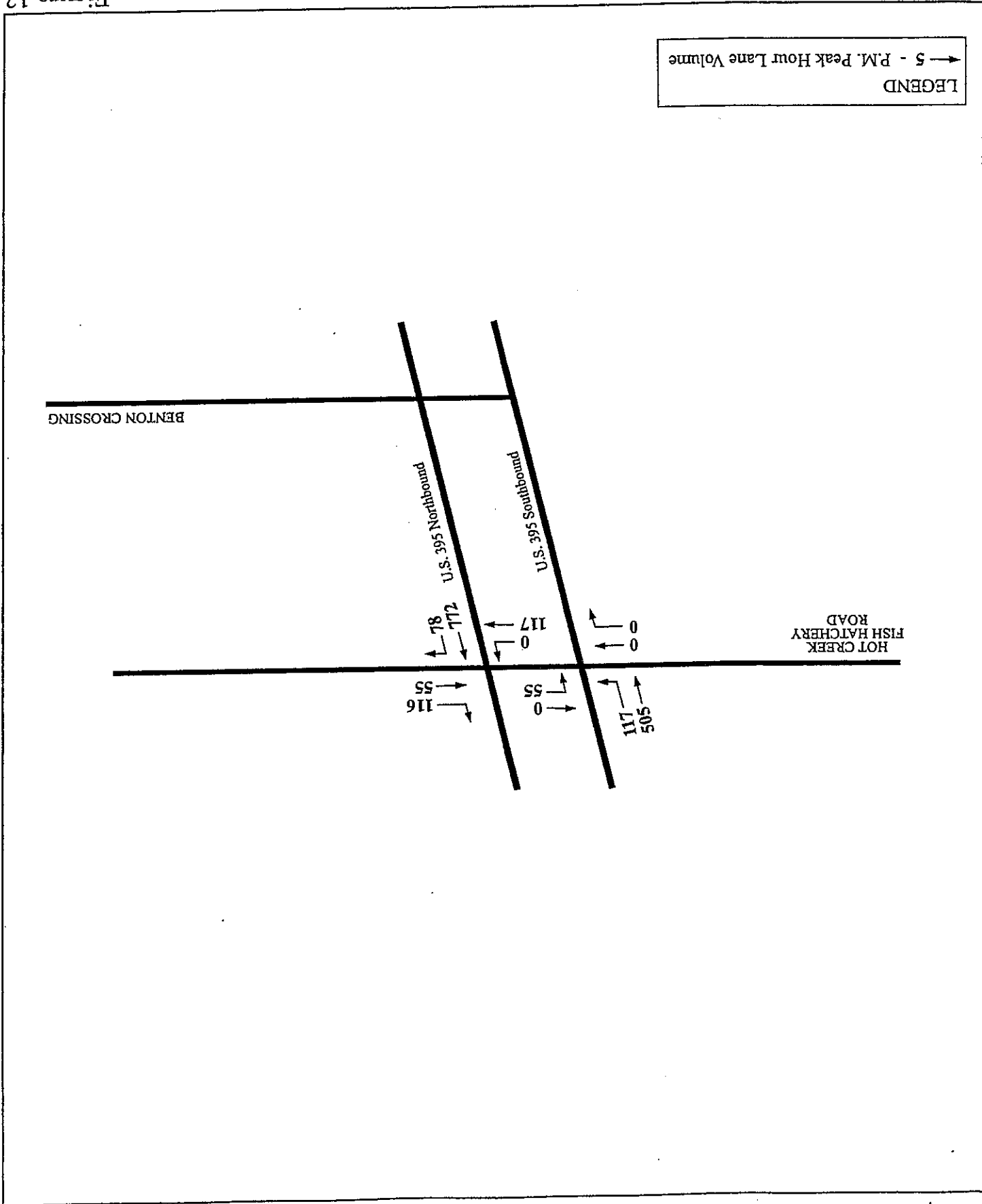
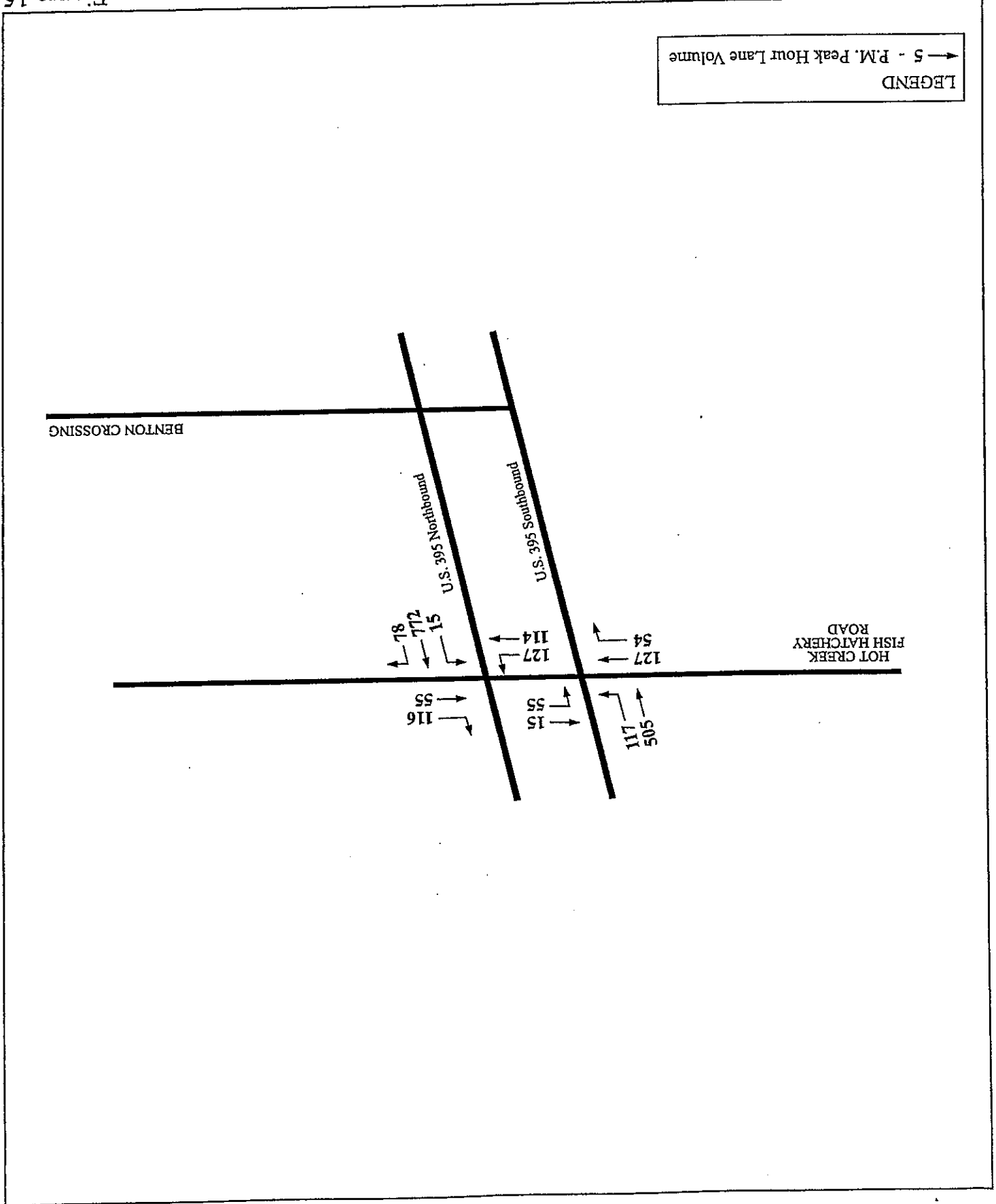




Figure 15



TWO-WAY STOP CONTROL SUMMARY

General Information			
Analyst	Mike Arizabal	Agency/Co.	Town of Mammoth Lakes
Date Performed	4/29/08	Analysis Time Period	PM Peak Hour
Project Description Mammoth Lakes - Yosemite Valley Airport - 300 seats			
East/West Street: Hot Creek Road			
Intersection Orientation: North-South			
Study Period (hrs): 1.00			
North/South Street: US395			
Site Information			
Intersection	US395/Hot Creek Road	Jurisdiction	Caltrans
Analysis Year	Existing + Airport + Hot Creek		

Vehicle Volumes and Adjustments

Major Street			
Movement	1	2	3
Volume (veh/h)	0	627	84
Peak-Hour Factor, PHF	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	59
Percent Heavy Vehicles	0	0	0
Median Type	Raised curb		
RT Channelized	0	0	0
Lanes	0	2	1
Configuration	LT	TR	L
Upstream Signal	0	0	0
Minor Street			
Movement	7	8	9
Volume (veh/h)	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00
Hourly Flow Rate, HFR	123	407	0
Percent Heavy Vehicles	0	0	0
Percent Grade (%)	0	0	0
Flared Approach	N	N	N
Storage	0	0	0
RT Channelized	0	0	0
Lanes	0	1	1
Configuration	LTR	LTR	LTR

Delay, Queue Length, and Level of Service

Approach			
Northbound	Southbound	Westbound	Eastbound
Movement	1	4	7
Lane Configuration	LT	L	LTR
v (veh/h)	0	123	180
C (m) (veh/h)	1163	898	512
v/c	0.00	0.14	0.35
95% queue length	0.00	0.48	1.61
Control Delay (s/veh)	8.1	9.6	15.8
LOS	A	A	C
Approach Delay (s/veh)	--	--	15.8
Approach LOS	--	--	C

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	Mike Arizabal
Agency/Co.	Town of Mammoth Lakes
Date Performed	4/29/08
Analysis Time Period	PM Peak Hour
Project Description	Mammoth Lakes - Yosemite Valley Airport - 300 seats
East/West Street: Hot Creek Road	North/South Street: US395
Intersection Orientation: North-South	Study Period (hrs): 1.00

Site Information

Intersection	US395/Hot Creek Road
Jurisdiction	Caltrans
Analysis Year	Exist+Airprt+HotCrk+Industrial

Vehicle Volumes and Adjustments

Major Street		Northbound		Southbound	
Movement	1	2	3	4	5
Volume (veh/h)	15	627	84	123	407
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	127	0	54	59	0
Percent Heavy Vehicles	0	—	—	0	—
Median Type	Raised curb				
RT Channelized	0	0	0	1	2
Lanes	0	2	0	1	2
Configuration	LT		TR	L	T
Upstream Signal	0	0			0

Minor Street		Eastbound		Westbound	
Movement	7	8	9	10	11
Volume (veh/h)	127	0	54	59	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	123	407	34	15	627
Percent Heavy Vehicles	0	0	0	0	0
Percent Grade (%)	0				0
Flared Approach		N			N
Storage		0			0
RT Channelized			0		
Lanes	0	1	0	0	1
Configuration		LTR			LTR

Delay, Queue Length, and Level of Service

Approach		Northbound		Southbound		Westbound		Eastbound	
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LT	L		LTR			LTR		
v (veh/h)	15	123		180			181		
C (m) (veh/h)	1130	898		493			375		
v/c	0.01	0.14		0.37			0.48		
95% queue length	0.04	0.48		1.71			2.72		
Control Delay (s/veh)	8.2	9.6		16.5			23.5		
LOS	A	A		C			C		
Approach Delay (s/veh)	—	—		16.5			23.5		
Approach LOS	—	—		C			C		

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	Mike Arizabal
Agency/Co.	Town of Mammoth Lakes
Date Performed	4/29/08
Analysis Time Period	PM Peak Hour
Project Description	Mammoth Lakes - Yosemite Valley Airport - 300 seats
East/West Street: Hot Creek Road	North/South Street: US395
Intersection Orientation: North-South	Study Period (hrs): 1.00

Site Information

Intersection	US395/Hot Creek Road
Jurisdiction	Caltrans
Analysis Year	2025 + Airport + Hot Creek

Vehicle Volumes and Adjustments

Major Street					
Northbound			Southbound		
Movement	1	2	3	4	5
Volume (veh/h)	L	T	R	L	T
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	59	0
Percent Heavy Vehicles	0	--	--	0	--
Median Type	Raised curb				
RT Channelized			0		0
Lanes	0	2	0	1	2
Configuration	LT		TR	L	T
Upstream Signal		0			0

Minor Street					
Eastbound			Westbound		
Movement	7	8	9	10	11
Volume (veh/h)	L	T	R	L	T
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	123	499	0	0	766
Percent Heavy Vehicles	0	0	0	0	0
Percent Grade (%)	0				0
Flared Approach		N			N
Storage		0			0
RT Channelized			0		0
Lanes	0	1	0	0	1
Configuration		LTR			LTR

Delay, Queue Length, and Level of Service

Approach					
Northbound			Southbound		
Movement	1	4	7	8	9
Lane Configuration	LT	L		LTR	
v (veh/h)	0	123		180	
C (m) (veh/h)	1075	797		447	
v/c	0.00	0.15		0.40	
95% queue length	0.00	0.55		1.99	
Control Delay (s/veh)	8.3	10.3		18.5	
LOS	A	B		C	
Approach Delay (s/veh)	--	--		18.5	
Approach LOS	--	--		C	

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	Mike Arizabal	Intersection	US395/Hot Creek Road	Jurisdiction	Caltrans	Analysis Year	2025+Airport+HotCrk+Industrial
Agency/Co.	Town of Mammoth Lakes						
Date Performed	4/29/08						
Analysis Time Period	PM Peak Hour						
Project Description				Mammoth Lakes - Yosemite Valley Airport- 300 seats			
East/West Street: Hot Creek Road				North/South Street: US395			
Intersection Orientation: North-South				Study Period (hrs): 1.00			

Vehicle Volumes and Adjustments

Major Street				Minor Street			
Movement	1	2	3	Movement	7	8	9
	L	T	R		L	T	R
Volume (veh/h)	15	766	84	Volume (veh/h)	127	766	123
Peak-Hour Factor, PHF	1.00	1.00	1.00	Peak-Hour Factor, PHF	1.00	1.00	1.00
Hourly Flow Rate, HFR	127	0	54	Hourly Flow Rate, HFR	123	499	34
Percent Heavy Vehicles	0	—	—	Percent Heavy Vehicles	0	0	0
Median Type	Raised curb			Eastbound			
RT Channelized	0	0	0	Westbound			
Lanes	0	2	1	Upstream Signal			
Configuration	LT		TR	Configuration			
Upstream Signal	0		0	Lanes			

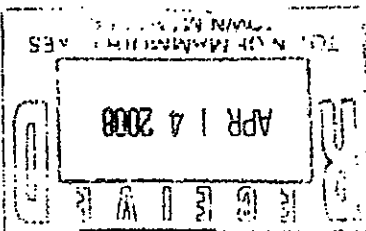
Major Street				Minor Street			
Movement	7	8	9	Movement	11	12	12
	L	T	R		T	R	R
Volume (veh/h)	127	0	54	Volume (veh/h)	0	121	121
Peak-Hour Factor, PHF	1.00	1.00	1.00	Peak-Hour Factor, PHF	1.00	1.00	1.00
Hourly Flow Rate, HFR	123	499	34	Hourly Flow Rate, HFR	766	84	84
Percent Heavy Vehicles	0	0	0	Percent Heavy Vehicles	0	0	0
Percent Grade (%)	0			Percent Grade (%)	0		
Flared Approach	N			Flared Approach	N		
Storage	0			Storage	0		
RT Channelized	0	0	0	RT Channelized	0	0	0
Lanes	0	1	0	Lanes	1	0	0
Configuration		LTR		Configuration	LTR		

Delay, Queue Length, and Level of Service

Approach				Approach			
Movement	1	4	7	Movement	10	11	12
	LT	L	LTR		LTR	LTR	LTR
Lane Configuration	15	123	180	Lane Configuration	321	181	181
C (m) (veh/h)	1045	797	430	C (m) (veh/h)	0.56	3.68	3.68
v/c	0.01	0.15	0.42	v/c	0.01	0.15	0.42
95% queue length	0.04	0.55	2.12	95% queue length	0.04	0.55	2.12
Control Delay (s/veh)	8.5	10.3	19.4	Control Delay (s/veh)	8.5	10.3	19.4
LOS	A	B	C	LOS	D	D	D
Approach Delay (s/veh)	—	—	—	Approach Delay (s/veh)	—	—	—
Approach LOS	—	—	—	Approach LOS	—	—	—



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DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS - M.S.#40

1120 N STREET

P.O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY 711

April 9, 2008

Ms. Karen Johnston

Town of Mammoth Lakes

P.O. Box 1609

Mammoth Lakes, CA 93546

Dear Ms. Johnston:

Mammoth Yosemite Airport Regional Airport Air Service Mitigated Negative Declaration;
SCH# 2008032050

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

Horizon Air is proposing to begin scheduled regional air carrier service to Mammoth Yosemite Airport (Airport) beginning in December 2008 with two daily flights from Los Angeles International Airport during the winter ski season (approximately December to April) using Bombardier DHC 8-401 (Q400 Dash 8) aircraft. According to the Mitigated Negative Declaration (MND), Horizon Air has provided the Federal Aviation Administration (FAA) with a letter of intent to initiate this winter service. The Town of Mammoth Lakes (Town) has also prepared and submitted to the FAA a forecast of future commercial aviation activity at the Airport. Winter ski service is projected to increase to a maximum of eight flights per day by the year 2011. The aviation activity forecast for the Airport also "considers the addition of two flights per day during the summer months beginning in 2012."

The FAA has also released a Final Environmental Impact Statement for the proposed Horizon Air services to the Airport in accordance with the National Environmental Policy Act of 1969. According to the MND, there will be no new facilities constructed as part of the proposed project. The interior and exterior of the existing 5,000 square-foot maintenance building, however, will be remodeled for use as a passenger terminal. The passenger terminal will contain Transportation Security Administration (TSA) facilities, and may include baggage handling, customer services, rental cars, and food services within the renovated building.

Mammoth Yosemite Airport operates with a State airport permit issued by the Division. The proposal will not affect the State airport permit. Information concerning the State airport permit criteria is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/>.

The airport development project should be referred to the Inyo County Airport Land Use Commission (ALUC) for their review and consistency finding.

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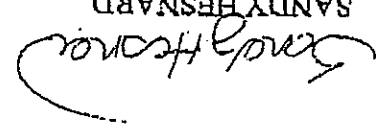
Ms. Karen Johnston
April 9, 2008
Page 2

The guidance in the FAA Advisory Circular 150/5370-2E, *Operational Safety on Airports During Construction*, should be incorporated into the project design in order to identify any permanent or temporary construction-related impacts (e.g. construction cranes, etc.) to the airport/heliport imaginary surfaces. This advisory circular is available at <http://faa.gov>. Depending on structural heights associated with cranes, etc. during construction, the FAA may require a Notice of Proposed Construction or Alteration (Form 7460-1) pursuant to Federal Aviation Regulation Part 77. Form 7460-1 is available on-line at <http://forms.faa.gov/forms/7460-1.pdf>.

These comments reflect the areas of concern to the Division with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our Caltrans District 9 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,


SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, Mono County AUTC, Mammoth Yosemite Airport

"Caltrans improves mobility across California"



4. RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION – DIVISION OF AERONAUTICS, DATED APRIL 9, 2008.

As noted in Section 2.4, *Agreements, Permits, and Approvals*, of the Public Review Draft IS/MND, the required approvals would be:

- Town of Mammoth Lakes
- Adoption or certification of an appropriate and legally adequate CEQA document;
 - Approval of a construction contract;
 - Authorization of funding for the proposed Project;
 - Building Permit.
- Others
- Long Valley Fire Protection District Development Review;
 - Great Basin Unified Air Pollution Control District permits; and
 - Mono County Health Department.

The FAA approvals required for implementation of the proposed Project would include the following, among others (Note: These Federal approvals would rely on the 2007 EIS):

- Amendment to Operations Specifications for Horizon Air (to permit scheduled commercial air service to the Airport using the Q400 Dash 8 aircraft);
- Town Application for Certificate Amendment; and
- Modifications to the Town MMH Airport Certification Manual.

The 1986 Mammoth/June Lake Airport Land Use Plan (ALUP) establishes a comprehensive land use plan that defines the type and pattern of future development in the 28 square mile area surrounding the existing Airport. The ALUP creates an Airport Development District (ADD) within which future development may occur. The ALUP primarily provides a framework for the orderly growth and development of the Airport over the next 20 years. The ALUP involved major development and expansion of the Airport terminal area, including additional aircraft support facilities, a new passenger terminal, an airport hotel, and extensive infrastructure improvements. Landside improvements are limited to remodeling an existing maintenance building. As concluded in Response 4.7(e), the Project would be in compliance with the ALUP regarding the Airport Safety Zone, Airport Overflight and Traffic Pattern Zone, and Airport Height Restrictions Zone, since no new structures, objects, or obstructions are proposed. Additionally, the Project involves 67,168 annual enplanements and 17,482 annual aircraft operations, which represent approximately 78 percent fewer enplanements and 42 percent fewer aircraft operations than the project analyzed in the 1986 EIR/EA for the ALUP (310,000 annual enplanements and 30,000 annual aircraft operations). Project implementation would result in no greater impacts involving consistency with the ALUP than previously identified in the 1986 EIR/EA.

ARNOLD SCHWARZENEGGER, Governor

State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME

http://www.dfg.ca.gov
Inland Deserts Region (IDR)
407 W. Line Street
Bishop, CA 93514
(760) 872-1171
(760) 872-1284

April 14, 2008

Ms. Karen Johnston
Town of Mammoth Lakes
P.O. Box 1609
Mammoth Lakes, CA 93546

Subject: Proposed Initial Study/Mitigated Negative Declaration for Mammoth Yosemite Airport Regional Air Service (SCH# 2008032050)

Dear Ms. Johnston:

The Department of Fish and Game (Department) has reviewed the Initial Study (IS) and Mitigated Negative Declaration (MND) for the above referenced project. The proposed project is to begin scheduled regional air carrier service to the Airport beginning in December 2008 with two flights per day from Los Angeles during the winter ski season using a Bombardier DHC 8-402 (Q400 Dash 8) aircraft. The project will also modify the existing fence at the existing maintenance building and remodel the interior and exterior of the existing maintenance building for use as a passenger terminal. No new construction is planned. The project is located at the Mammoth Yosemite Airport off of Highway 395 and Hot Creek Hatchery Road in Mono County, California.

The Department is providing comments on the IS/MND as the State agency which has the statutory and common law responsibilities with regard to fish and wildlife resources and habitats. California's fish and wildlife resources, including their habitats, are held in trust for the people of the State by the Department (Fish and Game Code §711.7). The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitats necessary for biologically sustainable populations of those species (Fish and Game Code §1802). The Department's Fish and wildlife management functions are implemented through its administration and enforcement of Fish and Game Code (Fish and Game Code §702). The Department is a trustee agency for fish and wildlife under the California Environmental Quality Act (see CEQA Guidelines, 14 Cal. Code Regs. §15386(a)). The Department is providing these comments in furtherance of these statutory responsibilities, as well as its common law role as trustee for the public's fish and wildlife.

The Department offers the following comments and recommendations:

The Department has received three environmental review documents (CEQA or NEPA) related to the Mammoth Yosemite Airport since November of last year, including an IS/MND for runway rehabilitation. The current proposed project for Regional Air Service states "no new construction would occur other than the interior remodeling of the

Conserving California's Wildlife Since 1870

existing maintenance building for use as a terminal." However, the Department is also aware of a proposal to construct an access road from Benton Crossing Road to the Airport terminal building. This access road is not identified as a part of the project in the Regional Air Service IS/MND, and is not evaluated in any of the recent CEQA or NEPA documents pertaining to the Mammoth Yosemite Airport. In the Regional Air Service IS/MND, the access road is only mentioned in reference to a 1997 Subsequent EIR. The 1997 Subsequent EIR was described in the Regional Air Service IS/MND as "providing a description of the environmental setting and environmental impact conclusions," not for the proposal to construct the access road. Finally, the Traffic Impact Analysis in the Appendix for the Regional Air Service IS/MND states, "In addition, two other development projects surrounding the existing Mammoth Lakes-Yosemite Valley Airport are proposed: the Hot Creek Aviation Mixed-Use Development and the Sierra Business Park Specific Plan." The Department does not have a clear understanding of the project evaluated in the Regional Air Service IS/MND in relation to other projects not described in recent NEPA or CEQA documents.

The Department expresses concern that there may be a series of projects planned at or in the vicinity of the Mammoth Yosemite Airport which could individually or cumulatively result in significant impacts to public trust resources. If the Regional Air Service proposal is part of a large previously approved project, this needs to be made clear in the IS/MND. If the Regional Air Service project is part of a previously approved CEQA analysis, the IS/MND should utilize tiering, or describe if any conditions described under Public Resources Code Section 21166 apply.

CEQA Guidelines §15378 (a) states: CEQA requires the lead agency to examine the "whole of an action" that can result in a direct or reasonably foreseeable indirect change in the environment. Where a phased project is to be undertaken and where the total undertaking compromises a project with significant environmental effect, the lead agency shall prepare a single EIR for the ultimate project. If planned projects in the vicinity of the Mammoth Yosemite Airport are not part of a larger previously approved project, the Department is concerned that overall environmental impacts are not being adequately addressed using recent information regarding the status, location, and trend of affected resources.

In order to better understand the environmental impacts of Airport-related projects, the Department needs to be aware of all known projects in the vicinity of the Mammoth Yosemite Airport. We request a table that includes a description of all known development and improvement proposals to be implemented in the next two years, and the CEQA document(s) in which project impacts were assessed. With respect to this project and pursuant to Public Resources Code Section 21092.2, the Department requests to receive all future CEQA notices regarding Mammoth Yosemite Airport.

5-1

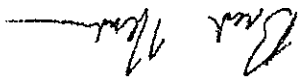
5-2

5-3

Ms. Karen Johnston
SCH# 2008032050
April 8, 2008

Questions regarding this letter and further coordination on these issues should be directed to Ms. Tammy Branston, Wildlife Biologist, at (760) 872-0751.

Sincerely,



Brad Henderson
Acting Habitat Conservation Supervisor

cc: Ms. Tammy Branston
State Clearinghouse
Chron



5. RESPONSES TO COMMENTS FROM THE CALIFORNIA DEPARTMENT OF FISH AND GAME, DATED APRIL 14, 2008.

5-1 The access road to Benton Crossing Road is a mitigation measure for the hotel/restaurant portion of the proposed Hot Creek Aviation Mixed Use development project. This access road is not directly related to, or required by the Regional Air Service Project IS/MND. Additionally, the Benton Crossing Road would be funded with a State Transportation Improvement Program (STIP) grant and is at least three years out. This road proposal has been analyzed in a number of environmental documents concerning the airport, as detailed in Response to Comment 5-2, below.

As mentioned on Section 2.1, *Project Location and Setting*, of the Public Review Draft IS/MND, the Airport is currently in the process of initiating a rehabilitation of the existing runway. This is the first time this work has been done on the runway since the 1970s, and this work is required at this time to comply with FAA requirements and to ensure safety for existing uses at the Airport. Although all aircraft, including those that were part of the new regional air service would benefit from the runway rehabilitation, these improvements are needed regardless of whether or not the regional air service project is approved. This project is funded by a grant from the Federal Aviation Administration (3-06-0146-17), and is not related to the proposed Project.

Refer to Response 5-3 below, for a description of the Sierra Business Park Development and the Hot Creek Aviation Mixed Use Development.

5-2 The Town previously analyzed the proposal to reinstate regularly scheduled commercial air service under the California Environmental Quality Act (CEQA) in 2002. Specifically, the Town certified a *Final Supplement to Subsequent Environmental Impact Report* (2002 Supplement) on November 6, 2002.¹ This document analyzed a much greater amount of air service, with up to 333,000 annual enplanements, as well as physical improvements to the Airport such as lengthening the runway. The California Court of Appeal upheld the Town's CEQA compliance in 2005. The Town believes the Project may be exempt from CEQA, because much greater operational impacts have already been studied in a series of certified EIRs and there is only minor new construction proposed. However, to be conservative, and to provide for the fullest public disclosure and participation, the Town prepared the Regional Air Service IS/MND.

The Regional Air Service IS/MND is also based on the *Environmental Impact Report and EIR/EA*², the *Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment* (1997 Subsequent EIR)³, and the 2002 Supplement in that it: (a) relies on information and analysis presented in those documents, and (b) focuses its analysis on changes to the project or the surrounding circumstances that may have occurred, since the Town certified the 2002 Supplement. Accordingly, the Regional Air Service IS/MND is prepared consistent with CEQA

¹ Town of Mammoth Lakes, *Final Supplement to Subsequent Environmental Impact Report*, March 2002. State Clearinghouse No. 2000-034005.
² Mono County Airport Land Use Commission, *Environmental Impact Report and Environmental Assessment Mammoth/June Lakes Airport Land Use Plan*, July 1986. State Clearinghouse No. 86060901.
³ Town of Mammoth Lakes, *Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment*, 1997. State Clearinghouse No. 96112089.



Guidelines 15162 through 15163, which govern follow-up environmental review. The Initial Study/Mitigated Negative Declaration also relies on information in the Draft Environmental Impact Statement Request For Operations Specifications Amendment By Horizon Air to Provide Scheduled Air Service to Mammoth Yosemite Airport (November 2007) (2007 Draft EIS).

In summary, the Regional Air Service IS/MND is based on, and supplements the analyses in prior EIRs prepared for Airport expansion; (refer to Section 1.3, *Reference Documents*, of the IS/MND) and concentrates its analysis on the issues specific to the terminal remodeling and Horizon Air's proposed scheduled commercial air service, and particularly the changes between the proposed Project and the proposal analyzed in the 2002 Supplement, and any changes in the surrounding circumstances that may have occurred since that time. Additionally, the analysis in the Regional Air Service IS/MND focus on any potential impacts of the proposed Project that may not have been examined in the 2002 Supplement, including, but not limited to, potential climate change impacts.

5-3 The following is a list of projects contemplated in the next two years in the vicinity of Mammoth Yosemite Airport. The summary lists the Project name, and identifies the relevant environmental documents in which the project is analyzed:

1. Mammoth Yosemite Airport Regional Air Service
 - U.S. Department of Transportation Federal Aviation Administration, Draft Environmental Impact Statement Request For Operations Specifications Amendment By Horizon Air to Provide Scheduled Air Service to Mammoth Yosemite Airport, November 2007.
 - Town of Mammoth Lakes, Mammoth Yosemite Airport Regional Air Service Initial Study/Mitigated Negative Declaration, March 2008.
2. Mammoth Yosemite Airport Terminal Remodel
 - U.S. Department of Transportation Federal Aviation Administration, Draft Environmental Impact Statement Request For Operations Specifications Amendment By Horizon Air to Provide Scheduled Air Service to Mammoth Yosemite Airport, November 2007.
 - Town of Mammoth Lakes, Mammoth Yosemite Airport Regional Air Service Initial Study/Mitigated Negative Declaration, March 2008.
3. Mammoth Yosemite Airport Runway Rehabilitation
 - Mono County Airport Land Use Commission, Environmental Impact Report and Environmental Assessment Mammoth/June Lakes Airport Land Use Plan, July 1986.
 - Town of Mammoth Lakes, Mammoth Yosemite Airport Runway Rehabilitation Project Mammoth Yosemite Airport, March 2002.
 - Town of Mammoth Lakes, Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment, 1997.
 - Mono County Airport Land Use Commission, Environmental Impact Report and Environmental Assessment Mammoth/June Lakes Airport Land Use Plan, July 1986.
4. Sierra Business Park Development
 - Federal Aviation Administration, Mammoth Yosemite Airport Runway Rehabilitation Categorical Exemption, March 2008.



- County of Mono, Sierra Business Park Specific Plan and Final Environmental Impact Report, October 2000.
- 5. Hot Creek Aviation Mixed Use Development
- Town of Mammoth Lakes, Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment, 1997.
- 6. Mammoth Yosemite Airport Taxiway Rehabilitation – Project will require CEQA/NEPA review if it is pursued.
- 7. Access road to Benton Crossing – Documented in under:
 - Town of Mammoth Lakes, Final Supplement to Subsequent Environmental Impact Report Mammoth Yosemite Airport Expansion Project Mammoth Yosemite Airport, March 2002.
 - Town of Mammoth Lakes, Mammoth Lakes Airport Expansion, Subsequent Environmental Impact Report and Updated Environmental Assessment, 1997.
 - Mono County Airport Land Use Commission, Environmental Impact Report and Environmental Assessment Mammoth/June Lakes Airport Land Use Plan, July 1986.

California Department of Transportation Projects:

1. The Mammoth Creek Separation Deck and Bridge Rail Upgrade Project – Projects is programmed in the 2008 State Highway Operation and Protection Program (SHOPP) and is in the beginning of Project Approval & Environmental Document (PA&ED), which is scheduled for 4/15/09. The project limits are Mno-395-PM 23.6 /27.1. PM 23.6 is about 1.4 miles south of the Mammoth Creek Bridge and PM 27.1 is about 1.4 mile north of the US 395/SR 203 bridge. The project will resurface four bridge decks, upgrade all bridge railing with some deck widening and replace all metal beam guardrail approaches. Construction is programmed for the 2010-11 year with a construction cost of \$2.247 million.
2. Various pavement preservation projects in 2009 and 2010. The first will be from northbound PM 12.6 to 36.1, the second, same limits, but southbound. Both projects will be high performance thin lift overlays.

**MITIGATION MONITORING AND
REPORTING PROGRAM**

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**Mammoth Yosemite Airport
Regional Air Service**

LEAD AGENCY:

Town of Mammoth Lakes
437 Old Mammoth Road, Suite R
Mammoth Lakes, California 93546
Contact: Ms. Karen Johnston
760.934.8989, Ext. 228

PREPARED BY:

RBF Consulting
14725 Alton Parkway
Irvine, California 92718
Contacts: Mr. Glenn Lajoie, AICP
Mr. Eddie Torres, INCE
949.472.3505

April 28, 2008

JN 10-106064

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2.0	Mitigation Monitoring and Reporting Checklist.....	3



1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, the attached MITIGATION MONITORING AND REPORTING CHECKLIST has been prepared for the Mammoth Yosemite Airport Regional Air Service Project. This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable Conditions of Approval relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the Mammoth Yosemite Airport Regional Air Service Project file.

This Mitigation Monitoring and Reporting Program delineates responsibilities for monitoring the project, but also allows the Town of Mammoth Lakes (Town) flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the attached Mitigation Monitoring and Reporting Program table. If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The Town distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Initial Study, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the Town as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the Town with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.



- The Town prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
 - Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.
- Minor changes to the Mitigation Monitoring and Reporting Program, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the Town. Such changes could include reassignment of monitoring and reporting responsibilities, program redesign to make any appropriate improvements, and/or modification, substitution, or deletion of mitigation measures subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081.6.



2.0 MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AESTHETICS							
AES-1	The use of earth tone colors and natural materials shall be emphasized in the terminal's design in order to enhance compatibility with the natural setting, subject to Design Review approval by the Town's Planning Commission. (2002 Supplement, Mitigation Type: 3).	Review and Approval of Project Plans and Specifications	Prior to Project Plan and Specifications Approval	Town of Mammoth Lakes Community Development Department			
TRANSPORTATION/TRAFFIC							
TR-1	As part of the initiation of commercial service at the Airport, minor improvements shall be implemented at the U.S. Highway 395 intersection with Hot Creek Road. Those improvements, which are proposed to include both northbound U.S. Highway 395 right turn deceleration and acceleration lanes and the lengthening of the southbound U.S. Highway 395 left turn deceleration lane, shall be consistent with the design requirements of Topic 405 – Intersection Design Standards of the Highway Design Manual (July 1, 1995).	Review and Approval of Project Plans and Specifications	Prior to Project Plan and Specification Approval	Town of Mammoth Lakes Public Works Department			
TR-2	To provide assurance that adequate LOS is maintained for capacity and safety benefits, an annual monitoring program shall be conducted by the Town of Mammoth Lakes and shall be implemented at the U.S. Highway 395 intersection with Hot Creek Road. The annual monitoring reports shall begin at the onset of commercial service at the Airport and shall record the traffic counts and LOS at the Hot Creek Road intersection with U.S. Highway 395. Upon completion, the annual monitoring reports shall be submitted to	Review and Approval of Project Plans and Specifications	Prior to Project Plan and Specification Approval	Town of Mammoth Lakes Public Works Department			



**Town of Mammoth Lakes
Mammoth Yosemite Airport Regional Air Service
Mitigation Monitoring and Reporting Program**

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party/Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	Caltrans for review and approval. Both summer and winter conditions shall be reported. The monitoring program shall collect peak and/or design level traffic data. The objective of the monitoring reports shall be to implement mitigation measures prior to reaching LOS E. The Caltrans project development activities for the mitigation shall be initiated when LOS D is reached.						
TR-3	When the intersection of U.S. Highway 395 at Hot Creek Road drops below LOS (LOS) D, as determined by implementation of Mitigation Measure TR-2, minor intersection channelization shall be implemented. Specifically, the center median lanes shall be restriped to provide separate eastbound and westbound left and through lanes. A minimum nose-to-nose width of 48 feet in the median shall be provided to separate eastbound and westbound left and through lanes. The costs of restriping the center median shall be spread to the contributing projects on a proportionate basis in relation to their respective peak hour trip generation. If the Hot Creek Resort project were not be become operational, no mitigation shall be required for the proposed Project and the Hot Creek Resort.	Review and Approval of Project Plans and Specifications	Prior to Project Plan and Specification Approval	Town of Mammoth Lakes Public Works Department			