

# Off Highway Vehicle License Fund Grant Application Packet

October 30, 2015

Submitted by the Central Coast Motorcycle Association  
[www.centralcoastmoto.com](http://www.centralcoastmoto.com)  
P. O. Box 4942  
San Luis Obispo, CA 93406

Division of California Trail Users Coalition  
[www.ctuc.org](http://www.ctuc.org)  
3550 Foothill Boulevard  
Glendale, Ca  
91214

Please contact: Mark Miller  
[pismomillers@sbcglobal.net](mailto:pismomillers@sbcglobal.net)  
805-441-2092

## (Equipment Purchase)



Berm  
Buster



Slope Board



Tine  
Harrow



Clinometer



Refueling  
Pump



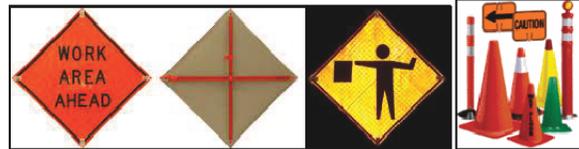
Trimble Juno



Stanley hydraulic  
hammer



Two Way Radios



Traffic Control Safety Signs and Cones

## Off Highway Vehicle License Fund Grant Application Packet

1. **Date of Application: October 30, 2015**

2. **Applicant**

**California Trail User's Coalition,  
Central Coast Motorcycle Association Division  
3550 Foothill Blvd.  
Glendale, CA 91214**

Contact: Mark Miller [pismomillers@sbcglobal.net](mailto:pismomillers@sbcglobal.net) 805-441-2092

See attached verification of non-profit status.

3. **Project title** – Equipment Purchase – Accessories for Sutter Trail Tractor and Other Trail Maintenance Equipment.

4. **Amount of funding requested:** \$25,000

5. **Complete project description**

This application requests funding for the purchase of trail tractor accessories (Berm Buster, Slope Board) for a Sutter trail dozer for use on the Pozo La Panza OHV trail system. And, the purchase of hand held GIS computers for conducting trail surveys and other basic trail maintenance and safety equipment described below.

CCMA (Central Coast Motorcycle Association) acquired a trail dozer through a combination of a 2013 County Off Highway Vehicle License Fund Grant and a 2013 Federal Highway Administration RTP (Recreational Trails Program) grant. The Sutter trail dozer is a highly versatile machine ideal for construction and maintenance of trails. Sutter Equipment Co. manufactures attachments that make the trail dozer even more useful and efficient.

### **Berm Buster**



Cost \$275.00

- a. A Berm Buster can be attached to either side of the main dozer blade and is used to remove the “berm” (built up ridge of soil) that naturally forms next to the main trail tread area as the trail is used. It is good practice to remove the berm on the down slope side of trails that traverse hillsides. Removing the berm helps prevent trail tread erosion by allowing water to flow off the side of the trail.

### Slope Board



Cost \$6100.00

- b. The Slope Board can be attached to either side of the main dozer blade and is hydraulically adjustable from shallow to steep angles relative to the main blade. The slope board is primarily used to grade the upslope side of trails so that the trail side contour blends with the natural hillside slope. This helps prevent the hillside from sloughing (sliding) off onto the trail tread area. The Slope Board can also be used to add banking to trail corners, banking helps to minimize wheel skid in corners and can create a natural flow to the trail. Excessive wheel skid contributes to rapid trail tread erosion.

### Tine Harrow



Cost \$1000.00

- c. The Tine Harrow can be pulled behind a dozer or ATV. It is used as a finishing tool to smooth and blend the surface of recently constructed features like rolling dips. It can also be used for interim trail maintenance for grooming (smooth small trail bumps and irregularities). Trails Unlimited, a US Forest Service trail maintenance/building Enterprise unit, has developed a specification for modifying an off the shelf tine harrow, adding smoothing bars, making it much more effective for trail work. The requested funding is for purchase of the harrow and modifications to be performed by a local metal fabrication shop.

### Additional trail maintenance equipment

#### Trimble Juno (2 ea.)



Cost \$3500.00

- d. Hand held GIS capable mini computers

The CCMA has identified a need for professional grade GIS hand held units with integrated digital cameras. These must be capable of running the ARC-GIS software used by the managing agencies.

One of the tasks the CCMA performs is the monitoring of trail conditions. Baseline conditions are compared with current conditions for soil erosion, trail width and surface condition using photographs and GPS survey techniques. Monitoring is completed annually.

The CCMA has been using a variety of GPS units, cameras, and mapping software none of which are fully compatible. As a result, data recording and record keeping are very time consuming and the capability for data sharing with the Forest Service and the State OHV Division is limited.

### Hydraulic rock hammer



Cost \$9900.00

- e. Portable rock hammer/drill and fence post driver.

Most of the trails on the system have rock embedded in the trail tread. In many locations embedded rock complicates the construction of erosion control features such as rolling dips. During storm events water causes erosion around the exposed rock and causes adjacent gully erosion.

The CCMA has identified a need for a power hammer to remove embedded rock from the trail surface. Due to the remote location of the trails equipment must be compact and easily transported to the work site. In addition, this equipment should be able to accomplish additional tasks such as driving fence posts, constructing retaining walls, and compacting soil for longer trail tread life.



Examples of Retaining Wall Installations

The ideal equipment is a 70 lb hydraulic hammer with a portable hydraulic power unit. A similar air driven hammer requires a large air compressor that must be towed to the work site. This would not be possible in many locations.

### Handheld Clinometer (2 ea.)



Cost 360.00

- f. Handheld clinometers are used to measure slopes (percent grade) of trails and trail water control features (rolling dips etc.). They are an indispensable tool for constructing and verifying proper trails and water control features.

### Refueling Pump



Cost \$265.00

- g. A refueling pump is used to transfer fuel (diesel) from a drum (30 or 50 gallon) to the dozer fuel tank. Drums of fuel are usually transported to remote work sites by a utility vehicle (side by side or 4x4 truck) to refuel the dozer. A refueling pump is an easy safe way to move the fuel from drum to dozer.

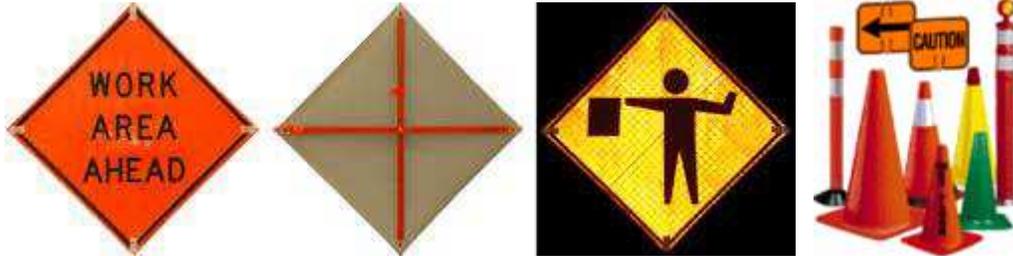
### Two Way Radio Construction Site Communication Set



Cost \$2500.00

- h. Two Way radio system for communication between tractor operators and flagmen and flagman to flagman. Communication between the working crew would be a major improvement in safety and efficiency. Radio headsets are available that attach to hardhats and have hearing protection along with allowing clear communication.

#### Traffic Control Safety Signs and Cones



Cost \$1100.00

- i. Traffic control cones and warning signs are important to the safety of trail users and trail maintenance workers. CCMA currently has a small collection of cones (no signs) that are used for various events including trail maintenance. The requested funding would be used to purchase a complete set of signs and cones to be used for trail maintenance.

### 6. Objective of project

Generally to acquire equipment that in combination will facilitate volunteers and hired personnel to maintain and modify trails. The various pieces of equipment and accessories compliment one another. Much of it is specialized and therefore difficult or impossible to rent. Because of the nature of the soils, much of the work must be performed when the soils are moist. Therefore, frequently work must be done on short notice. Having equipment immediately available facilitates its effective use under the control of knowledgeable volunteers and professionals. Our objective is to have an array of essential tools and equipment that can be effectively and timely utilized during periods of optimal soils and weather conditions.

- Purchase accessories for the trail dozer.
  - Berm Buster
  - Slope Board
  - Refueling pump
- Purchase trail maintenance equipment
  - Tine Harrow
  - Handheld Clinometers
  - 2 GIS capable hand held computers
  - Rock hammer and fence post driver
  - Two Way Radio Construction Site Communication Set
  - Traffic Control Safety Signs and Cones

### 7. Project completion schedule

Purchases will be made at the beginning of 2016 – 2017 maintenance season (October – November).

## **8. Justification for project**

The justification for purchasing the Berm Buster attachment, Slope Board attachment, and other items is set forth in the project description and project objective. All items will be used to help maintain and modify the trail system that is utilized by Forest visitors for multiple purposes including OHV (Motorcycles, ATVs, 4x4s), Equestrian, Mountain Bikes, Hiking, Hunting, Mining, Bird Watching, etc. and provides access to back country and wilderness areas.

### **Number of persons served:**

Use of the Pozo La Panza Trail System:

We estimate that the Navajo Flats staging area receives, at a minimum, 5000 and 7500 visits per year. This is based on traffic counter data collected by the Forest Service. Trail traffic counter data recorded during 2009 revealed that Burnout trail, which originates from the Navajo Flats Staging area, received approximately 10,000 trips. Red Hill Road, which provides access to the Navajo Flats staging area, received over 14,000 trips.<sup>1</sup>

14% of “walk in” inquiries at the Forest Service office in Santa Maria were OHV related<sup>2</sup>.

National Forest Visitor Use (NVUM) data was collected for Los Padres National Forest in 2009. Results are attached and can be verified by using the interactive web site found here: <http://apps.fs.usda.gov/nrm/nvum/results/A05007.aspx/Round2>. The Survey reports approximately 50 vehicles per day at the Turkey Flats staging area on the two days surveyed.<sup>3</sup> Turkey Flats is a second staging area for the Pozo La Panza OHV area. NVUM survey data is not available for Navajo Flats.

OHV recreation is popular in San Luis Obispo County. San Luis Obispo OHV Registrations (green sticker) totaled 7,027 for a population of 253,600 (California Fuel Tax Study, 2006).<sup>4</sup> OHV recreation is popular in the Western States. 17.6 % of the population over age 16 has participated in OHV use. 12% of population is 16 or older. <sup>5</sup> (Cordell et al., 2008.)

### **Alternatives:**

#### Berm Buster:

- a. Do not purchase berm buster attachment. The trail dozer can be driven closer the edges of the trail to eliminate berms. This can be effective but on steeper slopes adds significant safety risk. Soil on the down slope side of the trail can be displaced (give way) potentially resulting in dozer roll over.

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<sup>1</sup> Trail Counter Data, Santa Lucia Ranger District, 2005-2009 – see Attachment B, Visitor Use Data

<sup>2</sup> Walk-in tally 2012, US Forest Service, Santa Maria District Office

<sup>3</sup> Non-Proxy Results by Survey Day, National Visitor Use Monitoring, US Forest Service, 2009  
<http://apps.fs.usda.gov/nrm/nvum/results/A05007.aspx/Round2>. Accessed Feb 2013.

<sup>4</sup> Estimating the State Fuel Tax Paid on Gasoline Used in the Off-Highway Operation of Vehicles for Recreation: Survey Results, September 2006, Table 4.1, page 4-6. California State Parks.  
<http://ohv.parks.ca.gov/pages/1140/files/fuel%20tax%20survey%20report.pdf>

<sup>5</sup> Off-Highway Vehicle Recreation in the United States and its Regions and States: A National Report from the National Survey on Recreation and the Environment (NSRE), February, 2008, H. Ken Cordell  
Carter J. Betz, Gary T. Green, Becky Stephens. USDA Forest Service, 2008.  
<http://www.fs.fed.us/recreation/programs/ohv/IrisRec1rpt.pdf>

- b. Remove berms using only hand tools. In some cases, the berm buster attachment may not be appropriate or able to remove the berms and they would need to be removed by hand. Hand removal of berms can be very labor intensive and require much more time than removal by machine.

#### Slope Board:

- a. Do not purchase Slope Board attachment. Hillside trails can be left with a vertical wall on the uphill side of the trail and some trail segments do not have a side bank. Some soil types are quite stable and will not slough significantly onto the trail. When a side bank does slough onto the trail it is usually easy to remove if done promptly before it becomes compacted. This would require more frequent trail maintenance. In some cases, it is desirable to have a certain amount of the side bank slough onto the trail. This can narrow a single track trail width and can add challenge to the rider experience. Corner banking, used to enhance the trail flow and reduce erosion from tire skid in corners, can be built up with the dozer blade without a slope board attachment. However, using only the blade takes much more time and requires higher operator skill.
- b. Uphill trail edges can be sloped (shaped) to reduce sloughing and blend into the natural hillside slope by hand. Corner banking can be build up by hand or “fine-tuned” by hand after roughing in with just a dozer blade. As with manual berm removal this approach would be very labor intensive and take much more time than a dozer with a slope Board attachment.

#### Tine Harrow:

- a. Do not purchase Tine Harrow. Newly constructed trail features, rolling dips etc., can be blended by hand. However, this method is labor intensive, takes more time and usually does not blend the trail tread as well as a tine harrow. Interim trail grooming can be omitted, however this leads to more frequent major maintenance and degrades the used experience.

#### Handheld Clinometer:

- a. There is no alternative to a Clinometer. It is an essential tool for proper trail maintenance (and trail design). The alternative would be to purchase Clinometers using funding from other sources such as personal or state OHV grant.

#### Refueling Pump:

- a. Do not purchase refueling pump. Gravity fueling systems are available, however they require drums to be turned onto their side and the drum must then be higher than the dozer fuel tank. The Sutter dozer fuel tank is mounted approximately 4 feet above ground level. Full fuel drums are quite heavy, tipping them onto their side and maneuvering them to a position higher than the dozer fuel tank can be physical challenging. There is also an increased risk of fuel spillage.
- b. Alternately, Fuel can be transported in 5 gallon containers and then poured directly from the containers into the dozer fuel tank. There is some merit to using 5 gallon containers; they can be manually lifted to fuel the dozer. However, the dozer has a 24-gallon fuel tank capacity, this would require 5 containers. It is often desirable to keep enough fuel at the work site to refuel the dozer multiple times. This could require as many as 15 5-gallon containers which rapidly becomes a logistical problem to transport and store that many containers.

### Hand held GIS capable mini computers

The CCMA has identified several units that would facilitate our trail condition monitoring program. We are requesting the purchase of two units. We are providing the following four alternatives:

- a. Trimble Juno T41 hand held computer or similar units, including chargers and cables cost approximately \$1700.00 ea. These are the preferred units because they are very rugged, designed for outdoor use, and are fully compatible with ARC GIS software.
- b. Apple iPad mini (32GB) tablet with wireless and G4 capability, or similar tablet computer, case, cables, and charger; approximately \$650.00 each. These units have less reliable GPS function and are not very rugged, but are much more compact than the standard iPads we are presently using.
- c. Garmin Montana 650T hand held GPS unit or similar hand held GPS unit – approximately \$650 including case and charger; These units lack GIS functionality but are usable with existing mapping programs. GPS information must be transferred to desk top GIS software for sharing with the managing agencies.
- d. The CCMA could continue to use its current combination of a single GPS camera, iPad, and Garmin Oregon hand held GPS unit at nominal cost but with less functionality.

### Rock drill and fence post driver

- a. Equipment rental – units of this type can be rented for approximately \$1150/ month but no local rental company has them available. The closest rental source we identified is in Watsonville.
- b. Equipment purchase option #1 – hydraulic rock hammer, fence post driver, hydraulic power source, hoses and drill steels; cost is approximately \$9500.00.
- c. Equipment purchase option #2 – gas powered rock hammer and fence post driver. Gasoline powered equipment is not as durable as hydraulic units, but they are highly portable and somewhat less costly. We are requesting a Rhino gas powered fence post setter, cost approximately \$1500.00; and a Cobra-Combi gas powered hammer drill with drill steels– approximately \$5000.00; Equivalent equipment may be purchased in this price range for an estimated total cost of \$6500.00

### Two Way Radio Construction Site Communication Set

- a. Do not purchase Radio Set. Hand signals can be used to warn equipment operators of approaching traffic. However, it is often difficult to catch the attention of the operator and in some cases due to curves in the trail the flaggers must be around a corner from the tractor to safely warn oncoming traffic. In this situation there is no way to communicate to the operator that traffic is approaching.
- b. Purchase consumer style Radio Set. Consumer two way radios are available for as low as \$30 each. These may work OK for flagger to flagger to hand crew communication. However, they will not work for tractor operators. Operators are required to wear hearing protection to prevent hearing injury. It is impossible to hear a handheld radio over the noise of the machine while wearing hearing protection.

## Traffic Control Safety Signs and Cones

- a. Do not purchase. Continue to use the limited safety cones the CCMA club currently owns. This is not an optimal alternative because it does not inform trail users of what type of activity is ahead.
- b. Make “homemade” signs to use along with the limited safety cones the CCMA club currently owns. This alternative is better than no signs and has actually been done in the past. The homemade signs are not durable and do not last very long. Also, they do not have the same impact as standard highway style safety signs that users are accustomed to seeing at road construction sites.

### **9. Long range plans and maintenance of the project**

As is the case with the trail system as a whole, the dozer attachments and other equipment would be maintained using funding from a variety of sources including the CCMA, ground operations OHV grants from the State of California, San Luis Obispo County OHV grants.

### **10. Description of land status, ownership, legal description, vicinity and site maps**

Not applicable, equipment purchase.

### **11. Land owner authorization for the project**

See attached letter of support from the US Forest Service. The dozer attachments and other trail maintenance equipment will be used to maintain OHV trails on US Forest land.

### **12. History of condition and status of resource and expected benefits**

There is no history of condition or status of the dozer attachments and other equipment as this will be a new equipment purchase.

The expected benefit of the dozer attachments and other equipment is improved safety, capability and efficiency in performing trail maintenance. The dozer attachments should reduce the time needed to perform trail work, improve the quality of the trail work, increase the durability/sustainability of the trail work, and improve the user experience by adding corner banking to give the trails a natural flow. Also, see section 6 which describes the objective of acquiring this equipment and the reasons for doing so.

The benefits of other equipment to be purchased are primarily significantly improved safety and efficiency and overall enhancement of the effective use of a wide array of equipment.

### **13. Copies of design plans etc. – see photos above**

**14. Detailed description and estimated costs**

Item	Description	Unit of Measure	Number of Units	Unit Cost	Cost
1	Berm Buster attachment for Trail Tractor	ea	1	\$275	\$275
2	Slope Board attachment for Trail Tractor	ea	1	\$6,100	\$6,100
3	Tine Harrow with Modifications	ea	1	\$1,000	\$1,000
4	Clinometer	ea	2	\$180	\$360
5	Refueling Pump	ea	1	\$265	\$265
6	Trimble Juno T 41 Hand Held computer & Software	ea	2	\$1,750	\$3,500
7	Stanley 70 lb hydraulic rock hammer with power unit, fence post driver, hoses and bits	set	1	\$9,900	\$9,900
8	Two Way Construction Site Radios	set	1	\$2,500	\$2,500
9	Traffic Control Safety Signs and Cones	set	1	\$1,100	\$1,100
	<b>Grant Request Amount</b>			Sub total	<b>\$25,000</b>
10	MATCH Administrative cost, 10% of grant request amount; Volunteer	ea	1	\$2,500	\$2,500
	<b>Grant Total</b>			<b>Total</b>	<b>\$27,500</b>

**15. Amount of match funds, materials, and volunteer labor designated for project:**

Volunteer labor and resources will be used for all administrative costs associated with the project this will eliminate the allowable amount of 10% of the requested funding equal to \$2500.00

**Match value: \$2500.00** (10% match).

**16. Experience of applicant in completing similar projects**

2009 - The Central Coast Motorcycle Association first applied for San Luis Obispo County OHV License funds in 2009. The CCMA was awarded \$15,000 to complete trail maintenance and \$10,000 for specialist surveys needed to complete planning for the Navajo Flats Project. The trail maintenance was successfully completed by the California Conservation Corps and CCMA in April of 2009. The Navajo Flats Plan was completed by the US Forest Service in 2012 as the first phase of the current Navajo Flats Improvement Project.

2011 – The Central Coast Motorcycle Association was awarded \$25,000 from the SLO County OHV License Fund for trail reconstruction. Work was completed on the Mare Springs trail in May 2011 by the CCC with the CCMA providing construction materials and logistical support.

2012 - The Central Coast Motorcycle Association was awarded \$25,000 from the SLO County OHV License fund for a two phase project that would include phase 1, flagging of trail reroutes, followed by phase 2, environmental surveys necessary to study the reroutes for construction. The reroutes were flagged in during May-June of 2013. Monthly conference calls have been held with the consultant and the Forest Service. Preliminary biological surveys have been completed and the Forest Service is preparing to open scoping for the Environmental Assessment.

2013 - The Central Coast Motorcycle Association was awarded \$41,000 for furnishings for the Navajo Flats Improvement Project and \$8000 for development of the Turkey Flats Concept

design through the San Luis Obispo County OHV Grants program. Both projects have been completed. In addition, the CCMA received a Ground Operations grant for trail and facility maintenance from the State OHV Division grants program and \$19,000 from the Recreational Trails Program, also for the Navajo Flats Improvement Project.

2014 – The Central Coast Motorcycle Association was awarded:

\$23,090.04 for restoration projects. Approximately 1000 linear feet of fencing was repaired last year using these funds. Additional work is anticipated this year when conditions permit.

\$41,000.00 for completing an Environmental Assessment for rerouting of 10 sections of OHV trail on the Los Padres National Forest. Significant progress has been made on this project, however there have been delays due to the retirement of the Forest archaeologist. We anticipate release of the environmental planning documents by January of 2016.

\$21,000.00 for the purchase of a trail dozer. This purchase has been completed and the dozer was used for maintenance last year.

2015 – The Central Coast Motorcycle Association was awarded:

\$40,000 for Trail Maintenance projects

\$12,000 for Trail Maintenance Equipment Purchase

#### **17. Allowable Use Criteria and Grant Evaluation Criteria**

Meets the criteria for Operation and Maintenance category because:

- a. It sustains existing off-highway motor vehicle recreation opportunities.
- b. Improves support facilities for motorized recreation as well as access to non-motorized recreation through trail maintenance.

Grant Evaluation Criteria:

- a. The equipment requested would be used 100% for sustaining or increasing off-highway motor vehicle recreation opportunities including motorized access to non-motorized recreation activities.
- b. Approximately 10% match of the project cost consisting of volunteer labor and resources (see section 15).
- c. Past performance in completing and administrating grant project is good (see section 16).
- d. Benefit of project is estimated to be to more than 7000 people (based on county OHV registration records for 2006, see section 8).

**Attachment 1 Verification of Non-Profit Status**

INTERNAL REVENUE SERVICE  
P. O. BOX 2508  
CINCINNATI, OH 45201

DEPARTMENT OF THE TREASURY

Date: **MAR 11 2004**

FRIENDS OF EL MIRAGE  
3550 FOOTHILL BLVD  
GLENDALE, CA 91214-0000

Employer Identification Number:  
95-4762400  
DLN:  
17053052736044  
Contact Person: KATHY L BURNS ID# 31117  
Contact Telephone Number:  
(877) 829-5500  
Public Charity Status:  
170 (b) (1) (A) (vi)

Dear Applicant:

Our letter dated January 2001, stated you would be exempt from Federal income tax under section 501(c)(3) of the Internal Revenue Code, and you would be treated as a public charity during an advance ruling period.

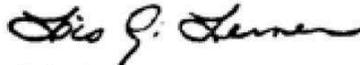
Based on our records and on the information you submitted, we are pleased to confirm that you are exempt under section 501(c)(3) of the Code, and you are classified as a public charity under the Code section listed in the heading of this letter.

Publication 557, Tax-Exempt Status for Your Organization, provides detailed information about your rights and responsibilities as an exempt organization. You may request a copy by calling the toll-free number for forms, (800) 829-3676. Information is also available on our Internet Web Site at [www.irs.gov](http://www.irs.gov).

If you have general questions about exempt organizations, please call our toll-free number shown in the heading between 8:00 a.m. - 6:30 p.m. Eastern time.

Please keep this letter in your permanent records.

Sincerely yours,



Lois G. Lerner  
Director, Exempt Organizations  
Rulings and Agreements

Letter 1050 (DO/CG)

1'd

## Attachment 2 Forest Service Letter of Support



United States  
Department of  
Agriculture

Forest  
Service

Los Padres  
National Forest

Supervisor's Office  
6755 Hollister Ave., Suite 150  
Goleta, CA 93117  
(805) 968-6640  
TDD: (805) 968-6790

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File Code: 1500/2300

Date: October 27, 2015

Nick Franco  
Deputy Director of County Parks  
County of San Luis Obispo  
1087 Santa Rosa Street  
San Luis Obispo, Ca 93408

Dear Mr. Franco:

The Los Padres National Forest is pleased to support the Central Coast Motorcycle Association (CCMA) and the County of San Luis Obispo in submitting four grant applications in support of the Off-Highway Vehicle(OHV) recreation program on the Santa Lucia Ranger District.

The first proposal is to conduct trail tread work and drainage structure repair on various trails on the District including Mare Springs, Howards Bypass, and Las Chiches trails. The maintenance will be accomplished by various methods including hand work to be completed by contract labor such as the California Conservation Corps, and mechanized trail maintenance using power equipment. CCMA volunteers, using their own vehicles and trail dozer, will provide some grading, labor and logistical support including 4X4 pick-up trucks, equipment trailers, ATV's and UTV's. The CCMA is requesting \$29,000 for this purpose.

In addition, the CCMA is requesting grant funding in the amount of \$25,000 for the purchase of equipment, including attachments for the trail dozer, power equipment to install fencing and retaining walls, and other items for use on the trail system. The CCMA has been successful in obtaining grant funding for the purchase of a Sutter Trail Dozer which is one of only two such machines on the Los Padres. Additional equipment such as attachments for the dozer will increase the effectiveness of the trail maintenance program.

Since 2014 the CCMA has been coordinating the Pozo La Panza Reroute Project. This planning project would reroute approximately 10 sections of trail on the Pozo La Panza trail system. The project is being done in coordination with Forest Service resource specialists who provide oversight. Due to the retirement of the District archaeologist and other factors we understand the project has exhausted available funding and will require supplemental funding in the amount of \$12,000. We support this request.

We understand that the CCMA is submitting a fourth request this year to augment funding available to the County Public Works Department to improve approximately 8000 feet of High Mountain Road. This section of road traverses private property and therefore cannot be maintained by the Forest Service. The majority of the road is located on federal lands.



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Maintenance of the non-federal section has been a longstanding problem and we support the CCMA's request for \$20,000 in maintenance funding.

A combination of state, county, and federal grant funding coordinated by the CCMA has been essential to the District's OHV recreation program. We look forward to the continued leadership and coordination between the CCMA, The County of San Luis Obispo, and the Forest Service. Thanks you for your efforts in providing ways to improve recreational activities on the forest.

Sincerely,



FOR

ROBERT BAIRD  
Forest Supervisor

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