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Off Highway Vehicle License Fund Grant Application Packet

October 30, 2015

**Submitted by the Central Coast Motorcycle Association
www.centralcoastmoto.com
P. O. Box 4942
San Luis Obispo, CA 93406**

Division of California Trail Users Coalition

**www.ctuc.org
3550 Foothill Boulevard
Glendale, Ca
91214**

**Please contact: Mark Miller
pismomillers@sbcglobal.net
805-441-2092**

Off Highway Vehicle License Fund Grant Application Packet

GROUND OPERATIONS (Trail Maintenance) For POZO/LA PANZA OHV TRAIL SYSTEM

- 1. Date of Application: October 30, 2015**
- 2. Applicant - Central Coast Motorcycle Association
P. O. Box 4942
San Luis Obispo, CA 93406
Contact: Mark Miller pismomillers@sbcglobal.net 805-411-2092
C/o California Trail User's Coalition
3550 Foothill Blvd.
Glendale, CA 91214**

See attached verification of non-profit status

- 3. Project title – GROUND OPERATIONS (Trail Maintenance) for POZO/LA PANZA OHV TRAIL SYSTEM**
- 4. Amount of funding requested: \$29,000**

5. Complete project description

This project goal is to maintain 7.5 miles of trail on the Pozo/La Panza OHV Trail System. The trail maintenance will include construction and repair of water control features, tread work, brushing, and clearing off slough. In addition, we plan to install StormSlide over side drains in locations prone to water erosion.

Road and trail maintenance

1. Mechanized trail maintenance – estimated cost \$7200

This proposal is to maintain approximately 1 mile of the wider sections of trail on the Pozo La Panza area trail system. Most of these trails were originally utility access roads or fuel breaks, are to 8-12 feet wide and require power equipment for maintenance. Some of these trails have not had maintenance for at least 4 years.

Trail condition surveys completed over the past year indicate that although the trails are not subject to severe erosion, some of the water control structures such as rolling dips are failing and many of the drains are blocked. These conditions should be corrected to prevent degradation of trail condition. The project emphasis will be erosion control to prevent sediment delivery into the watershed. Improving the trail surface is a secondary goal because this helps keep users on the trail.

The project will include the following trail (see maps under Site Map tab number 10):

Las Chiches trail 1.0 miles

Trail maintenance will consist of surface grading, clearing culverts and drains and repair of rolling dips. Where possible, the work will be done using the Sutter Trail Dozer acquired by the CCMA with grant funds, and, where possible, the Trail Dozer will be operated by CCMA volunteers. In addition, work will be done by a local contractor, using power equipment, including a mini excavator, similar to work completed in a grading project in 2014.

The proposed project would require grading work for erosion control on 8.0 miles of similar trail. We estimate the project will require 30 hours plus mobilization charges.

Based on the previous project we estimate the cost of the proposed project will be approximately \$6000. Due to unforeseen contingencies either more or less work may be accomplished.

2. Annual maintenance with trail crews – estimated cost \$17,010.00

We propose hiring trail crews to do annual maintenance on our single track trails, primarily Howard's Bypass and Mare Springs. Hand work is necessary to maintain the narrow character of these unique trails that are some of the best on the system. The work will consist of repair of erosion control features such as rolling dips, clearing drains as well as tread work.

We have utilized CCC (California Conservation corps) and Cuesta Camp Cal Fire crews for hand work. This has proven to be an effective approach. We anticipate utilizing approximately 25 crew days during the 2016-2017 maintenance seasons. Cuesta Camp Cal Fire crews work at a rate of \$225.54 per crew per day. They will be utilized as much as possible, for about 20 crew days at \$4510 total. However, they cannot effectively work on the trails farthest from their home base due to travel time and strict limitations on their work day schedules. The CCC crews will be utilized for the far sections of Mare Springs trail. Their cost is about \$12,500 for 5 crew days. The total cost would be approximately \$17,010.

Match: The CCMA will provide project management as well as logistical support. Volunteers will conduct trail condition surveys and flag problem areas prior to work being done. Volunteers will provide project management that will include grant administration, contract administration, and documentation of progress. CCMA volunteers will be on site whenever possible while the work is being performed.

The CCMA will provide a trail dozer, 4X4 pickup and equipment trailer, utility vehicles, and hand tools as part of the match.

The segments of trail to be maintained include:

Howard's Bypass Trail. 15E05 3.0 miles

Mare Spring 16E16. 3.5 miles

Las Chiches 16E08 1.0 mile section

If this goal is met and funding still available, other trail work will be completed on an as needed basis.

3. Over Side Drain Installation

Over side drains are used to minimize water erosion when trails run along slopes on the sides of hills. They are also used as an outlet for sediment catch basins. There are many locations that would benefit from installation of the drains. For the 2016-2017 season drains will be installed at locations on Howard's Bypass and Mare Springs trails.

StormSlide over side drains are frequently used by the US Forest service on OHV trail systems. They are very durable, light weight and resist hydraulic undermining common to metal over side drain designs.

The drains cost \$220 each. We plan buy a minimum of 10 drains. They will be installed at appropriate locations as trail side drains and sediment catch basin drains.



StormSlide over side drain

6. Objective of project

Maintain the existing Pozo/La Panza OHV trails to improve sustainability, water control, repair erosion damage and improve the user experience.

7. Project completion schedule

Trail maintenance is planned for the fall/winter/spring of 2016/2017. Work will begin after sufficient rain to create proper soil conditions. It may become necessary to delay certain maintenance tasks until spring if soil conditions become too wet.

8. Justification for project

Regular trail maintenance is required to minimize erosion, maintain safety and create a good user experience that keeps riders on the trail. It is necessary to trim brush, smooth out sections of trail tread and repair water control features.

Over side drains will minimize water erosion on trail side slopes and sediment catch basin outlets. Currently high water flow areas are hardened with rock where possible. While better than doing nothing, rock hardening is very prone to hydraulic undermining leading to accelerated erosion and sediment dispersion. The StormSlide drains when properly installed and maintained should provide a permanent solution.

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.¹

14% of “walk in” inquiries at the Forest Service office in Santa Maria were OHV related².

National Forest Visitor Use (NVUM) data was collected for Los Padres National Forest in 2009. A NVUM survey for 2014 is in process but results were not available at the time of this application.

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.³ 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).⁴ 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.⁵ (Cordell et al., 2008.)

Alternatives:

- a. Submit an application for a state OHV grant for ground operations. This is a viable alternative and in fact has been utilized in the past, however there are some disadvantages. **The state OHV grants system is highly competitive. It provides funding statewide to non-profits and governmental agencies, including the Forest Service. The state OHV grant system is the primarily source of funding for all public OHV uses in the state, whether the OHV area is located on**

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

² Walk-in tally 2012, US Forest Service, Santa Maria District Office

³ 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.

⁴ 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>

⁵ 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>

federal, state or local agency lands. There are high demands on this system, with insufficient funding. As a result, neither the CCMA, nor the Forest Service, can fund their needs from the state OHV grants alone. In addition, the state OHV grant application and administration process requires highly detailed cost accounting and record keeping that is burdensome for the grantee. This grant process is better suited to government agencies with dedicated staff than for 100% volunteer non-profit organizations. The San Luis Obispo County OHV grant process provides robust accounting oversight and verification of project completion but is much less complicated to administer. This allows volunteers to spend more time completing projects on the ground and less time at a computer.

- b. Have US Forest Service perform trail maintenance. This too is a viable alternative; however, the cost is very high for the amount of work accomplished. **The Forest Service has insufficient funds to adequately maintain its OHV trails. It relies in significant part on state OHV grants, and as discussed above, these are limited.** In addition, at present the Los Padres does not have any equipment operators or hand crews available and the work must be done by outside contractors. The Forest Service requires completion of a complex and lengthy bidding process that does not usually favor local contractors.

For 2014/2015 the Forest Service, with assistance from CCMA, acquired a state OHV grant to hire Trails Unlimited, a US Forest Service Enterprise Unit (this enterprise unit can only be hired and paid by forest districts so **the CCMA cannot hire them**), to perform trail maintenance. Trails Unlimited performed maintenance on 5.7 miles of trails for \$49,000.00, approximately \$8600 per mile. **For the portion of the trails that Trails Unlimited worked on this was very effective, but it was very expensive and the funding and planning for this project was very difficult. In the long term it will be beneficial to utilize Trails Unlimited on discrete projects that justify its expertise, but it is best to utilize volunteer and local contractors directed by the CCMA for the work that does not require Trails Unlimited's level of expertise.**

- c. Do not perform trail maintenance. This is not considered a viable alternative. The trail system could be expected to degrade and closure would be a real possibility. Even deferring maintenance for a few years would likely result in degradation that would require much greater effort to correct. Regular maintenance keeps the level of trail damage to a minimum. The old adage “a stitch in time, saves nine” rings true when it comes to trail maintenance.

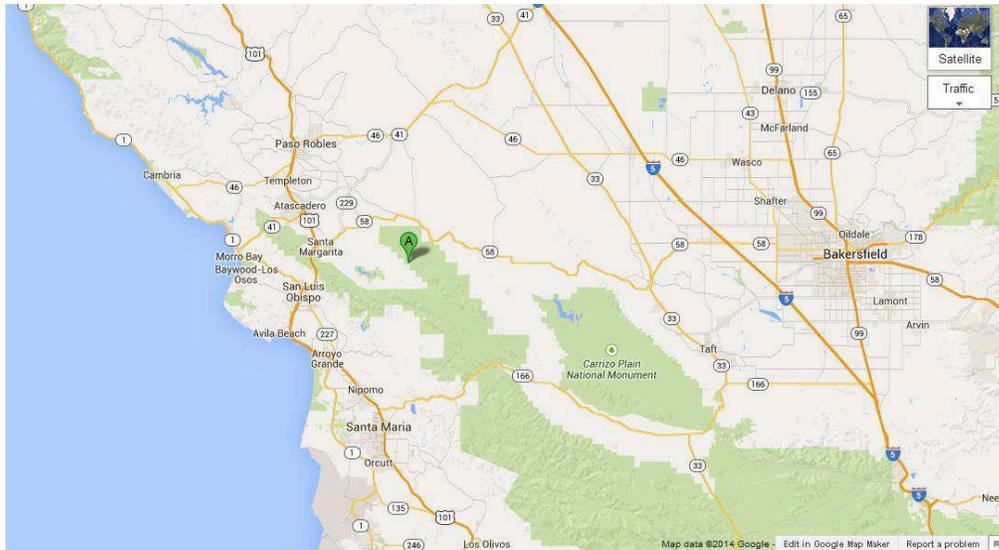
9. Long range plans and maintenance of the project

The long range plans for the trail system is to reroute difficult to maintain trail sections to improve sustainability and improve the user experience. A well designed trail can last years with only minimal maintenance. However, reroutes take a long time to complete due to the lengthy approval process. In the interim, the existing trails will continue to be maintained through a

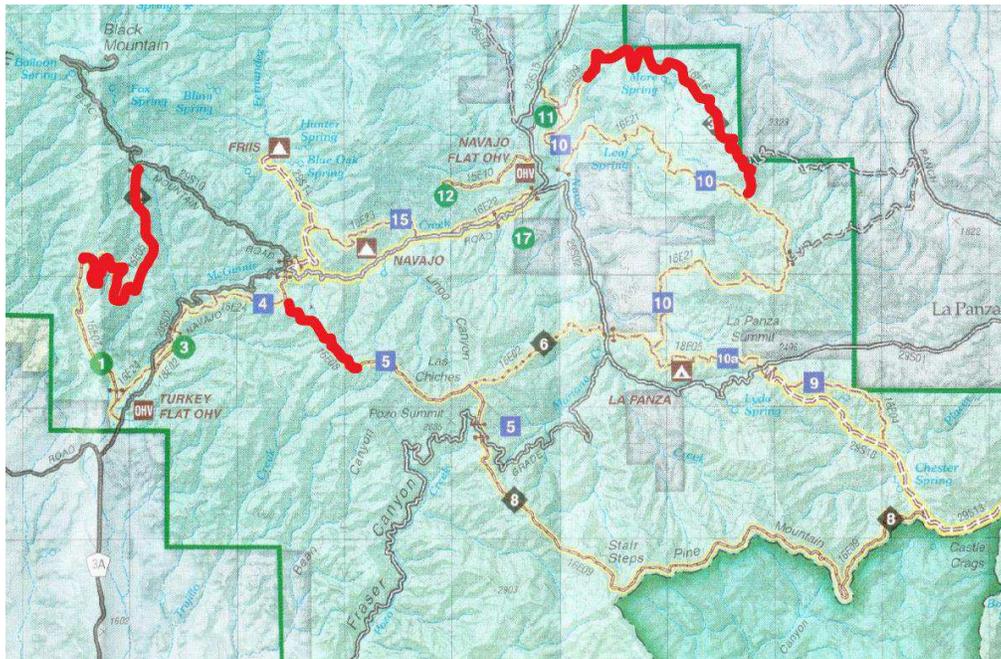
variety of sources, including OHV Ground Operations grants from the State of California, San Luis Obispo County OHV in lieu grants and the federal RTP grants program.

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

The Pozo/La Panza OHV trail system is located in San Luis Obispo County completely within the Santa Lucia District of the Los Padres National Forest. Staging areas are about 35 miles from the cities of San Luis Obispo and Paso Robles.



Project Location



Map showing location of trail maintenance in red; Howards Bypass, Las Chiches, and Mare Springs trails.

11. Land owner authorization for the project

See attached letter of support from the US Forest Service.

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

The Pozo/La Panza trail system has had minimal improvements over the years. In the late 1980's a significant portion of the trail system was rezoned non-motorized and closed to OHV use. This greatly limited the opportunity available to OHV users. The closure was due, in part, to poorly maintained trails that suffered a great deal of erosion. In the 1990's pipe fence barriers were installed at various locations and vault toilets were installed at the Turkey Flats and Navajo Flats staging areas. Trail maintenance has been conducted by the Forest Service and volunteers as time and resources have become available, primarily through State of California OHV Division grants.

Over the last six years there has been increased interest and volunteer involvement in the management of the trail system. The condition of the trail system has been improved significantly.

The expected benefit of continued maintenance is to prevent erosion damage, protect watershed resources, enhance user experience and prevent possible further closures due to inadequate trail maintenance.

13. Copies of design plans etc.

Installation Instructions for StormSlide Drains

A. Storage & Transport

The StormSlide is a lightweight product made of carbon black High Density Polyethylene. Because it is designed to resist UV rays, it can be stored outdoors or indoors.

Several units can be stacked together for easy palletizing and transportation. Since the products are so lightweight, they are very easy to transport.

B. Installation

1. Find the desired location at path's edge. Best location is at a natural or constructed low point on which there is a natural or man made stormwater route.



2. Dig trench at edge of path to depth that puts the unit's mouth at the path's surface.



3. Position unit at desired angle while keeping its mouth at the path's surface.



(Optional- Holes provided on anchor lip for rebar or pins to hold unit in place during backfilling and for permanent strength.)

4. Backfilling.

No special backfill material needed. Native soil is acceptable.

Compact soil reasonably or to level specified by project engineer.

5. Position the bell end of the 5' channel at the downstream end of the unit's mouth.

Important: Allow enough play between the mouth and the channel's bell to adjust for desired flow angle.



INCORRECT



CORRECT

6. Connect the spout and flume channel with self tapping rivets. Drill from inside the channel outward to be sure the pointed ends of rivets remain outside the channel.

7. Anchor flume channel into ground using half inch rebar or pins with through the provided holes.



8. If more flume channel is needed to reach a desired length, position bell end of additional channel onto spigot end of previous channel.



9. When installing channel pieces, be sure to install with bell end of channel in the upstream position to ensure proper water flow.

14. Detailed description and estimated costs

PROJECT TITLE:		Ground Operations/Maintenance					
PROJECT DESCRIPTION:		2016/2017 Ground Operations/Maintenance					
CATEGORY	QTY	UNIT*	UNIT COST	SUBTOTAL	MATCH	GRANT REQUEST	TOTAL PROJECT COST
STAFF:							
Volunteers	80	hrs	\$20.00	\$1,600.00	\$1,600.00	\$0.00	\$1,600.00
Install Over Side Drains (volunteers)	32	hrs	\$20.00	\$640.00	\$640.00	\$0.00	\$640.00
Volunteer Dozer Operators	32	hrs	\$40.00	\$1,280.00	\$1,280.00	\$0.00	\$1,280.00
STAFF TOTAL:				\$3,520.00	\$3,520.00	\$0.00	\$3,520.00
CONTRACTS:							
Cal Fire Crew- 12 person crew	20.00	days	\$225.54	\$4,510.80	\$0.00	\$4,510.80	\$4,510.80
CCC Crew	5.00	days	\$2,500.00	\$12,500.00	\$0.00	\$12,500.00	\$12,500.00
Grading contract (2 machines/operators/fuel)	3.00	days	\$1,800.00	\$5,400.00	\$0.00	\$5,400.00	\$5,400.00
Equipment mobilization (2 machines)			\$1,800.00	\$1,800.00	\$0.00	\$1,800.00	\$1,800.00
CONTRACTS TOTAL:				\$24,210.80	\$0.00	\$24,210.80	\$24,210.80
MATERIALS/SUPPLIES:							
Maintenance Supplies (Includes items such as hardware, paint, wooden boards, minor repair items etc.)	1.00	ea	\$300.00	\$300.00	\$0.00	\$300.00	\$300.00
StormSlide drain materials (10 drain headers and flumes, installation tools, hardware)	1.00	ea	\$2,500.00	\$2,500.00	\$0.00	\$2,500.00	\$2,500.00
Fencing	1.00	ea	\$250.00	\$250.00	\$250.00	\$0.00	\$250.00
MATERIALS/SUPPLIES TOTAL:				\$3,050.00	\$250.00	\$2,800.00	\$3,050.00
EQUIPMENT USE EXPENSES:							
Volunteer Vehicle Use	10.00	days	\$150.00	\$1,500.00	\$1,500.00	\$0.00	\$1,500.00
Volunteer Trailer	10.00	days	\$90.00	\$900.00	\$900.00	\$0.00	\$900.00
Volunteer Trail Dozer	4.00	days	\$350.00	\$1,400.00	\$1,400.00	\$0.00	\$1,400.00
Volunteer Yamaha Rhinos	10.00	days	\$50.00	\$500.00	\$500.00	\$0.00	\$500.00
Maintenance and Repairs	1.00	ea	\$1,300.00	\$1,300.00	\$1,300.00	\$0.00	\$1,300.00
EQUIPMENT USE EXPENSES TOTAL:				\$5,600.00	\$5,600.00	\$0.00	\$5,600.00
EQUIPMENT PURCHASES:							
				\$0.00	\$0.00	\$0.00	\$0.00
EQUIPMENT PURCHASES TOTAL:				\$0.00	\$0.00	\$0.00	\$0.00
OTHER:							
				\$0.00	\$0.00	\$0.00	\$0.00
OTHER TOTAL:				\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL:				\$36,380.80	\$9,370.00	\$27,010.80	\$36,380.80
INDIRECT COSTS (Administrative Costs Not to exceed 10% of Request amount) :				\$2,701.08	\$1,000.00	\$1,701.08	\$2,701.08
TOTAL				\$39,081.88	\$10,370.00	\$28,711.88	\$39,081.88
TOTAL (Rounded to the nearest \$1,000) :				\$39,000	\$10,000	\$29,000	\$39,000
*Unit: Enter the appropriate unit of measure (e.g., hours = hrs., months = mos., each = ea., feet = ft., miles = mi., miscellaneous = misc., package = pkg.)							

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

Volunteer labor and vehicle will be used to transport equipment, supplies, tools and fuel equal to \$9370.00

Volunteer labor and resources will be used for part of administrative (indirect) costs associated with the project this will eliminate a \$1000.00 portion of the allowable amount of 10% of the requested funding.

Total match value: \$10,370.00 (26.5%)

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. Preliminary biological surveys have been completed and the Forest Service will soon open scoping for the project.

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 money requested for ground operations/maintenance would be used 100% for sustaining off-highway motor vehicle recreation opportunities including motorized access to non-motorized recreation activities.
- b. Approximately 26% 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
EIN:
17053052736044
Contact Person: ID# 31117
KATHY L BURNS
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.

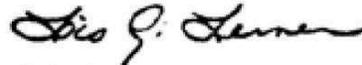
Based on our records and on the information you submitted, we are pleased to confirm that you are exempt under section 501(c)(3) of the Code, and you are classified as a public charity under the Code section listed in the heading of this letter.

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.

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

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