

FOCUS GROUP QUESTIONS

LAW ENFORCEMENT – 20% of the total funding available

Law Enforcement grant funding will be allocated to eligible applicants based on need. Unlike the other categories, the Law Enforcement category is a non-competitive process.

Below please find some suggested questions or issues that you might consider as you think about the meeting and prepare to share your comments and ideas. Certainly you are not limited to just these suggestions.

1. What geographical or jurisdictional areas should be treated as having high priority law enforcement needs giving consideration to: public safety, cultural resources, and sensitive environmental habitats, including wilderness areas and areas of critical environmental concern, use conflict and private property trespass?
2. What factors, statistics, or information should be considered in determining law enforcement needs relative to OHV activities? For instance, how much consideration should go to cooperation with other agencies, federal enforcement policy, education, or training?
3. How could you quantify the various factors, geographical or jurisdictional, needs, or other factors, so as to provide a basis for the allocation of Law Enforcement grant funding to the various jurisdictions or applicants.
4. If quantification is not always possible, what intangible variables should be taken into consideration for the allocation of funding for Law Enforcement grants?

EDUCATION AND SAFETY – 5% of the total funding available

Education and Safety grants are allocated on a competitive basis. Below please find some suggested questions or issues that you might consider as you think about the meeting and prepare to share your comments and ideas. Certainly you are not limited to just these suggestions.

1. What elements or factors should be included and evaluated for programs or projects that teach off-highway motor vehicle safety, environmental responsibility, and respect for private property?
2. How would you rate these factors or apply numerical values or points to them for purposes of ranking applications and awarding grant funding?

3. Are there any other ideas for evaluating, ranking, and awarding funding for Education and Safety grants?
4. Are funding caps appropriate for Education and Safety projects? If so what should be the funding restrictions?

RESTORATION - 25% of the total grant funds available

Restoration grants are allocated on a competitive basis. Below please find some suggested questions or issues that you might consider as you think about the meeting and prepare to share your comments and ideas. Certainly you are not limited to just these suggestions.

1. What are the types of ecological or natural resources systems or habitats that are susceptible to damage and that should be considered for repair or restoration?
2. How should the application process give extra consideration for areas having the potential for the most significant environmental damage? How much consideration? What factors or decisions variables should be considered for ranking projects for the award of funding?
3. Past grant cycles have experienced a lack of Restoration applications to expend all available Restoration funds. What factors or outreach efforts should be considered that would encourage entities to identify projects and apply for funding?
4. What factors should be considered for the application and award of funding for scientific or cultural studies regarding the impact of off-highway motor vehicle recreation?
5. What planning activities are necessary for development of restoration projects and what factors should be considered in the award of funding for restoration planning?
6. Are funding caps appropriate for Restoration projects? If so, what should be the funding restrictions?

OPERATIONS AND MAINTENANCE – 50% of the total grant funds available

Operations and Maintenance grants are allocated on a competitive basis. Below please find some suggested questions or issues that you might consider as you think about the meeting and prepare to share your comments and ideas. Certainly you are not limited to just these suggestions.

1. How should preference be given to applications that sustain existing OHV recreation? Should a certain type of maintenance activity be considered more important and receive extra consideration?
2. How should trails and facilities that provide access to non-motorized recreation be given extra consideration as opposed to those that provide motorized recreation only? How would you define “access to non-motorized recreation”?
3. Are funding caps appropriate for Operations and Maintenance? If so, what should be the funding restrictions?