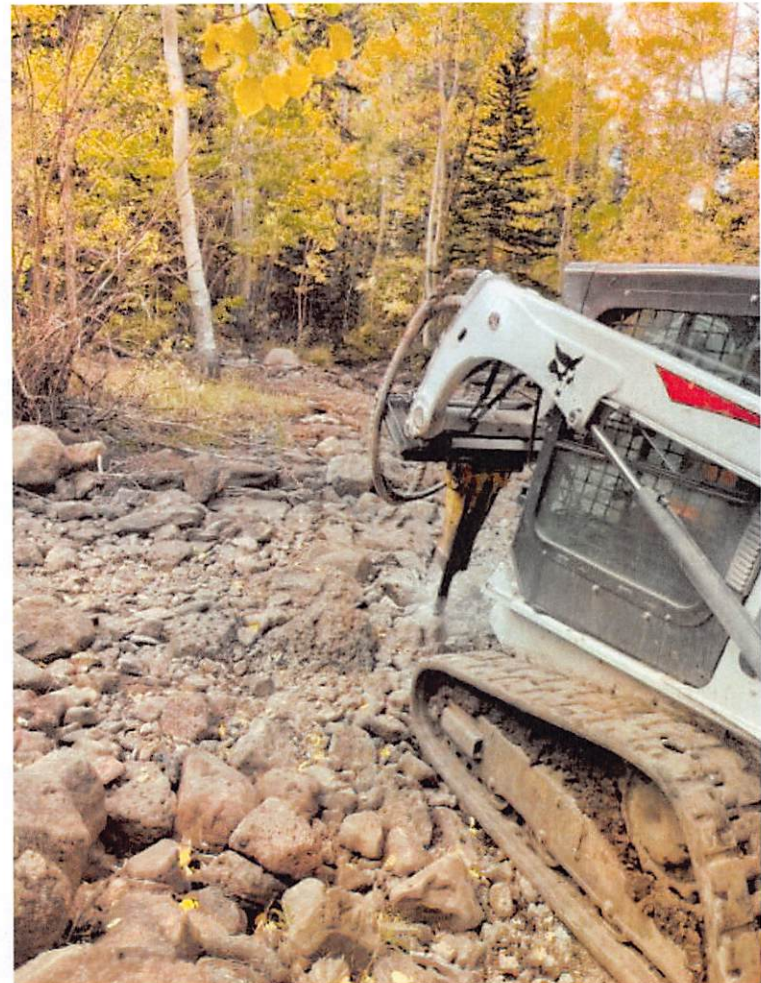


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Grand Valley Heavy Equipment Trail Crew

Grand Valley Ranger District 2024-2025





**2024-2025
Off-Highway Vehicle Program
State Trail Grant Application**

Name of Project: GV Heavy Equipment Trail Crew	Date of Application: 11/30/2023
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(Please limit the project name to 5 words or less)

Total Project Cost: \$427,956 <i>(round off to the nearest \$1)</i>	Grant Request: \$349,090 <i>Amount Requested (round off to the nearest \$1) must match the Project Budget Form.</i>
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PROJECT SPONSOR (Name and Address for entity legally responsible for project)

Organization Name: USFS Grand Valley Ranger District	
Mailing Address: 1010 Kimball Ave. Grand Junction, CO 81501	
Telephone: 970-242-8211	Email: lacie.jurado@usda.gov

OFFICIAL USE ONLY – UEI # (IF REQUIRED):

<https://sam.gov/content/duns-uei>

PROJECT CONTACT

This is the person with day-to-day responsibility for the managing the project, ensuring the contract scope of work will be fulfilled. Please notify us if *Project Contact* changes.

Name: Lacie Jurado	Title: Trails Coordinator
Mailing Address: 1010 Kimball Ave Grand Junction, CO 81501	
Telephone: 970-242-8211	Email: lacie.jurado@usda.gov
Is this the primary contact for this grant: YES NO	

PROJECT CLOSE-OUT CONTACT

This is the person responsible for submitting receipts for project spending and close-out. Please notify us if *Project Contact* changes.

Name: Lacie Jurado	Title: Trails Coordinator
Mailing Address: 1010 Kimball Ave Grand Junction, CO 81501	
Telephone: 970-242-8211	Email: lacie.jurado@usda.gov

GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)

Name: Amy Sharp	Title: Grants Management Specialist
Mailing Address: 1617 Cole Boulevard, Building 17. Lakewood, CO 80401	
Telephone: 720-689-7045	Email: Amy.sharp@usda.gov

PROJECT LOCATION		
Nearest Town or City: Grand Junction, CO		
County(ies): Mesa and Delta		
Provide a point of reference for mapping purposes (i.e. a google searchable landscape feature): Grand Mesa National Forest, Uncompahgre National Forest		
Township/Range/Section: Project Encompasses the entire Grand Valley Ranger District		
State Senate District #: 7	State Representative District #: 54	
LAND OWNERSHIP		
1. Provide the name/s of the property owners:		
2. The trail corridor is controlled by: <input type="checkbox"/> Fee Simple <input type="checkbox"/> Lease <input type="checkbox"/> Easement <input type="checkbox"/> License <input type="checkbox"/> Right-of-Way <input type="checkbox"/> Land Acquisition Ownership to be obtained <input checked="" type="checkbox"/> Other (explain): <u>Public Lands</u>		
TRAIL SYSTEM INFORMATION (List the number of miles for each type of OHV trail in your area)		
Miles of Singletrack: <u>50.6</u>	Miles of 50" or less: <u>428.1</u>	Miles of Full-sized: <u>386.7</u>
TRAIL USER INFORMATION (Please check all that apply to the work planned for this project)		
<input checked="" type="checkbox"/> All-Terrain Vehicle	<input checked="" type="checkbox"/> Side x Side	<input checked="" type="checkbox"/> Full Sized 4X4
<input checked="" type="checkbox"/> Motorcycling	<input checked="" type="checkbox"/> Four-Wheeling	<input type="checkbox"/> Accessible Access
PROJECT INFORMATION (Please check all activities that apply to this project.) Include detailed information for each in the Project Scope of Work.		
<input checked="" type="checkbox"/> Trail Maintenance	<input checked="" type="checkbox"/> Travel Plan Implementation	
<input type="checkbox"/> *New Trail Construction miles / ft. _____ (Approved through Travel Mgt Decision)	<input checked="" type="checkbox"/> Resource Protection & Improvement	
<input type="checkbox"/> *Major Re-Route miles / ft. closed _____ (that will require new or additional <i>environmental</i> approvals) miles / ft. added _____	<input type="checkbox"/> Signs	
	<input type="checkbox"/> Youth Corps	
<input checked="" type="checkbox"/> Restoration/Rehabilitation (existing corridor)	<input type="checkbox"/> Planning	
<input type="checkbox"/> Visitor Contacts & Law Enforcement	<input type="checkbox"/> Capital Equipment	
<input checked="" type="checkbox"/> Education	<input type="checkbox"/> Land Acquisition or Other	
* New Trail Construction & Major Re-Route: Trail location(s) must be indicated on project map and detailed description of trail work plans must be provided in Project Selection Criteria, Section D-1, #3 Resource Protection, Enhancement & Restoration		
TRAIL ACTIVITIES SUMMARY (Based on your project description and budget, provide the percentage for each of the categories listed below.)		
% of Budget	Program maintenance (e.g., erosion controls, water bars and culverts, trail clearing and brushing, trail hardening and trail tread repairs, bridge construction and repairs, trailhead improvements and maintenance, crew wages, etc.)	
70		
0	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)	
5	Planning & Travel Plan Implementation (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)	
25	Equipment /Materials/ Signs/ Youth Corps/Miscellaneous (e.g., equipment maintenance and repair, personnel training, certification in the use of specialized equipment, program coordination, etc.)	
100	Total: (Note: Percentages should add to 100 %)	

SCOPE OF WORK – Project Description:	
Project Name: GV Heavy Equipment Trail Crew	Project No.: (to be completed by CPW)
Project Sponsor: USFS Grand Valley Ranger District	Application Year: 2024-2025
Project Contact: Lacie Jurado	Application No.: (to be completed by CPW)
Total Project Cost: \$427,956	Grant Request: \$349,090

Project Description:

The US Forest Service's Grand Valley Ranger District in Grand Junction, CO, oversees the public lands of the Grand Mesa National Forest and the northern half of the Uncompahgre National Forest. These forests offer diverse terrains, attracting both locals and tourists. Given the 860 miles of motorized trails, maintenance is crucial due to heavy OHV use and weather impacts.

This project aims to fund:

- 2 Permanent heavy equipment operators for 10 months.
- 1 Temporary heavy equipment operator and 2 temporary swampers for 6 months.
- 1 Permanent crew lead for 6 months
- Equipment rentals from June to September.
- Daily operations
- Maintenance and other costs related to equipment and daily operations.

The focus is on OHV trail maintenance across the Grand Valley Ranger District, with two operators also working on BLM GJFO managed OHV trails during the shoulder seasons (March-April, October-December).

The following is a description of the work associated with each crew:

- One of the trail dozers will focus on general maintenance of trails which includes cleaning and rebuilding existing drainage structures to prevent erosion and sedimentation. Additional work includes the clearing of down logs, hardening of creek crossings, and where needed, the rehabilitation of trail braids to keep use on designated routes.
- The other trail dozer will focus on a few routes that require more intensive maintenance/reconstructive work. Often these trails are not identified until the spring snow melts and conditions can be evaluated and discussed in the spring with local OHV clubs. The trails most likely to be requiring heavy maintenance in 2025 include Porter Mountain #534, Porter Cutoff #535, Eureka #734, Eureka Cutoff #734.1A, Mailbox # 619, Mailbox cutoff #630, and Cabin #606.
- The breaker attachment was purchased with OHV grant funding in 2016 and has been building in popularity on the western slope ever since. The breaker is attached to a skid steer and functions as a mobile jack hammer on OHV trails. It will mitigate rocky obstacles, created from increased use and erosion due to weather, on trails that are causing users to veer from the trail. This creates widening of the trail and often leads to the development of mudholes. By removing/mitigating these hazards we reduce resource damage and create a safer rider experience. This is particularly a problem on the Grand Mesa where soil is hard to come by as the formation itself is comprised of volcanic rock. Along with rock removal the breaker, alongside the trail dozer and/or backhoe, can create a hardened water crossing that allows for water to continue to flow unimpeded across the trail tread while also providing a durable surface free of sediment.

- The rental of an excavator proved to be effective in areas with a narrow corridor or steep side slope. The precision accomplished by the bucket is effective in large mud holes where the dozer would otherwise have to enter the bog to push out a drain or push into the bog. The dozer often struggles in this terrain due to the softness of the soils. The excavator can reach into the edge of the mudhole without having to enter it. After the water is drained and the soil dries, the equipment can work the ground.

Having the flexibility to rent various pieces of equipment such as an excavator and/or a skid steer will allow us to create lasting structures, be more efficient, and accomplish work in places that are difficult for a dozer to work. Together these pieces of equipment, their operators and swamper, help manage and maintain rider opportunities on the Grand Valley Ranger District and BLM Grand Junction Field Office.

Other useful applications the dozers and other pieces of equipment contribute to is travel management on the district. With such rocky terrain, digging holes is often a feat which makes the installation of signposts, cattle guard support posts, fencing, and width restrictors extremely challenging and inefficient for hand crews. The hammer and/or auger attachment on the skid steer makes quick work of this task where a hand crew alone may need a full day. The equipment can also easily block non-system routes with boulders and tank traps.

The input from our partner organizations is very valuable and every spring we meet to discuss priorities and plan early season logging out. The list of trails to be worked each season are mutually selected during the annual spring meeting between our partner organizations; Western Slope ATV Association and Thunder Mountain Wheelers, alongside neighboring Ranger Districts; Paonia, Delta, and Ouray. Since some of our neighboring districts do not have OHV crews and have too few trails to justify one, we are working to ensure their trail issues are also being addressed and trails are maintained. We continue to adjust and prioritize with input from our partners as trail conditions are assessed in the early season.

With the success, support, and continued funding of this program, the forest has allowed us to hire permanent operators. With continued funding for these operators, they will be able to work a total of 10 months on OHV trails due to the collaboration with the local BLM office. With this collaboration the operators can start and end on BLM OHV trails during the spring and fall. Permanent dozer operators begin work in mid-February/March with the Grand Junction BLM Field Office, transitioning to the Uncompahgre Plateau National Forest by late April, and then to the Grand Mesa by late June. In mid-October the permanent operators will work with the Grand Junction BLM Field Office again. Crews work four 10-hour days weekly, camping at project sites for efficiency.

In addition to our crew members wearing the "State OHV shirts" to further recognize the use of state OHV funds, each trail dozer and trailer has a sign identifying that each machine is owned by the WSATV Association and were purchased through the State OHV Program.

In the off season we lend the breaker attachment along with dozers, and other equipment out to our partner agencies to use on OHV trails in the state of Colorado.

Lastly, we're seeking additional funds, detailed in the attached budget, to replace the crew's 2016 Honda Pioneer UTV due to its declining reliability and increasing repair costs.

Budget Form

Project Name: **GV Heavy Equipment Trail Crew**

Date Project will be Completed: **12/31/2025**

Project Sponsor: **USFS Grand Valley Ranger District**

*****ITEMS LISTED IN THE BUDGET BELOW SHOULD BE SPECIFIC AND CORRESPOND TO THE PLANNED ACTIVITIES INDICATED IN THE PROJECT DESCRIPTION (SCOPE OF WORK) IN YOUR GRANT APPLICATION *** (Round amounts off to nearest dollar)**

PROJECT FUNDING SOURCES <small>List all sources and amounts of project funding in this section (insert additional lines if needed)</small>	CASH	In-Kind (Non-Cash) Contributions	TOTAL
OHV Grant Funding (amount of requested OHV grant funds only)	\$ 349,090		\$349,090.00
Other Funding Sources:			
FS Direct Supervision and Oversight (GS9 for 60days)	\$ 21,480		\$ 21,480.00
FS Admin, budget, tracking, etc. (GS11-20days)	\$ 8,660		\$ 8,660.00
Grants and Agreements Specialist	\$ 5,700		\$ 5,700.00
Fleet vehicles (2) 1 Ton Diesel- \$1000/month for 6 months	\$ 12,000		\$ 12,000.00
Volunteer/Partners 1000hrs@ \$21.25 an hour		\$ 21,250.00	\$ 21,250.00
Fleet Management (14 days)	\$ 4,001		\$ 4,001.00
Forest Engineer- Training/Consultation (14 days)	\$ 5,775		\$ 5,775.00
Total FS Contribution= \$57,616	\$ -		
USE OF GRANT FUNDING	TOTAL PROJECT AMOUNT		\$ 427,956.00

List uses of grant funding (only) below

I. Personnel Costs <small>Identify as: Salary/wage, benefits, travel, training, outfitting costs, personal protection equipment, etc.</small>			
Employee Name or Title/Grade	\$ Per day	# Days	Total Cost
Permanent Heavy Equipment Lead- GS-7 6 months/40 hour week	\$ 293.00	130	\$ 38,090.00
Permanent Equipment Operator, WG-8, 10 months/40 hour week	\$ 300.00	210	\$ 63,000.00
Permanent Equipment Operator, WG-8, 10 months/40 hour week	\$ 300.00	210	\$ 63,000.00
Temp equipment operator WG-8, 6 months/40 hour week	\$ 250.00	130	\$ 32,500.00
Swamper GS-5, 6 months/ 40 hour week	\$ 172.00	130	\$ 22,360.00
Swamper GS-5, 6 months/ 40 hour week	\$ 172.00	130	\$ 22,360.00
Field Per Diem- 6 employees for 6 months @ \$34/day	\$ 34.00	780	\$ 26,520.00
		# of Employees	
PPE for 6 employees (\$700/employee)	\$ 700.00	6	\$ 4,200.00
Training/Certs- CPR, 1st aid, Equipment, Trails (\$300/employee)	\$ 300.00	6	\$ 1,800.00
	\$ -		\$ -
<small>For CPW use only: Approximate number of work hours</small>	912.77		
		Category Total	\$ 273,830.00
II. Project Materials/Supplies <small>Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.</small>			
materials, gravel, geotextile	Price Per	Quantity	Total
materials, gravel, geotextile	\$ 3,260.00	1	\$ 3,260.00
signs and material, posts hardware	\$ 1,000.00	1	\$ 1,000.00
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ 4,260.00
III. Equipment <small>Identify as: Trail Dozers, ATV/UTV, motorcycle, chainsaws, winches, field equipment rentals, equipment fuel, repairs, and operations, etc.</small>			
Trailer and UTV repairs (\$3000/equipment)	\$ 3,000.00	3	\$ 9,000.00
Chainsaw repair and replacement	\$ 1,000.00	1	\$ 1,000.00

Camper maintenance (\$1000/camper)	\$ 1,000.00	3	\$ 3,000.00	\$ 3,000.00
Trail dozer repairs approx (\$6000/machine)	\$ 6,000.00	2	\$ 12,000.00	\$ 12,000.00
Fuel for equipment- Dozer, UTV, Generators (\$3000/crew)	\$ 3,000.00	3	\$ 9,000.00	\$ 9,000.00
Rental for skid steer/mini excavator (4 months)	\$ 12,000.00	1	\$ 12,000.00	\$ 12,000.00
Funds to replace UTV	\$ 20,000.00	1	\$ 20,000.00	\$ 20,000.00
	\$ -		\$ -	\$ -
			Category Total	\$ 66,000.00
III.A. FLEET Equipment				
<i>Identify as:</i> Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE.				
			\$ -	\$ -
1 Ton Diesel- \$1000/month	\$ 1,000.00	5	\$ 5,000.00	\$ 5,000.00
			\$ -	\$ -
			Category Total	\$ 5,000.00
IV. Contracted Services				
<i>Identify as:</i> Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs				
	\$ -			\$ -
	\$ -			\$ -
	\$ -			\$ -
			Category Total	\$ -
V. Volunteer Support				
<i>Identify as: For Volunteers Only</i> Safety education, safety gear (gloves/goggles), outfitting, per diem (meals or mileage when travel required by and identified in project scope of work), non-monetary awards or recognition.				
	\$ -			\$ -
	\$ -			\$ -
			Category Total	\$ -
			Total	\$ 349,090.00

Note: Any changes to the budget must have pre-approval from the Program

FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The applicant is responsible for securing all necessary permits, licenses, clearances, SHPO, and environmental analysis documentation necessary to comply with local, state, and/or federal laws.

Project Name: GV Heavy Equipment Trail Crew; Project Sponsor: USDA Forest Service Grand Valley Ranger District

As the official responsible for management of the land on which the project will be accomplished, I agree to the following:

- 1. The project as described in this application has my approval.
2. The project is located on federal public lands and is in conformance with the appropriate Forest Management Plan, BLM Resource Area Management Plan or other decision document titled:

GMUG Land and Resource Management Plan (revised) Date: 1991

- 3. A decision has been issued as part of the NEPA environmental review process.

Date and title of document:

Grand Mesa NF Travel Management EA and Decisions: 1994 and 2001
Uncompahgre NF Management EIS and Decision: 2003

If a decision has not been issued as part of the NEPA environmental review process, please state the reason why. No funds will be distributed until any required NEPA documentation is completed.

For more information about the NEPA environmental review process, contact:

Lacie Jurado, Trails Coordinator, Grand Valley Ranger District; 970-817-4053

- 4. The next planning process that may affect this project is planned for (date).

GMUG Forest Plan Revision- Spring 2024

Print or type Land Manager's Name and Title

William A. Edwards, District Ranger [Signature]
Land Manager Signature and Title

11/13/2023
Date

PROJECT SELECTION CRITERIA

Carefully read and provide answers to each of the following four criteria (four page maximum):

All applicants must respond to the following selection criteria questions. You are allowed the space below each question to fill in your answer. If you have an answer that does not fill the entire page, do not feel obligated to fill the space. This application will be scored on a 100 point basis. The maximum number of points that can be awarded for each question is shown in parentheses. Each project will be reviewed by outside reviewers and State Trails staff, and projects will be ranked according to reviewer and staff scores. Failure to provide a response to any question (unless otherwise noted) will reduce your project's score. Please reference all attachments.

1. Need for & Benefit of the Project (25 points):

The Grand Valley Ranger District (GVRD) encompasses the Grand Mesa National Forest and the northern end of the Uncompahgre National Forest, both areas are known for their excellent recreation opportunities. With a high concentration of OHV trail miles (865) our district is a destination for many enthusiasts to come recreate on the forests for various reasons. The motorized trail systems on the forest offer various loop rides that can range from day trips to overnight adventures. Both locals and visitors venture to these areas due to its unique topography, outstanding views, and endless recreation opportunities.

The Grand Valley Heavy Equipment Program will accomplish OHV trail maintenance on system routes, travel management implementation, and assure motorized trails remain sustainable, safe, and open. The GVRD encompasses a wide variety of topography and terrain surfaces that require many different maintenance and management practices. A result of increased motorized recreation and unforeseeable weather events in these areas continues to create soil loss from the treadway leading to exposed rocks, mudholes, drainage issues, decreased rider safety, and an unsatisfactory rider experience. These issues not only lead to an undesirable rider experience but creates resource damage, user conflict, and safety concerns. These problems cannot just be mitigated by a trail dozer alone but requires the use of several different pieces of heavy equipment in tandem. Where a dozer can push a large boulder out of the tread, it will leave behind a large hole that cannot be filled due to limited soil availability as is common on the Grand Mesa. The hammer can crush a rock in the tread but when larger amounts of crushed rock is needed for water crossings, or filling tread base, the trail dozer can push rock to the hammer from the areas the skid steer may not be able to get to. An excavator is a huge asset in draining large bogs where a dozer or skid steer could not travel across, around, or through. The excavator could easily reach into a large hole and drain it more easily and effectively than a dozer. It also excavates a more precise location than a dozer can which is beneficial in tight corridors and steep terrain. The use of the arm to move rock is more easily accomplished in some places than using the dozer to push it into place. The skid steer's rubber tracks and the size of an excavator also make it difficult to access certain areas of trail if the dozer is not leading the way fixing tread and creating a surface suitable for equipment. For end-product quality and time efficiencies it makes the most sense to run the equipment in tandem most of the time rather than send the hammer or an excavator to take care of isolated projects.

The trail dozers are excellent tools for the construction and reconstruction of the trail and trail features. Their primary objective is to keep water off the trail and redepositing sediment caught by the trail drains back onto the trail tread. Ensuring water flows off the tread effectively will prevent the creation of mudholes that cause users to ride off trail to avoid the problem. In cases of minor land/rockslides and wash outs, as are a common occurrence in the area, the trail dozer is a great tool in moving a lot of material to reconstruct or reroute a section of trail to maintain safety, sustainability, and continued access of the trail.

The hammer is key to managing rock garden "growth" as it can simply chip off a section of boulder, crush the boulder, or remove the whole rock. The hammer is also an integral piece of equipment in hardening the many water crossings and bogs encountered on the Grand Mesa. The crushed rock created by the hammer allows for water to flow under the surface of the rocks and users to ride on top, decreasing the amount of sediment disturbed, if any at all. These bogs and water crossings can be a large contributor to

sediment into the watershed, so managing these areas allows the continued use of these motorized trails, protects the resource, and creates a satisfactory user experience.

An excavator is effective at draining large bogs and creating drains in narrow corridors and on steep terrain where pushing a drain off the edge would be hazardous to a dozer. The excavator is also useful in transporting and gathering rock for areas that need hardening.

Boulders and rock gardens are often viewed as problematic to the average rider thus causing trail widening, resource damage, and braiding of the trail to avoid such obstacles. However, our operators work closely with the local OHV clubs and have a lot of experience to ensure mitigating some rocky areas does not create a uniform and sterilized riding experience throughout the trail system. The objective of the equipment is to ensure rider safety and resource protection and we do not aim to mitigate every trail and every boulder as we recognize the need and desire in range of trail difficulty. These parameters are outlined on each trail's Trail Management Objective which ensures the trails are maintained to their desired difficulty. This keeps riding opportunities variable in difficulty and experience, thus promoting satisfactory riding experience for all users.

Having the flexibility to rent various pieces of equipment such as an excavator and/or a skid steer will allow us to create lasting structures, be more efficient, and accomplish work in places that are difficult for a dozer to work. Together these pieces of equipment, their operators, and swamper help manage and maintain rider opportunities on the Grand Valley Ranger District and BLM Grand Junction Field Office. With the continued growth of motorized users, and as a result newer users, this program ensures rider safety, enjoyment, and resource protection through consistent trail maintenance and management.

2. Partnerships, Support and Leverage (25 points):

The Grand Valley Dozer Operations collaborates closely with two passionate OHV clubs: the Western Slope ATV Association (WSATVA) and Thunder Mountain Wheelers (TMW). These clubs can get out clearing trail and gauging conditions before our crews can mobilize and get to the field due to agency training and onboarding processes. These partners have an excellent foundation and history that come with a broad spectrum of knowledge and strength. Due to their passionate and abundant memberships, the clubs can clear the trails and allow the OHV Good Management Crew and Heavy Equipment crew to dive into the needed heavier project work sooner than if Forest Service were to clear the trails alone.

This collaboration ensures trails are cleared early in the season. Without such partnerships, the OHV trails would be heavily impacted by users navigating around the many down trees we get each season. The clubs also assist in projects like repairing water crossings, drying mud holes, and hauling rock. Every spring, the USFS, WSATVA, and TMW convene to prioritize the season's goals and schedule work parties.

Another partner that the district works with is CPW, from both the parks and wildlife divisions. Vega State Park is located at the base of a major ATV access point whereas the trailhead is located on the state park, but most routes are on the Forest. Communications between the State Parks Office and the Forest Service occur regularly regarding trail conditions, maintenance, and enforcement needs. During the fall, the district also interacts with CPW while conducting camp contacts and education regarding travel management, state OHV requirements and hunting information and regulations.

Another key partner is the local Bureau of Land Management (BLM), Grand Junction Field Office. Over the years, we've shared equipment and operators, ensuring consistent trail practices between agencies. The continued funding of this program has enabled us to hire permanent operators who, thanks to our collaboration with BLM, can work for 10 months on OHV trails. This partnership allows operators to start on BLM OHV trails in spring and fall, facilitating early training, equipment maintenance, and project coordination. The flexibility to work at lower elevations during varying conditions is invaluable.

3. Resource Protection, Enhancement and Restoration relative to eligible OHV grant activities

(25 points):

The proposed project involves the maintenance and reconstruction of existing routes. The two primary goals of each heavy equipment crew while conducting work on OHV routes are 1) Rider Safety and 2) Resource Protection. When the crews address rider safety, they are normally fixing only the issue that is causing the safety concern with a focus on not changing the difficulty level of the trail. This is one of the most difficult things to learn as an operator and we feel that our existing operators have successfully figured out how to accomplish this goal.

Most of the work that the crews conduct address existing resource concerns and conducting work to ensure that the trail remains sustainable. At least 80% of their time is spent constructing, reconstructing, and maintaining drainage structures. This work is done to minimize erosion on the trail and reduce the amount of sedimentation into drainages. The ability to construct functional drainage structures that do not conflict with the enjoyment of the trail is a skill. The other primary item that the crews work on is the hardening of creek and wetland crossings. While the dozers are used in support of this work, a lot of this is accomplished with a skid steer, hammer implement, and sometimes an excavator or backhoe. Coordinating these projects with the volunteer groups is effective because it involves the installation of geo grid and the hauling and hand placement of rock to create a crossing that does not impede water flows but greatly reduces the amount of disturbance and siltation.

Lastly, improving the trails conditions means users will stay on the trail instead of creating their own routes around unsatisfactory sections. After these areas are mitigated the crews will then address the user created route in a manner to restore the area and channel use back to the designated route.

Large Equipment Purchases, Maintenance and Disposition:

Heavy Equipment operations will continue to maintain and store all equipment when not in use or lend to another OHV program to utilize grant resources. The trail dozers are owned by our partner Western Slope ATV Association, leased, and operated by USFS. The hammer implement was purchased with state funds and is stored and maintained by the crews in Grand Junction. The club and USFS will both help with maintenance and repair costs. All UTVs associated with the heavy equipment operations are maintained and stored by the crews.

As reflected in the budget we are asking for an additional \$20,000 to put towards the replacement of the crews 2016 Honda Pioneer 500. We are looking to upgrade to a Side by Side with a larger engine to better perform the work that is needed. Hauling heavy loads in steep terrain at high elevation is demanding and the 500 is underpowered for this type of work. We have also had increasing repair costs each year to maintain this machine. The two machines on the market that meet the engine size needs and 50” specification are the Can-Am Trail DPS 1000 and the Polaris RZR 900, both which price between \$16000-\$18000. Anticipating increase in market price, and possible shipping costs for 2025 is included in the \$20000 ask. Any leftover funding would be used to purchase accessories such as metal skid plates, a roof (if not included), a winch, and a windshield. We hope to use the 2016 Honda Pioneer as a trade-in, if possible, but if we are unable to find a dealer who is willing to accept a trade, we will offer the machine to other CPW funded OHV Programs in the State of Colorado. Attached are 2 local quotes for a new 2024 Can-Am Trail DPS 1000 for reference.

ALL-TERRAIN MOTORSPORTS, INC.

637 24 1/2 RD
GRAND JUNCTION CO 81505
970-434-4874

LACIE JURADO

1010 KIMBALL AVE
GRAND JUNCTION COLORADO 81501
H W

Purchase Invoice

Date _____
Invoice #: _____
Salesperson **DYLAN SCHWARTZ**

C 970-817-4053

Unit Information

New/U	Year	Make	Model	Serial No.	Stock No.	Dsrp	Price
New	2023		Temporary MU		TEMP	\$0.00	\$16,199.00

Dealer Unit Price	\$16,199.00
Factory Options	\$0.00
Added Accessories	\$0.00
Freight/ Labor	\$599.00
Doc Fee/ Assembly Prep	\$299.00

Cash Price	\$17,097.00
Trade Allowance	\$0.00
Payoff	\$0.00
Net Trade	\$0.00
Net Sale (Cash Price - Net Trade)	\$17,097.00
Sales Tax	\$469.77
Title/License/Registration Fees	\$25.25

Trade Information

Sub Total(Net Sale + Other Charges)	\$17,592.02
Cash Down Payment	\$0.00
Amount to Pay/Finance	\$17,592.02

I hereby offer to purchase the vehicle above described, at the aboved price. The price quoted is for a new vehicle on which the price should be changed by the manufacturer before I have taken delivery, then this offer shall be construed as if the changed price was originally herein. This offer becomes a binding contract when accepted by dealer, but the delivery is subject to strikes, fires, floods or any other cause beyond the dealers control.
The undersigned warrants that the used vehicle offered in trade is free and clear of all encumbrances (except only for "payoff" above noted, if any) and taxes, and will furnish clear title at time of delivery. It is agreed that this vehicle if purchased by me is subject to provisions of the Manufacturer's Warranty, if any and that it is the only warranty, either expressed or implied, applicable to the sale. No warranty or guarantee of any kind is given on used, consignment, or second hand vehicles, unless given in writing, "as is where is."
Dealer assumes no responsibility for any promises or statements made by salesman unless written on this offer and countersigned by Sales Manager or Executive Officer.
Until approved and accepted in writing in the space provided below, by the sales manager or executive officer of the dealership, this offer shall not be binding on the dealer.
All-Terrain Motorsports will not be held liable or responsible for lost or misplaced title work after 60 days

___ MACHINE IS SOLD WITHOUT WARRANTY ___ WARRANTY PERIOD IS _____.

Buyer's Signature _____
Buyer's Signature _____

Email lacie.jurado@usda.gov
Email _____

AGT Equipment, Inc.
4690 N. TOWNSEND
MONTROSE, CO 81401
970-240-1720

PT NO: 24005

PICKING TICKET
 11/06/2023 at 04:04 PM

Page 1

SOLD TO:
 GJ FORREST SERVICE
 1010 KIMBALL AVE.
 GRAND JUNCTION, CO 81501

T/S: CASH
 RO#:
 CUST#: 61614
 SLSMN: BML

SHIP TO:

PICKING TICKET DATE: 11/06/2023 PO#:

Ordered	B/O	Ship	Part Number	Description	BIN Location	Price	
1.00	0.00	1.00	MISC	MAVERICK T	NS	17699.00	
2024 MAVERICK TRAIL DPS 1000							
1.00	0.00	1.00	TITLE-DOC-FEE	TITLE DOC		50.00	
1.00	0.00	1.00	PARK-PASS	DIRT PASS	FILE	25.25	
						TAXABLE	17699.00
						NONTAXABLE	75.25
						NONTAX LABOR	0.00
						TAXABLE LABOR	0.00
						SALES TAX	0.00
						** TOTAL **	17774.25

4. Travel Management Plan Implementation, Education and Enforcement (25 points):

Active and effective OHV management is based upon the implementation of travel management plans, broad public awareness, compliance, enforcement and providing adequate recreation opportunities. Describe how the project will promote active OHV management and improve OHV use for the benefit of public land visitors. To receive a full score of 25 points for this category the project must incorporate at least one of the following components. (*Use the following as a guideline for describing your project*)

Travel Management:

Providing accurate maps and on the ground signage that adequately display and identify where OHV opportunities may be found are two very important components of a successful travel management plan. The ability to adequately maintain designated routes is equally vital to the overall success of implementation efforts and the public's willingness and ability to "Stay the Trail". These crews work to educate users encountered on the trail by handing out our free Motor Vehicle Use Maps as well as educate over all travel management rules and regulations. Their presence in the forest plays a large role in helping educate users on OHV practices as well as providing a hands-on example of where OHV registration dollars are going. Our office often receives calls from the public who have encountered the dozer crews on the trail and are simply wanting to voice their support and gratitude for being able to provide the work and education in the field to users.

While the majority of installing kiosks/maps, signage and providing education is accomplished by the Grand Valley Good Management Trail Crew funded through the good management program, these crews work hand in hand with our dozer crews in identifying areas in which the dozer may be needed to help alleviate travel management concerns. As previously mentioned, when the dozer crews encounter an area where a user route has been created, the route is restored (normally through ripping and seeding) and blocked in a manner to channel use to the existing "designated" route. The dozers and the skid steer are excellent resources for this type of work in the sense that they can move large boulders to be used as width restrictors or to simply block off illegal routes causing resource damage. The machines have also proven handy when installing prefabricated restrictors and signs to comply with our travel management plan currently. Finally, the heavy equipment is excellent in maintaining some of our trail heads that are less traveled to by full sized vehicles. Often, road crew dozers are far and few between on our back-country roads and our dozers can help level trail heads that have been damaged by weather and standing water. This is imperative in maintaining our travel management to OHV trails as many users will avoid trails that are difficult to access and in turn increase the use on other trail systems.

Education:

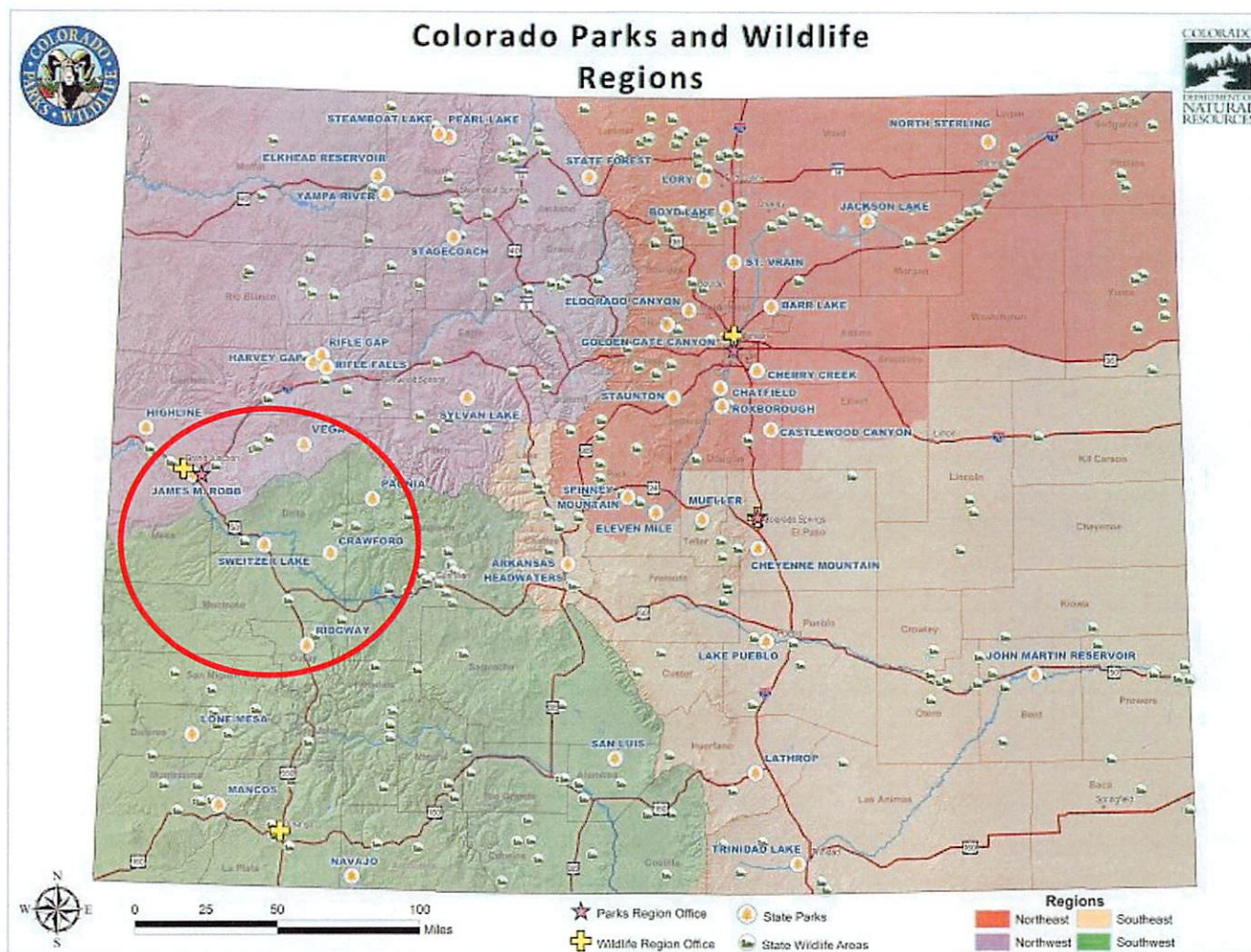
The presence of our crew in the field serves as a direct link between the public and essential OHV program information. While many visitors might bypass official visitor centers, they can't miss our crew on the trails. These encounters often involve users unfamiliar with trail systems or regulations. Our team, equipped with comprehensive knowledge, offers guidance on trail specifics, distributes Motor Vehicle Use Maps, and educates on OHV permits and their direct contribution to trail maintenance. The positive feedback from informed users, coupled with visible "OHV Dollars at Work" stickers on our equipment and trailheads, reinforces the value of our efforts.

Enforcement and Compliance Activities:

The Forest Service provides Forest Protection Officer (FPO) certification to employees, enabling them to enforce forest regulations, including OHV registrations, as a supplementary duty. Given our crew's frequent interactions with OHV users, they're ideally positioned to ensure compliance. While the crew's primary focus isn't enforcement, they can address non-compliance directly or relay information to Law Enforcement Officers or supervisors when necessary.

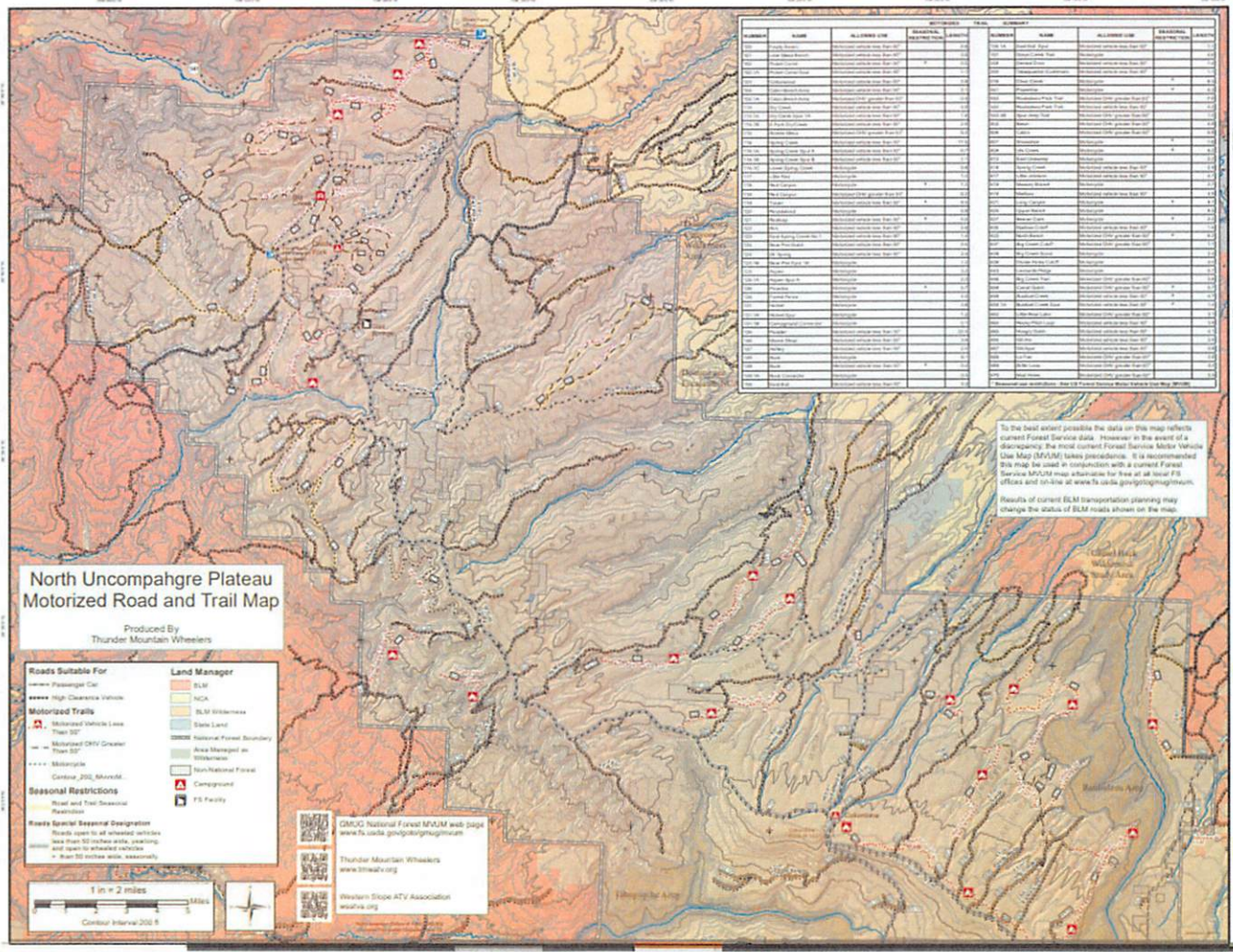
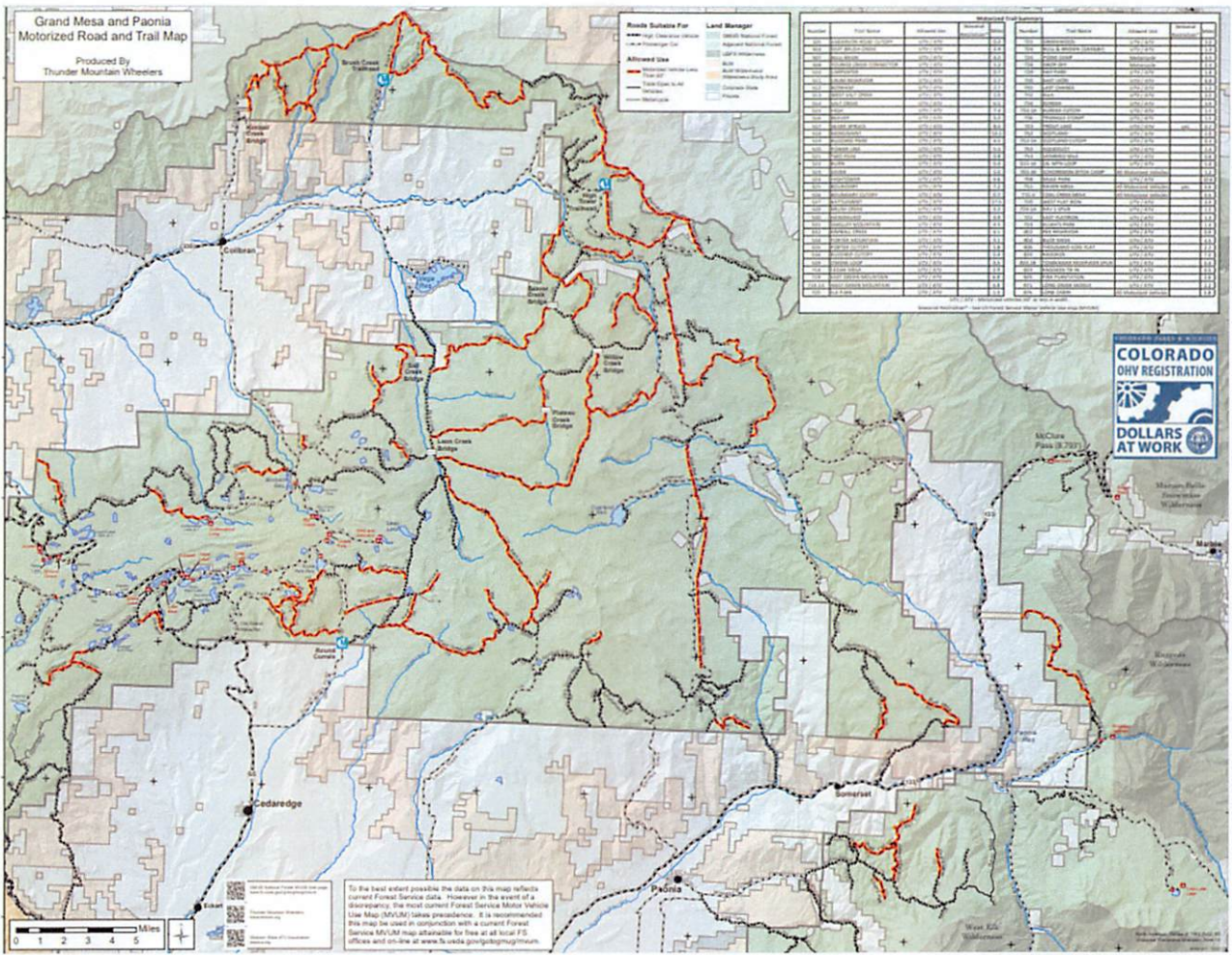
E-1 Vicinity Map & E-2 Project Site Maps

E-1 Vicinity Map: Please mark the vicinity where the project is located on the map below.



E-2 Project Map: Please provide a map identifying the specific trail-work area or project site.
(Make 12 copies to include in your application packet)

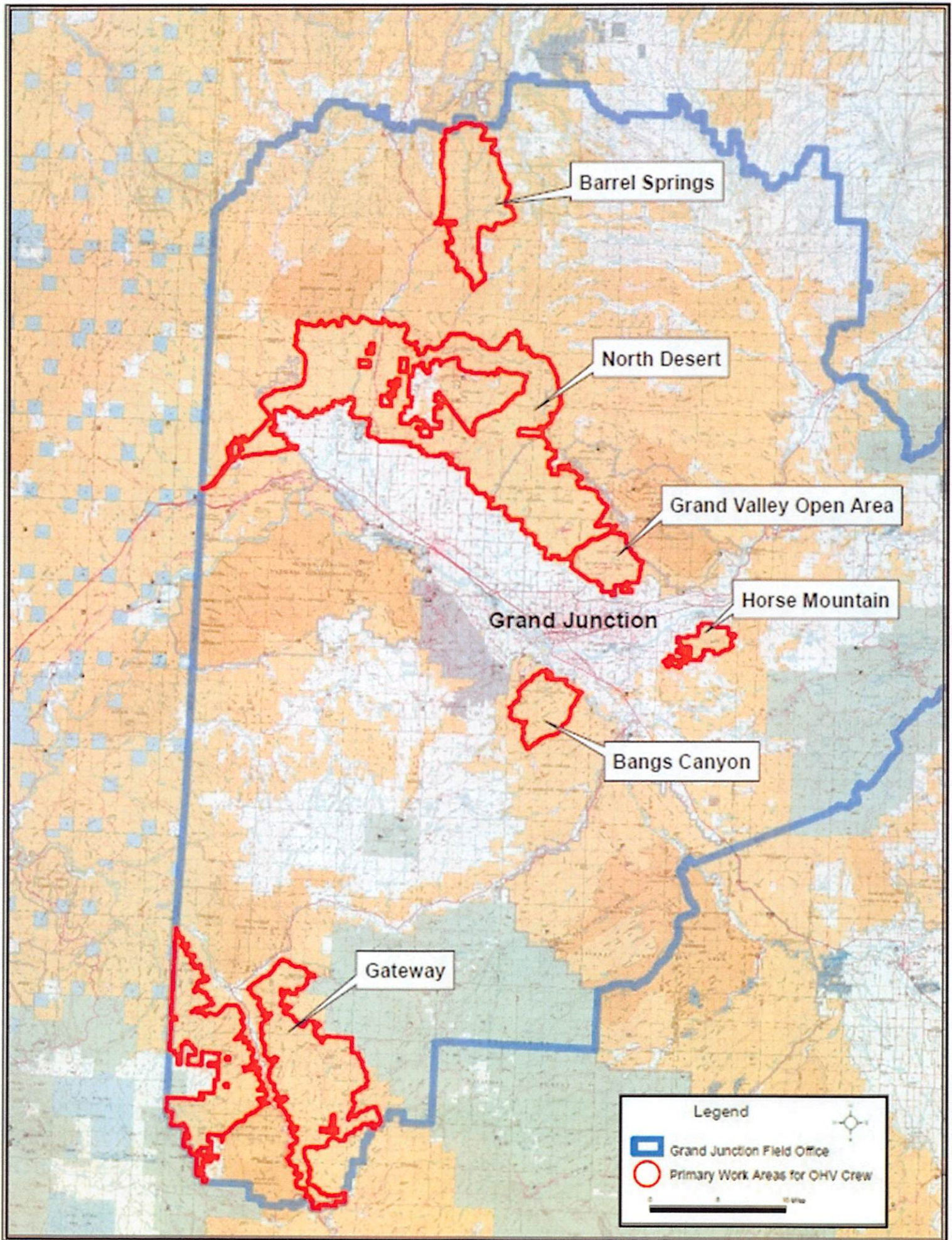
1:24,000 scale map OR a Motor Vehicle Use Map (MVUM)
That clearly shows roads, trails, streams, management area boundaries, and other significant natural and developed features in the vicinity of the project.



GMUG National Forest MVUM web page
www.fs.usda.gov/gis/mvum/

Thunder Mountain Wheelers
www.tmw.org

Western Slope ATV Association
wssa.org



Rabbit Valley



McInnis Canyons National Conservation Area

Grand Junction

Cactus Park



Dominguez-Escalante National Conservation Area

Legend

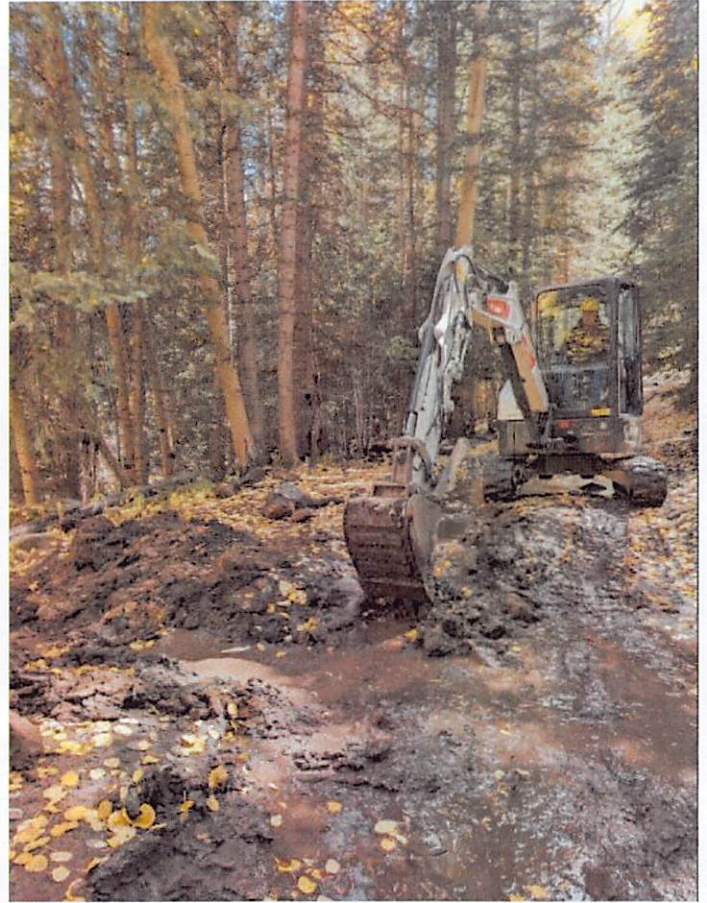
-  National Conservation Areas
-  Primary Work Areas for OHV Crew



0 5 10 Miles

(F) Project Illustration

Photographs, Drawings, Engineering Plans, Diagrams





**MESA COUNTY
PUBLIC HEALTH**
Working Together for a Healthy Community

P.O. Box 20,000
Grand Junction, CO 81502-5033
(970) 248-6900
www.health.mesacounty.us

November 15, 2023

Tom Metsa
Off Highway Vehicle Program
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125

Dear Mr. Metsa:

I am pleased to offer this letter of support for United States Forest Service (USFS) Grand Valley Ranger District in their effort to fund a motorized trail program. Mesa County Public Health (MCPH) recognizes the need for residents to access public lands through trail systems. Trails are critical to outdoor recreation experiences in our region, an important quality of life component here.

MCPH continues its involvement in outdoor recreation through our own trails program. A main focus of that effort centers on improved access to the outdoors for all. We have partnered with the local USFS office to enhance such opportunities on federal lands. We recognize that many of the non-motorized trail activities such as biking, running and hiking would not be possible without the motorized access that this grant will partly fund.

Moreover, many of the motorized trails on the Grand Mesa National Forest in Mesa County are shared with non-motorized users. In general, the maintenance of all trails represents an important effort to manage a resource that often goes underfunded and underappreciated. This grant would provide critical assistance to programs that have a genuine impact on the lives of Mesa County residents.

We hope that Colorado Parks and Wildlife can financially assist this endeavor and would greatly appreciate their generous support.

Sincerely,

Todd Hollenbeck
Interim Executive Director

Western Slope ATV Association

P.O. Box 4283
Grand Junction, CO
81502-4283

November 14, 2023

Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125-9712

Attn: Tom Metsa, OHV Program Manager
RE: Letter of Support – U.S. Forest Service – Grand Valley Ranger District

Dear Mr. Metsa:

The Grand Valley Ranger District and WSATVA have been cooperating partners on a significant number of projects throughout the years. Both parties enjoy a most congenial relationship which makes working together both enjoyable and productive. WSATVA interacts with many individuals within the Forest Service throughout the working season in a variety of locations.

Purpose of this letter is to convey the support of Western Slope ATV Association for the U.S. Forest Service grant submission for Grand Valley Heavy Equipment Trail Crew for the 2024-2025 grant season.

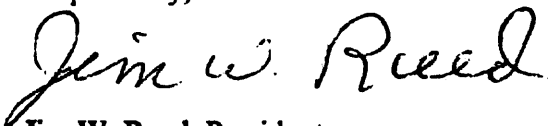
By performing this work, they help ensure that the recreating public can enjoy safe and well marked trails.

The grant funds they are seeking will cover operating costs involved with the building and ongoing maintenance of over 300 miles of 50" or less trails. Prime examples of these operating costs are funding dozer operators, swampers and trail crew personnel required to build and maintain the aforementioned trails.

Both in-state and out-of-state individuals and families make significant financial contributions to our area while enjoying outdoor recreation opportunities.

WSATVA respectfully requests favorable consideration be given to this grant request for operating costs for the 2024-2025 season.

Respectfully,



Jim W. Reed, President
Western Slope ATV Association



November 16, 2023

OHV Grant Selection Subcommittee
Colorado State Parks OHV Program
13787 South Highway 85
Littleton, CO 80125

Re: Grant Proposal - GV Heavy Equipment Trail Crew

Dear OHV Sub-Committee Members,

Motorcycle Trail Riding Association (MTRA), an off-road motorcycle club located in Grand Junction, CO, supports the USFS's request for continued funding of the GV Heavy Equipment Trail Crew to perform trail maintenance and construction on OHV trails within the Grand Mesa, Uncompahgre, and Gunnison (GMUG) National Forests.

Quality OHV recreation opportunities in western Colorado are highly important to residents and visitors alike. Well-managed OHV trails allow recreationists to enjoy spectacular landscapes on the area's public lands, while protecting important natural and cultural resources. OHV recreation also brings significant tourist dollars into the local economy, supporting the livelihoods of many local businesses and residents. MTRA is especially interested in enhancing OHV recreation opportunities on the Uncompahgre Plateau and Grand Mesa, due to their proximity to the Grand Valley.

The Grand Junction USFS has demonstrated the effectiveness of state-funded OHV trail development and sustainment by maintaining and signing OHV trails in the Grand Junction area over the past decade. This funding for a Trail Crew will continue these efforts, allow for creation of new routes to better manage public usage and provide the ability to address major maintenance needs. Continued funding will thus provide ongoing benefits to OHV recreation in the Grand Junction area.

OHV recreation is critically important to the people and economies of western Colorado. For all of the reasons stated above, MTRA enthusiastically supports ongoing trail maintenance and clearly signed trail systems. A Heavy Equipment Trail Crew dedicated to these tasks would go a long way towards enhancing OHV recreation opportunities in western Colorado. Thank you for your thoughtful consideration of the USFS's grant application.

Sincerely,

David Clapp
President, MTRA

Thunder Mountain Wheelers
P.O. Box 203
Delta, Colorado 81416



Mr. Tom Metsa
OHV Program Manager
Colorado Parks & Wildlife
13787 S Hwy 85
Littleton, CO 80125

November 10, 2023

Dear Mr. Metsa:

Please accept this letter of support for the Grand Valley Ranger District (GVRD) request for their Heavy Equipment Grant for 2025 to fund their equipment needed to maintain ATV 50" trails.

With 300 miles of ATV, 50" trails on the Grand Mesa Uncompahgre, (GMUG) National Forest, resource protection and maintenance is an ongoing factor. The trail dozer is the heartbeat of the trails program, along with the rock breaker and mini excavators. Good operators are hard to find now but GVRD has been able to keep their operators over the years which in turn lets GVRD get started quicker in the spring. Ongoing maintenance and repairs are always part of running equipment. Funding is vital to the programs success.

With the popularity of OHV trail riding on the GMUG National Forest the never ending job of trail maintenance, repair, and reconstruction is an on going thing. TMW will continue to partner with GVRD and work close on any and all trail maintenance issues that arise.

TMW highly recommends this grant request from GVRD

Sincerely

Mike LeMaster

TMW President and Trail Coordinator



November 15, 2023

OHV Grant Selection Subcommittee
Colorado State Parks OHV Program
13787 South Highway 85
Littleton, CO 80125

Re: Grant Proposal - USFS Equipment Operator

Dear OHV Sub-Committee Members,

The Bureau of Land Management Grand Junction Field Office supports the USFS's request for continued funding of an OHV equipment operator to perform trail maintenance and construction on OHV trails within the Grand Mesa, Uncompahgre, and Gunnison (GMUG) National Forests. As well as Grand Junction Field Office's BLM public lands around the valley.

Quality OHV recreation opportunities are important to residents and visitors alike in western Colorado. Well-managed OHV trails allow recreationists to enjoy spectacular landscapes on the area's public lands, while protecting important natural and cultural resources. OHV recreation also brings money into the local economy and makes the Grand Valley an even more desirable place to live.

The Bureau of Land Management has a close working relationship with the USFS. Our relationship consists of sharing equipment and operators to perform OHV work in the Grand Valley. The GJFO helps coordinate and assist in the Dozer Operations and maintenance needs throughout the year.

Sincerely,

Dan Gourley
Outdoor Recreation Planner
Grand Junction Field Office
Bureau of Land Management