

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

22  
 NW-M.C



Name of Project: <b>HPBE Motorized Trail Crew 2025</b>	Date of Application:
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*(Please limit the project name to 5 words or less)*

<b>Total Project Cost: \$ 178,450</b>	<b>Grant Request: \$ 113,500</b>
<i>(round off to the nearest \$1)</i>	<i>Amount Requested (round off to the nearest \$1) must match the Project Budget Form.</i>

**PROJECT SPONSOR** (Name and Address for entity legally responsible for project)

Organization Name: Hahns Peak-Bears Ears Ranger District, Medicine Bow-Routt National Forest

Mailing Address: 925 Weiss Drive, Steamboat Springs, CO, 80487

Telephone: (970)819-5060      Email: eli.rosenstein@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: Eli Rosenstein / David Mucklow      Title: Recreation Operation Manager / District Trails Lead

Mailing Address: 925 Weiss Drive, Steamboat Springs, CO, 80487

Telephone: (970)819-5060 / 970-657-5966      Email: eli.rosenstein@usda.gov / david.mucklow@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: Eli Rosenstein      Title: Recreation Operation Manager

Mailing Address: 925 Weiss Drive, Steamboat Springs, CO, 80487

Telephone: (970)819-5060 / 970-657-5966      Email: [eli.rosenstein@usda.gov](mailto:eli.rosenstein@usda.gov) / david.mucklow@usda.gov

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

Name: Nikki Podrabsky      Title: Grants Management Specialist Trainee

Mailing Address: 301A Yellowstone Ave, Cody, WY 82414

Telephone: 720-689-6980      Email: nicole.podrabsky@usda.gov



**PROJECT LOCATION**

Nearest Town or City: Steamboat Springs, CO

County(ies): Routt and Moffat

Provide a point of reference for mapping purposes (i.e. a google searchable landscape feature):

Steamboat Lake State Park, Rabbit Ears Pass, Dry Lake Campground

Township/Range/Section: T8-12 N; R83-89W

State Senate District #: 8

State Representative District #: 26

**LAND OWNERSHIP**

1. Provide the name/s of the property owners:

2. The trail corridor is controlled by:  Fee Simple  Lease  Easement  License Right-of-Way  Land Acquisition Ownership to be obtained  Other (explain): \_\_\_\_\_**TRAIL SYSTEM INFORMATION** (List the number of miles for each type of OHV trail in your area)Miles of Singletrack: 44 Miles of 50" or less: 122 Miles of Full-sized: 500**TRAIL USER INFORMATION** (Please check all that apply to the work planned for this project) All-Terrain Vehicle  Side x Side  Full Sized 4X4 Motorcycling  Four-Wheeling  Accessible Access**PROJECT INFORMATION** (Please check all activities that apply to this project.)

Include detailed information for each in the Project Scope of Work.

 Trail Maintenance Travel Plan Implementation **\*New Trail Construction** miles / ft.  
         Possibly 3 miles depending on approval  
(Approved through Travel Mgt Decision) Resource Protection & Improvement **\*Major Re-Route** miles / ft. closed           
(that will require new or additional *environmental*  
*approvals*) miles / ft. added          Signs Youth Corps Restoration/Rehabilitation (existing corridor) Planning Visitor Contacts & Law Enforcement Capital Equipment Education 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.)
<b>60</b> <i>65</i>	
<b>5</b>	<b>Enforcement, Education &amp; Visitor Contacts</b> (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
<b>10</b>	<b>Planning &amp; Travel Plan Implementation</b> (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)
<b>20</b>	<b>Equipment /Materials/ Signs/ Youth Corps/Miscellaneous</b> (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 %)
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SCOPE OF WORK – Project Description:	
Project Name: HPBE Motorized Trail Crew 2025	Project No.: <small>(to be completed by CPW)</small>
Project Sponsor: Organization Name: Hahns Peak-Bears Ears Ranger District, Medicine Bow-Routt National Forest	Application Year: 2024-2025
Project Contact: Eli Rosenstein	Application No.: <small>(to be completed by CPW)</small>
Total Project Cost: \$ 178,450.00	Grant Request: \$ 113,500

**Project Description:** Please write a brief description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where. This is your scope of work. (This section is not for project background, benefits or anything other than the actual work to be accomplished. Please address this information in question #2 of section D, Project Selection Criteria.)

**WHO**

The objective of this project is to fund the established Motorized Trail Crew for the Hahns Peak - Bears Ears Ranger District (HPBE). This district has a longstanding history of receiving grants to operate a motorized trail crew, and it is imperative to continue this valuable work. While it is challenging to predict personnel availability for 2025, the OHV Trails Program currently consists of three crew members, a Trails Supervisor, and a Recreation Program Manager.

In 2023 the crew personnel consisted of Ian McDonald as the crew lead. This is his second season with HPBE, but he has been working with Forest Service motorized crews for four seasons, and has been very helpful in identifying and executing projects. Ashton Leinen worked his second season with the crew, and previously worked in municipal parks trail program. He consistently displays enthusiasm and a can-do attitude, with excellent riding skills and a keen trail-eye. Jonathon Gogan is in his third season as a crew member and his riding skills have been an asset in getting the crew’s riding to an expert level. David Mucklow, with five seasons of trail work experience on the HPBE, serves as the Trails Supervisor. He is thoroughly dedicated to the program and is growing his expertise in executing larger trail projects using advanced skills like rigging and operating heavy equipment. As the Recreation Program Manager, Eli Rosenstein divides his time between HPBE Trails, and Developed Recreation Program. With 15 summers of trail work under his belt, he particularly enjoys working on singletrack trails and finding solutions for large trail projects on the forest.

Furthermore, the district aims to hire an additional OHV crew member for their team. Please note that both David Mucklow and Eli Rosenstein's day-to-day operations are not funded by this grant. The crew will have access to a Forest Service provided crew cab ¾ ton truck on a full-time basis, a quarter-ton truck part-time, and an enclosed trailer featuring Stay the Trail graphics (provided by Timberline Trail Riders). Additionally, they will have 6-7 dirt bikes, 1 UTV, and 1 ATV at their disposal. There is also shared equipment, including a trail dozer and mini excavator, which can be utilized in collaboration with other forests and programs.

**WHERE**

The HPBE Ranger District forms a part of the larger Medicine Bow - Routt National Forest & Thunder Basin National Grassland, which extends from central Wyoming down to the Flat Tops Wilderness Area. The HPBE Motorized Trail Crew will primarily operate on the Colorado side of the forest, also known as the Routt National Forest. This area consists of three districts - HPBE, Yampa, and Parks. Although this grant specifically funds a crew for the HPBE district, they will also be available to assist other off-highway vehicle (OHV) trails in the state upon request. In previous seasons the crew worked on trails in the Yampa and Parks Ranger Districts when they didn’t have OHV crews, and provided assistance to the White River National Forest.

The crew's work will be concentrated in the HPBE Ranger District, which lies within the Yampa Valley. The western portion of this district, referred to as the Bears Ears, stretches from Freeman Reservoir in Moffat County to California Park along Routt County Road 80 in Routt County. The Bears Ears Trail #1144, which is primarily used by ATVs, offers scenic overlooks and spans approximately 13 miles. East of California Park, between the Wyoming border and Clark, CO, is known as North Routt. This is where the crew will spend most of their time. In this area, there is a network of 50-inch trail, single track, and FS 4x4 roads. Dirt bikers have the option to connect the Wyoming border to Seedhouse Road, mostly using singletrack or 50-inch trails, or explore loop options near the Elkhorn Stock Driveway, or Big Red Park.

South of Seedhouse, near Steamboat Springs, lies Buffalo Pass Road. Along this road, between Dry Lake and the top of Buffalo Pass is the GWB #1023 trail. At the summit of Buffalo Pass, you'll find the Continental Divide Trail (CDT). Heading south along this trail is an 8-mile stretch of 50-inch trail that connects east to the Percy Lake Trail on the Parks Ranger District.

Rabbit Ears Pass, known primarily as a winter snowmobile destination, is also popular among ATV, UTV, and 4x4 vehicle enthusiasts who enjoy exploring rugged roads that connect down to Lynx Pass.

The local communities that benefit from this grant are Steamboat Springs, Clark, Hayden, Yampa, and Oak Creek in Routt County, as well as Craig in Moffat County. The quality condition and access to these trails is an economic boon to these communities, and an amazing opportunity for their residents. These trails are also open for non-motorized activities, providing a benefit to the general public outside of their OHV use. All lands within this area are managed by the USDA Forest Service.

#### **WHAT**

In 2025, the primary focus of this crew will be the maintenance of the existing OHV infrastructure in the district. Initially their work will involve updating signage, and removing hazardous trees from popular OHV parking areas. They will also receive necessary training, clear roads accessible to all vehicles, and repair travel management structures such as gates, signs, and trailheads while the trails dry out.

Once the trails have dried out, their attention shifts towards clearing fallen trees and maintaining drainage systems. To address the issue of winter downfall in North Routt, the crew will collaborate with our local club Mountain Trails Access (MTA). Together, they will primarily work on clearing most of the trails affected by fallen trees. Moreover, the crew will also identify significant projects that need to be accomplished later in the season, such as turnpikes, puncheons, or minor re-routes.

In terms of projected heavy maintenance projects for 2025, the crew's focus will be on replacing and constructing features along the Wyoming Trail/CDT #1101, stretching from Seedhouse Campground to Manzanares Trailhead. This route requires various improvements, including the replacement of rotten turnpikes, culverts, and drainage systems in sections that are heavily eroded. Additionally, there are several trail bridges in the North Routt Area that need replacement. The Forest Service and MTA have made good progress in this regard, and they will continue their efforts to replace these bridges. A short bridge on the Ellis Trail will be a priority for replacement in 2025. Furthermore, the crew will also assist in the separate Elkhorn Bridge project, which involves a larger bridge grant.

The district will actively consult with MTA and local shops to address any issues. There is a possibility for the crew to undertake new trail construction; however, this is dependent on National Environmental Policy Act (NEPA) approval. Additionally, the OHV program aims to collaborate with MTA to expand the district's equipment operations.

#### **WHEN**

This work will occur mid-May to November. Coordination and planning with MTA will occur throughout the year. May-July is usually training, clearing trails, helping with seasonal gates openings/closing and repair, and removing hazard trees for infrastructure related to OHV use. July-September we will be maintaining trails and OHV routes, clearing drains and blowdowns, replacing signs, and completing larger projects as logistics dictate. September-October we finish completing larger projects and addressing issues that arise during the season if time allows.

#### **PROGRAM FUNDING ACKNOWLEDGMENT**

Colorado OHV Funds at Work logo will be placed on trailheads, signs, and equipment. The crew will also educate trail users that their registration funds are used for trail maintenance. MTA logo and contact info will also be put up at trailheads. The crew utilizes a trailer with Stay the Trail graphics on it. They also park it in high visible locations when working for brand recognition, and to be available for any public questions about access and OHV routes.



# Budget Form

**Project Name: HPBE Motorized Crew 2025**

**Date Project will be Completed:**

**Project Sponsor: Routt National Forest, Hahns Peak / Bear Ears 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)			<b>\$ 113,500.00</b>
Other Funding Sources	\$ -	\$ -	\$ -
Housing subsidizing housing	\$ -		\$ -
3/4 Ton FS Truck	\$ -	\$ 7,250.00	\$ 7,250.00
RMYC Training Projects	\$ -	\$ 18,750.00	\$ 18,750.00
Eli Rosenstein and David Mucklows Estimate Time	\$ -	\$ 21,250.00	\$ 21,250.00
FS Tools and equipment		\$ 1,000.00	\$ 1,000.00
First Aid Train		\$ 500.00	\$ 500.00
Mountain Trails Access Volunteer Hours \$30/hr x 500 hours		\$ 15,000.00	\$ 15,000.00
Northwest CO Trails Corps Volunteer Hours @\$30/hr x 40	\$ -	\$ 1,200.00	\$ 1,200.00
	\$ -	\$ -	\$ -
<b>USE OF GRANT FUNDING</b> <small>List uses of grant funding (only) below</small>	<b>TOTAL PROJECT AMOUNT</b>		<b>\$ 178,450.00</b>

<b>I. Personnel Costs</b> <small>Identify as: Salary/wage, benefits, *travel, training, outfitting costs, personal protection equipment, etc. Non-Profit organizations will be required to purchase</small>				
Club Member/Employee Name or Title	\$ Per Hr			Total Cost
Experienced Crew Lead 7 Ian McDonald	\$ 24.91			\$ 21,917.30
Experienced Crew Member GS 6 or 7 Ashton Leinen	\$ 24.90			\$ 21,912.66
Experienced Crew Member GS 5 or 6 Jonathon Gogan	\$ 22.66			\$ 19,941.68
Crew Member GS 3, 4 or 5	\$ 20.29			\$ 17,854.76
Full Time Employees Eli Rosenstein, David Mucklow, GS11 overtime project overs	-			\$3,000
Travel				\$ 2,500.00
Training (CPR/First Aid, FPO, Chainsaw, Dirt bike)				\$ 1,000.00
PPE (hardhats, dirtbike material)	\$ -			\$ 2,500.00
	\$ -			\$ -
<small>For CPW use only: Approximate number of workhours</small>	3,638.73		<b>Category Total</b>	<b>\$ 90,626.40</b>
<b>II. Project Materials/Supplies</b> <small>Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.</small>				
	Price Per	Quantity	Total	
Materials for Small Bridge or other MTA Prodjects				\$ 10,000.00
Tools, Signs, Misc				\$ 2,000.00
			<b>Category Total</b>	<b>\$ 12,000.00</b>
<b>III. Equipment</b> <small>Identify as: Trail Dozer, ATV, motorcycle, chainsaws, field equipment rentals, equipment fuel and repairs, fleet vehicle operations, etc.</small>				
Trail Dozer and Mini Excavator Maintenance	\$ -		\$ -	\$ 5,000.00
Dirt Bike, UTV Maintenance	\$ -		\$ -	\$ 5,000.00
Chainsaw Maintenance and Supplies	\$ -		\$ -	\$ 873.60
			<b>Category Total</b>	<b>\$ 10,873.60</b>
<b>III.A. FLEET Equipment</b> <small>Identify as: Crew Fleet Vehicles/Trucks monthly FOR &amp; USE, Fleet Equipment monthly USE.</small>				
	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
			<b>Category Total</b>	<b>\$ -</b>
<b>V. Volunteer Support</b> <small>Identify as: <u>For Volunteers Only</u> 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.</small>				
	\$ -			\$ -
	\$ -			\$ -
	\$ -			\$ -
			<b>Category Total</b>	<b>\$ -</b>
<b>VI. Insurance</b> <small>(Non-profit organizations only)</small>				
	\$ -			\$ -
			<b>Category Total</b>	<b>\$ -</b>

Identify as: administrative costs, office supplies, postage, phone charges, computer & printer				
	\$	-		\$ -
	\$	-		\$ -
<b>Category Total</b>				<b>\$ -</b>
<b>Total</b>				<b>\$ 113,500.00</b>

\* Non-profit organizations that reimburse travel expenses will be required to use OHV Program Travel Forms - provided upon request

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

# C-1

## 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.

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Project Name	HPBE Motorized Trail Crew	Project Sponsor	Medicine Bow – Routt National Forest and Thunder Basin National Grassland
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**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:

Routt National Forest Land and Resource Management Plan:      Date: 02/1998  
1997 Revision

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

Date and title of document:

N/A

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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.

No site specific NEPA needed: Maintenance of existing OHV Trails doesn't require additional NEPA

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

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

Michael Woodbridge, District Ranger

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Print or type Land Manager's Name and Title

MICHAEL WOODBRIDGE Digitally signed by MICHAEL WOODBRIDGE  
Date: 2023.11.28 14:52:43 -07'00', District Ranger

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Land Manager Signature and Title

11/28/2023

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Date

# D-1

## PROJECT SELECTION CRITERIA

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*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.

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

Describe the objectives of your project and how it will benefit, and protect riding opportunities while protecting resources in the project area. (**Use the following as a guideline for describing your project**)

- What specifically will the project accomplish?
- How will the project protect or improve riding opportunities?
- Will it provide essential maintenance to keep OHV riding opportunities available? Please describe maintenance history for this specific area.
- Describe how this project will foster and promote a satisfactory and challenging riding opportunity for OHV enthusiasts?
- Why is this project a priority at this time?
- Provide an estimate of how many and what types of OHV enthusiasts will benefit from the project?
- Describe how this project will provide long term value and sustainability?

#### **What specifically will the project accomplish?**

This project will continue an ongoing effort to develop and maintain a sustainable, enjoyable, and safe trail system on the Hahns Peak-Bears Ears (HPBE) Ranger District of the Medicine Bow-Routt National Forest. It will continue to address the backlog of deferred trail maintenance, as well as address emerging issues that affect trail sustainability and travel management patterns. For the 2024 and 2025 field season the district will focus on addressing immediate safety hazards along trails, fixing drainage issues and keeping established route infrastructure like turnpikes, and culverts properly maintained or replaced. This includes installing new armored water bars, rehabbing old dysfunctional water bars to prevent further erosion, along with installing turnpikes through saturated soils and wetlands. The crew will be involved in replacing small dilapidated bridges, offering expertise they've gained over many of these builds, and potentially a large scale bridge reconstruction (separate Elkhorn Bridge Grant). We will continue to sign trails and roads to be consistent with our Motor Vehicle Use Maps (MVUM) and make visitor contacts in the field throughout the summer providing education and OHV registration compliance.

#### **Will it provide essential maintenance to keep OHV riding opportunities available? Please describe maintenance history for this specific area.**

This project specifically funds a maintenance crew that is seasoned at cut-and-run logout maintenance, as well as heavy maintenance structure building. Regular drainage maintenance and logout will be accomplished early season, and then the crew will be able to tackle medium to larger projects such as minor re-routes, rock culverts, or retaining walls. Our district has been engaged in this type of maintenance for decades, and have focused on OHV specific work through this grant process for over 15 years. While it's not as flashy as building large bridges and dozing new trails, this type of work keeps trails open and safe for continued use by the public. Losing even one season of maintenance on a trail can lead to significant damage, and funding for this crew has kept all OHV miles maintained on our district year after year. Additionally, this work provides the basis for building our professional workforce expertise, and capacity.



## **Describe how this project will foster and promote a satisfactory and challenging riding opportunity for OHV enthusiasts?**

Our OHV trail system has a variety of terrain that challenges riders, and provides room for users to gain skill, and experience their local forest. Our challenging singletrack Nipple Peak and Whiskey Creek trails offer tight, difficult climbs for experts. Our 50" trails such as Manzanares, or Pioneer trail give a wider learning experience for beginners, or an easy-going cruise for users looking for a simple adventure. Many of our trails loop back to trailheads and parking areas, providing continuous new riding, and the ability to leave straight from your camp. We aim to put safety first in our work, while recognizing that challenges in certain areas are a benefit the OHV community looks for. Keeping these trails maintained with this crew will minimize resource impacts and increase rider enjoyment of the trail. This project will continue to keep all these trails open to provide this important recreational benefit to our local and broader community.

## **Why is this project a priority at this time?**

The HPBE Ranger District is still dealing with the effects of the bark beetle epidemic which has led to considerable downfall on the trails each year, as well as other water related impacts due to the large number of dead trees, and failed root systems. There are many deferred maintenance structures like rotten turnpikes, or failing culvert drainages throughout the trail system that are an ongoing priority, and we aim to focus our heavy maintenance efforts to fixing these problems. The HPBE Ranger District continues to see increased use in OHV traffic. Through opportunities like the OHV Management Grant we can continue trail maintenance and travel management implementation.

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

Provide evidence of support for this project from trail users, agencies, local governments, community groups, or individuals and attach letters or petitions to your application packet. Applicants need to demonstrate that the project has a broad spectrum of support. Letters from the following entities are encouraged: relevant political subdivisions with jurisdiction over the project area, conservation organizations, user groups who frequent the area, and community organizations. The program places a higher value on the quality of supporting correspondence submitted rather than the quantity of support letters received. ***(Use the following as a guideline for describing your project)***

- Describe all agencies, groups, clubs or organizations who are partners on the project. Will the project utilize volunteers or youth group services?
- Are you aware of any controversy this proposed project has caused, if at all, in the local community?
- Create a narrative or a list that includes the amounts and sources of additional (non-grant) funds, in-kind services, materials, and any other items that will be used as leverage in your project:
  - Donations, contributions, materials and other ways that this project will be leveraged
  - Describe the types of funds that will be contributed to the project
  - Itemize any funds received from other grants or sources
  - Provide your total project cost, including the total amount of all grant funds, use of volunteers, donations, and any additional contributions mentioned in your narrative

## **Describe all agencies, groups, clubs or organizations who are partners on the project. Will the project utilize volunteers or youth group services?**

The project's main partner is the HPBE Ranger District of the Medicine Bow-Routt National Forest, as this is where the project will be taking place. Other partners include local OHV club Mountain Trails Axxess (MTA) who annually help clear the trails of deadfall and assist us with other major trail maintenance projects. They are an incredibly valuable partner because of the contacts they have with other motorcycle and ATV riders in the area, and OHV clubs where they spread the word about trail etiquette and travel management strategies. Their network of skilled volunteers has been essential to HPBE completing complex projects in the past. It also partners with the local Craig club Northwest Colorado Trails Corps (NWCTC), who have helped us maintain the motorized portion of the Bears Ears Trail #1144. The Rocky Mountain Youth Corp (RMYC) have been a long-time partner in this project, who provide crews to do trail maintenance work, and assist with major projects as needed, exposing youth to the specifics of OHV trail work. RMYC typically do two weeks of trail work training with their crews that HPBE hosts (one in the spring, one in fall), which is in-kind match, as they do not charge to assist us with these projects.

## **Are you aware of any controversy this proposed project has caused, if at all, in the local community?**

No, this community is very invested in all trails, and their continued use and maintenance.

## Leverage

### USDA Forest Service

3/4 Ton FS Truck	\$ 7,250.00
USFS in kind salary funding	\$ 21,250.00
RMYC Trails Training Weeks in 2023	\$ 18,750.00
FS Tools and equipment	\$ 1,000.00
First Aid Training	\$ 500.00
Northwest Colorado Trails Corps volunteer labor \$30/hr x 40 hours	\$ 1,200.00
Mountain Trails Axxess volunteer labor @ \$30/hr X 500 hours	\$ 15,000.00

**USFS total \$64,950.00**  
**OHV Grant \$113,500.00**  
**Total Project Cost \$ \$178,450.00**

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

(25 points):

Describe the principal objectives that will be accomplished by this project (e.g., new trail construction, trail relocation or major re-route, trail maintenance, restoration/rehabilitation or any other grant eligible activity). Include as many components as are applicable. Show how the project aids in the protection or improvement of the environment by addressing existing problems, and avoiding or minimizing impacts through the implementation of the project. *(Use the following as a guideline for describing your project)*

- Will this project promote the protection, clean up, rehabilitation or avoidance of sensitive environmental resources such as wildlife habitat or wetlands in the project area? If so, explain how.
- Will the project include re-vegetation of eroded areas or trail that will promote the long term protection of sensitive or critical resources? If so, explain how.
- Will the project construct or improve drainage structures to prevent erosion or repair damage from excessive runoff, or harden and/or bridge stream crossings and wet areas?
- Describe any indirect benefits this project proposal will have on critical resources in the project area.

The primary objective of this project will be trail maintenance on existing trails. This inherently prevents erosion, trail widening, and mitigates hazards. District staff, along with this crew will continue to look at getting trails out of sensitive riparian areas, or hardening areas where they can't be avoided. We will continue closing off unauthorized routes, and rehab them as needed. Rehab may include contour falling of dead trees to block and stabilize the trail, seeding or re-vegetating, surface re-contouring, and establishing drainage to stabilize and discourage further use. The heavy maintenance portion of this project will go to replacing or rehabbing turnpikes and culverts on the Wyoming Trail, and others, that specifically go through wetland habitat. These structures keep the trail from becoming muddy, braided, and a threat to water quality and critical wetland habitat in the area. The crew will focus on maintaining and building water bars to control drainage and prevent erosion, along with check dam installation where appropriate to re-stabilize scoured out trails. Other small bridges the project will build keep streambanks from eroding, and sediment from OHV use out of streambeds, directly improving the water quality on our district.

#### **Large Equipment Purchases, Maintenance and Disposition:**

Large Equipment purchased with OHV funding must have commitment to Long-Term Maintenance and Operations and must only be used for OHV Trail Maintenance Activities. When not in use, equipment will be made available for use on other OHV projects currently or previously supported by CPW. When equipment is no longer in use or needed, it should be passed on to another OHV Club, the BLM or Forest Service, or returned to CPW to insure continued OHV trail maintenance activities. Describe provisions to be made for the following:

- Who will be responsible for the operations and maintenance of the equipment?
- What is the expected annual budget for operations, maintenance and fuel?
- How many (machine) hours are needed to maintain the trail system?

- What is the expected annual cost for future operations and maintenance and will that be dependent upon additional OHV grants?
- What is the plan for equipment when not in use or when no longer needed?

The HPBE Ranger District is responsible for operation and maintenance of 7 motorcycles, a UTV purchased from OHV grant money, and a USFS owned ATV. They are used for trail maintenance and making visitor contacts for roughly 50-100 machine hours per motorcycle, and the UTV for 50 hours. We also use 3 motorcycles, a trail dozer, and a mini excavator that are owned by other local clubs (Timberline Trail Riders, and Yampa Valley OHV Riders) to accomplish major projects. We estimate maintenance costs of \$5,000 for dirt bike and UTV maintenance, and \$5,000 for dozer and mini-excavator maintenance. Fuel is purchased through our USFS Fleet program, and is roughly \$1000. We will continue to use this equipment for OHV related trail work, and expect similar maintenance costs every year. Should the HPBE District become unable to use it further we will contact CPW to find another organization that needed this equipment.

#### **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:***

- Will this project employ one or more travel management measures such as educational tools, signage, control structures, methods to reduce conflicts among user groups, visitor contacts and/or increased compliance efforts to improve adherence to OHV regulations and designations? If so, explain those measures.
- Include information as to how the project will enhance and promote multiple-use trails.
- Will the project assist in monitoring or closing or rehabilitating off-trail, non-system OHV routes in compliance with TMPs or MVUMs or address damaged or closed routes pursuant to an MVUM? (e.g., repair, or the placement or replacement of signage, fencing, and trail barriers or reseeding, resurfacing, decommissioning, or re-contouring trails, etc.). If so, explain how.
- Describe how this project is consistent with the long term plans of the land management agency with jurisdiction over the project area?

This crew will address travel management on the HPBE Ranger District as outlined in the latest version of the HPBE Motor Vehicle Use Maps (MVUM) and ensure that appropriate signage is correct for trail type and seasonal closures, etc. We monitor and address off-trail and non-system routes by signing, fencing, and rehabilitating where appropriate. Crew members, along with other recreation staff on district are trained to educate OHV users about appropriate uses in the area, hand out MVUMs, educate users about COTrex, check for OHV sticker compliance, and provide information to reduce conflicts between user groups. Our Stay the Trail branded OHV Trailer invites users to approach our crew with questions about etiquette and local trail use, OHV or not. They also inform OHV users the importance of OHV registration, and where their dollars go. This promotes cooperation on our multiple use trails.

Part of the implementation of this grant will also be monitoring for un-authorized use of non-system routes. When non-system routes are discovered, we try to first sign those areas, followed up with barricades or fencing, and rehabilitation of the route by closing with downed trees and adding drainage structures if necessary. Along with these efforts, visitor contact, and education is a primary tool we use to gain compliance. This project is consistent with our Forest Plan, previous travel management decisions, and our MVUM implementation to designate open motor vehicle routes and maintain our multiple use trails in a sustainable manner.

##### ***Education***

- Describe the educational components of the project and how this will specifically benefit OHV riders, as well as other area visitors and residents. Note, the most effective educational efforts are those targeted to "on the ground" user education in the field encouraging responsible use through educational materials such as signs, brochures, maps, kiosks, and field contacts.



- Explain how this project will encourage responsible use through education.
- Does this project use or provide educational tools such as maps, signs, brochures, kiosks, or patrols to educate riders? If so, explain.

The HPBE District OHV Trail Crew regularly makes hundreds of visitor contacts per season while out in the field working. Contacts are often made at trailhead parking lots, where users see our USFS truck and the Stay the Trail trailer. Many of the contacts occur while on trail doing routine maintenance. This gives us the opportunity to check for compliance with the OHV registration laws, interact with local and visiting users, show them the work that we do, and validate the importance of Stay the Trail. We regularly get compliments on the work we do and our efforts to help keep trails open and maintained. Other elements of our educational efforts are directed towards signing and providing information at our trailheads. We strive to keep signs updated and in good repair, maps and brochures stocked at all trailheads, provide current information to our visitors which can lead to greater understanding and less conflict between all visitors. Since our district continues to regenerate from beetle kill events, we have been sharing hazard tree awareness for many years, reminding folks that there are thousands of dead trees in the forest that are now falling and to be alert for windy conditions and weakened and dead trees while camping or recreating. During busy holiday weekends we make the extra effort to be visible to our recreating public to make these public contacts and provide educational materials.

### ***Enforcement and Compliance Activities:***

- How will the project improve compliance of OHV regulations and route designations?
- Will the project utilize law enforcement or compliance measures to increase compliance with state OHV laws, measures to increase compliance and law enforcement efforts?
- How will the project utilize law enforcement or compliance measures to increase compliance with state OHV laws, designated routes and OHV registration requirements for both resident and non-resident OHV recreationists?
- How will project assess, document and report the results of compliance and laws enforcement efforts?
- Include an estimate of the time and/or financial resources that will be devoted specifically to visitor contacts, compliance and law enforcement under this proposal.

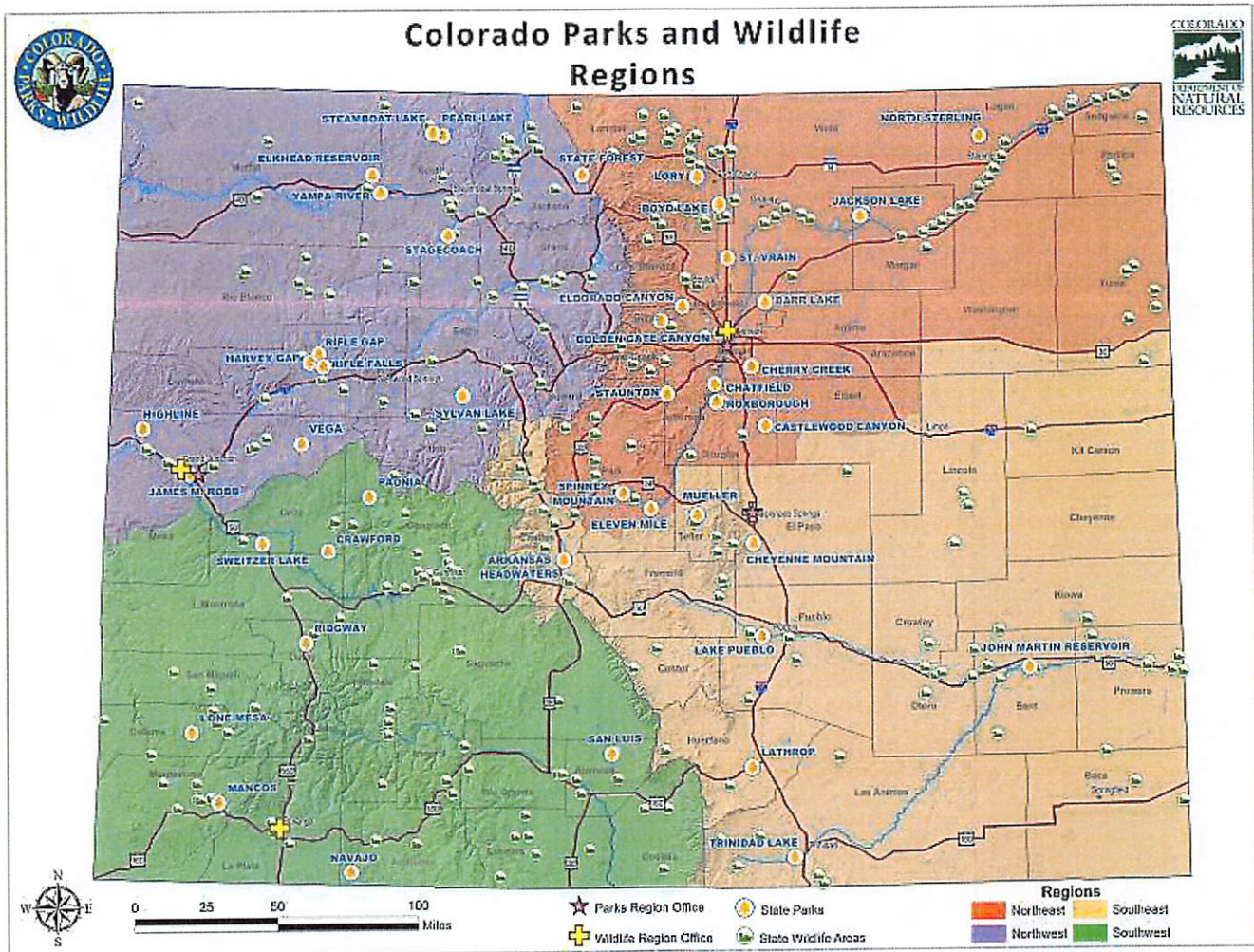
As part of our ongoing efforts, we continue to check OHV registrations. Crew members, along with other district recreation staff, and law enforcement officers talk with people while they are in camp to check stickers, hand out maps, and relay other information. Each year we try to have a Forest Protection Officer on the crew who can issue warnings and write citations as necessary, and in 2023 all three members of the crew, as well as the supervisors had this training. This is important training to keep interactions safe, and keep employees up to speed on our laws and information. On most weekends we routinely have presence from one of our Forest Service Law Enforcement Officers making public contacts along with our Developed Recreation Crew Leads. Visitor contacts by the OHV crew are documented in our daily trail logs. During these contacts we stress the importance of keeping OHVs on designated routes, as well as explaining the importance and value of OHV registration for both in-state and out-of-state users. Time and resources dedicated to our law enforcement efforts vary year to year and by season, but a fair estimate would be about 5-10% of the total project cost, counting trail maintenance time where we also make contacts. With accurate signing on the ground and the availability of MVUMs, there continues to be better compliance by all visitors.

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

Maps being requested include:

- “General area” (vicinity) map. (E-1)
- A drill-down of that map that shows the *specific* “project vicinity”. (E-2a)
- Another drill down map showing specific trails and/or work area (highlighted). (E-2b)

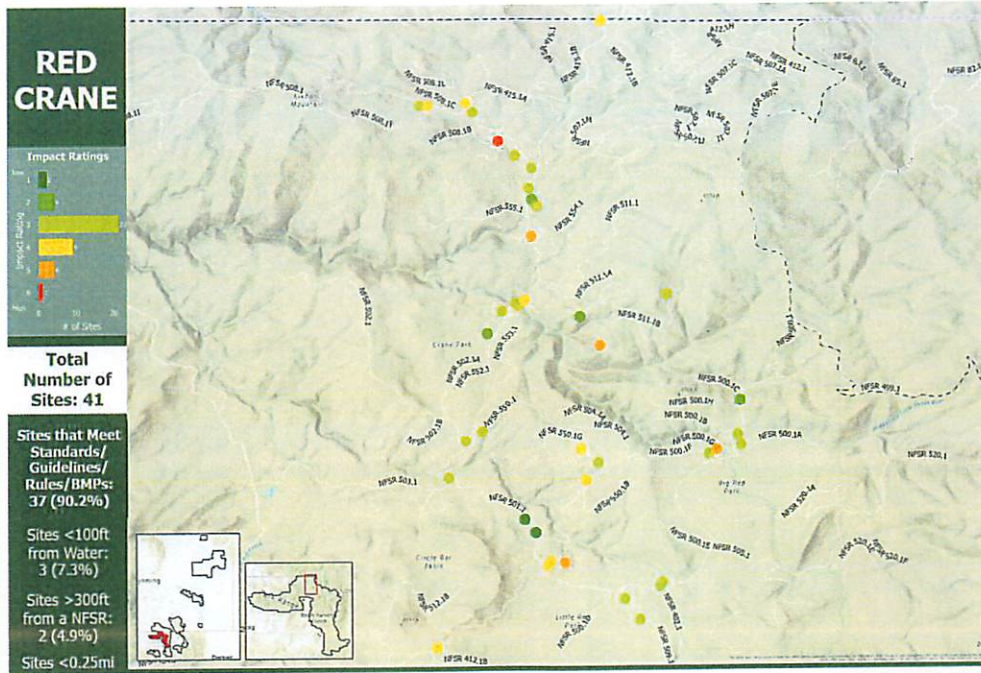
**E-1** Vicinity Map: Please mark the vicinity where the project is located on the map below.



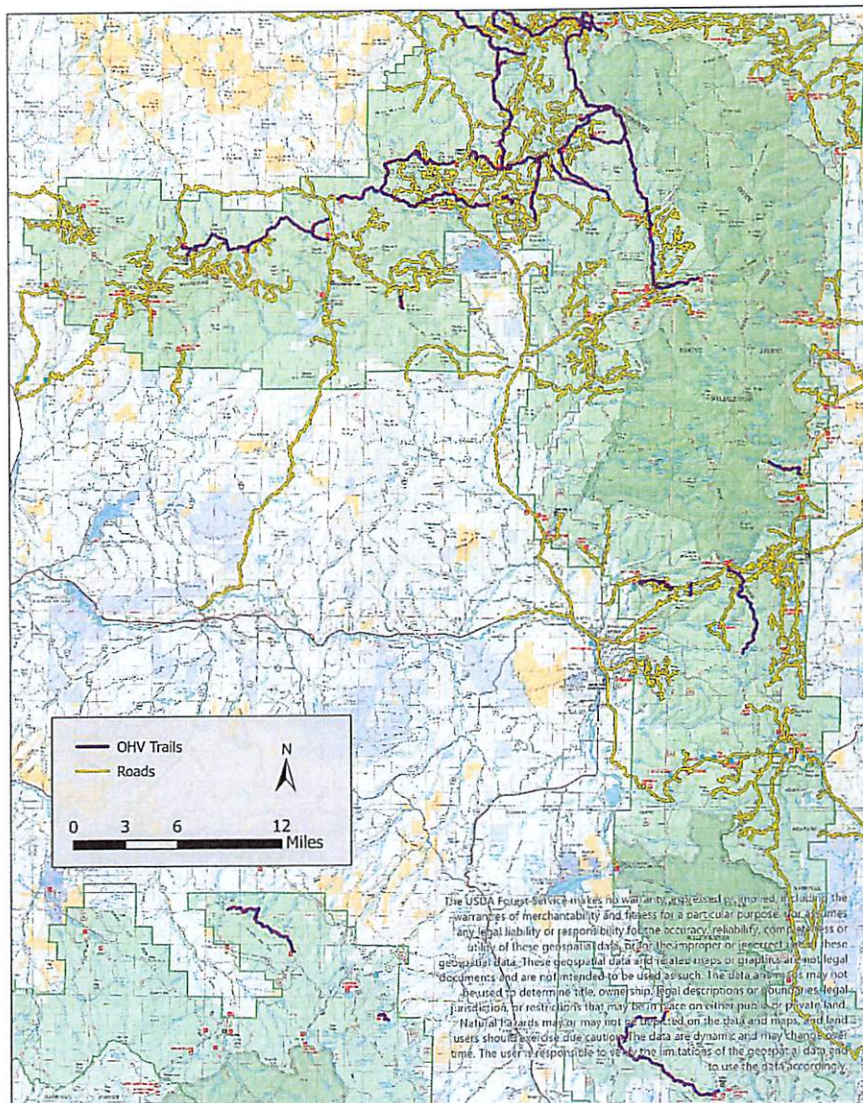
**E-2** Project Maps: Please provide a map identifying the specific trail-work area or project site.  
(Make 12 copies to include in your application packet)

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.





(Above) Map of Dispersed Campsites near North Routt OHV trails. Many sites identified will often see 2-3 groups sharing a site. (Below) A map of all OHV trails (in purple) and USFS roads (in yellow) for all HPBE OHV opportunities.





## **(F) Project Illustration**

Photographs, Drawings, Engineering Plans, Diagrams

Provide project illustrations or photos to further demonstrate the needs of the project.

Items to consider including may be:

- Photos (4-6) of the project area or photos of another project's outcome that illustrates what you will do for this project
- Engineering drawings of the project
- Diagrams/plans of the project









### **(G) Letters of Project Support**

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Provide up to six (6) letters of support from entities that are supporting the project in ways other than cash or in-kind contributions. Letters should come from at least three of the categories listed below. Letters must be current, and must document the need and demand for the proposed project. Please note, identically worded form letters do not sufficiently fulfill this requirement. All letters must be included with the application. Letters mailed directly to the State Trails Program will not be accepted as letters of support for the application, rather they will be treated as public comments on the project as proposed.

- Adjacent land owners
- Federal, county, city and private land owners
- Individual users or user groups
- Partners and/or cooperators



# Mountain Trails Axxess

## Mountain Trails Axxess

Board of Directors  
PO Box 771493  
Steamboat Springs, CO 80477  
[mountaintrailsaxxess@yahoo.com](mailto:mountaintrailsaxxess@yahoo.com)

## OHV Grant Programs

### Colorado Division of Parks and Outdoor Recreation

13787 S. Hwy 85  
Littleton, CO 80125

November 10, 2023

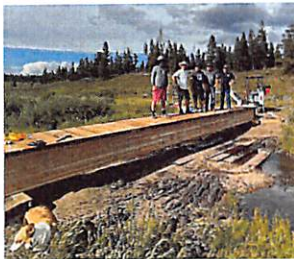
OHV Subcommittee,

Mountain Trails Axxess (MTA) is Colorado non-profit corporation established in 2018 with the stated purpose to promote, partner to provide, and preserve access to motorized trails. We are a committed group of volunteers that want to see improvements to our existing trail system, along with responsible expansion in our forest.

In accordance with the stated purpose of our club, we would like to provide this letter of support for the Routt OHV Crew grant application submitted by the Forest Service in the Hahn's Peak-Bears Ears Ranger District. With the growing number of trail users in our community, this funding is crucial for maintaining a sustainable trail system. We support grants that specifically provide maintenance to the existing motorized trail system or provide resources to build additional miles of trails.

The weekend of June 17, 2023, the club partnered with the Forest Service with over 20 MTA club members on ATVs, UTVs, and dirt bikes to clear down trees from the trails. Hundreds of trees were cleared from single track, 50" and 64"+ trails.

In addition to the trail cut weekend, there were several weekends in August coordinated between MTA and the Forest Service to replace a bridge on a single track trail and one on a 50" trail. With the assistance of the State, Forest Service, and MTA volunteers, these bridges were completed and ready for use in a short period of time.



Single Track Bridge

50" Trail Bridge



MTA is a highly motivated user group to help resolve the backlog of maintenance needed in the Hahn's Peak-Bears Ears district. We continue to be ready and willing to do what we can to assist.

Over the last few years there has been a surge in outdoor recreation, and it doesn't look to be slowing down. With the growing use and demand on our trails, it is crucial that we continue to prioritize trail maintenance and improvement to ensure we keep the trails open. We look forward to continuing our progress with partnering with the Forest Service to improve our trail system.

Thank you for your time and your support. Please let me know if you have any questions.

Regards,

Kim Weber, Treasurer/Secretary  
On behalf of MTA's Board of Directors:  
Jason Weber  
Edwin Calhoun  
Kim Weber  
Gary Eubank  
Rene Waters  
Jason Stanhope





## Northern Colorado Trail Riders

November 17, 2023

To whom it may concern,

Northern Colorado Trail Riders would like to express our support for the Good Management grant requested by the Hahns Peak/Bears Ears Ranger District (HPBE) of the US Forest Service.

Northern Colorado Trail Riders was formed 31 years ago to protect and advocate for motorized trail use in Northern Colorado. Our members regularly recreate on the trails in the Steamboat/Hahns Peak area. This area receives fairly heavy use from riders coming from the heavily populated front range.

In the face of staffing shortages in the Parks District, HPBE has done an admirable job of filling this gap and offering trail crews in the 2023 season to focus on critical maintenance needs. We expect to continue to work closely with Parks and HPBE to address critical maintenance needs in both the Parks and Hahns Peak areas.

NCTR is also pursuing an additional a grant to address long term needs on the Grizzly Helena trail. Our grant request is intended to complement other activities and perform a comprehensive review of this trail to determine maintenance priorities, with a key objective being the design of 4 trail bridges for an extended riding season, improved rider safety, and protection of critical watersheds. We would very much like to utilize additional Good Management trail crew resources in the 2024 season to address some known urgent issues with several wet areas of this trail.

We appreciate your consideration in supporting the HPBE district Good Management grant request.

Regards

A handwritten signature in black ink that reads 'Jason Hale'.

Jason Hale

President, Northern Colorado Trail Riders  
PO Box 273344  
Ft. Collins, CO 80527

Date: 11/8/23

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

Re: Trail Crew Grant

We are writing on behalf of Northwest Colorado Trails Corp in support of the Forest Service Crew in the Medicine Bow - Routt National Forests & Thunder Basin National Grassland, Hahns Peak - Bears Ears Ranger District.

We believe the area is still in great need for focused work, maintenance, and new projects. Having partnered with this crew over the summer we couldn't be happier with their efforts, and plans for this area. Our club frequents the Routt National Forest often via motorized, and non-motorized recreation. These trails are becoming more and more popular, which increases the need for maintenance. By keeping trails open, maintained, and properly signed, our user group as well as others like us, can continue to enjoy the forest and trails while preserving the native land around it.

Thank you,

Northwest Colorado Trails Corp

*Kyra Weidner*



November 27, 2023

Colorado OHV Grants Subcommittee  
Colorado Parks and Wildlife  
13787 S Hwy 85  
Littleton, CO 80125



Re: HPBE OHV Trail Crew Grant Request

To the OHV Grants Subcommittee,

I am writing on behalf of Routt County Riders (RCR) in support of the **Hahn's Peak - Bears Ears Ranger District OHV Trail Crew grant request**. RCR is a non-profit 501 c(3) organization that advocates to implement positive change for cyclists in Northwest Colorado. One of the strategies to achieve our mission is to increase the diversity of local cyclist amenities through infrastructure and civic engagement - and by supporting projects such as this one.

RCR works closely with our local Forest Service office each year, partnering to achieve shared goals when it comes to creating and maintaining recreational experiences on our local public lands. While RCR mostly advocates for non-motorized trails, there is a good amount of crossover in the trail inventory around Steamboat Springs that is accessed and loved by both off-highway vehicles and traditional mountain bikes at the same time. To add to this, there are often shared resources used to maintain these trails, such as volunteer chainsaw crews made up of mountain bikers clearing motorized race routes for the Revolution Enduro series in past summers.

We are in favor of boosting our local community's ability to access outdoor experiences, regardless of what form of transport might bring them to the trail. Additionally, as e-bikes gain in popularity here in the Yampa Valley, we are increasingly reliant on our network of local motorized routes for individuals seeking singletrack experiences by e-bike.

We support the HPBE OHV Trail Crew Grant Request and we will be happy to see our local Forest Service adequately staffed to handle the large amount of work and maintenance on our local trail system in coming seasons.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laraine Martin', is positioned below the 'Sincerely,' text.

Laraine Martin  
Executive Director  
Routt County Riders



"Linking community, education and environment through service"

Phone/Facsimile: (970) 879-2135  
Address: 991 Captain Jack Drive  
Steamboat Springs, CO 80477  
Website: [www.rockymountainyouthcorps.org](http://www.rockymountainyouthcorps.org)

OHV Grant Review Committee

November 2, 2023

Re: Hahn's Peak Bears Ears OHV Trail Crew grant application

OHV Grant Committee,

It is with great pleasure that I submit this letter of support for the Hahn's Peak Bears Ears Ranger District (HPBE RD) OHV Trail Crew grant application. Rocky Mountain Youth Corps (RMYC) has along history of successfully partnering with the HPBE RD in many ways. We know firsthand of the value that their OHV crew brings to accomplishing priority projects that benefit the community, trail users, and the environment.

RMYC plans to continue serve as a partner on a variety of projects with the HPBE RD over the coming years engaging our Youth Corps crews, Conservation Corps crews, and Natural Resource Interns. The outcomes of the work extend far beyond the obvious benefits to the land and residents. RMYC's programs engage young people to establish the next generation of committed environmental stewards through the context of employing and training young people to complete priority conservation projects. RMYC's training encompasses the technical hard skills of chainsaw work as well as developing independent living and leadership skills. RMYC also provides opportunities for long-lasting environmental education around Colorado's precious lands through these projects. This education includes highlighting the importance of protecting the unique recreational resources of Colorado and the positive impacts of civic service and involving citizen volunteers in the stewardship of public lands.

RMYC fully supports to the HPBE RD in their endeavor to gain support for their OHV Crew's future projects. Please feel free to contact me if you have any questions.

Sincerely,

Mark Wertheimer  
Chief Operating Officer  
Rocky Mountain Youth Corps  
(970) 638-7125  
[mark@rockymountainyouthcorps.com](mailto:mark@rockymountainyouthcorps.com)



To Whom it May Concern:

It is with great pleasure that I submit this letter of support for the Hahn's Peak Bears Ears OHV Trail Crew 2025 grant. Over the years, the continued support from Colorado Parks and Wildlife has provided crucial funding for the Forest Service to maintain trails that are heavily utilized by both motorized and non-motorized users in both Routt and Moffat counties. As the Open Space and Trails Supervisor for the City of Steamboat Springs, I experience firsthand the importance our local trail systems to visitors and residents alike. From our local in town network of trails on Emerald Mountain, to the wilderness and OHV trails on federal lands- the diversity of our trail network is important to the public for the access to nature and recreational benefits they provide.

With increasing numbers of visitor use on our public lands, trail maintenance and upkeep is more important than ever. The HPBE OHV trail crew provides important services such as signage improvement, erosion mitigation, trail clearing, and user education on a heavily utilized trail network. With hundreds of miles of trail to cover each season and limited staffing, this grant continues to provide crucial support for the Forest Service to provide this work.

I appreciate the strong partnership that the City has enjoyed with the Hahn's Peak Bears Ears District and our collaborative efforts on shared trail systems. The OHV trail crew provides an important service to our local trail system which benefits visitor and resident trail users throughout the Yampa Valley. Thank you so much for your time and consideration and for the opportunity to provide this letter of support.

Kind Regards,

A handwritten signature in cursive script that reads "Jenny Carey".

Jenny Carey  
Open Space and Trails Supervisor  
City of Steamboat Springs

## **(H) Trail Crew Work Plan (Good Management or reoccurring crews)**

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Provide a trail crew work plan for the **2024 work season**

Consider including specific details, such as:

- List 5 of your most important goals for this work season
- Anticipated work the crew will be focused on (e.g. clearing corridor, building drainage systems, tread repair, turnpike repair, etc.)
- Planned location/names of the trails the crew will work on
- Time of year you anticipate the work will be done
- Planned volunteer workdays/events
- Collaboration efforts with OHV user groups / partners (involvement with potential projects)
- Describe any issues encountered during the 2023 season and your plan to overcome them

### **Goals**

- Work safely and have fun as a crew growing our skills as OHV trail workers
- Maintain existing OHV trail drainages and structures
- Collaborate and cooperate in the interests of our partners and our users
- Focus Heavy Maintenance efforts on decrepit structures, like rotten turnpikes, failing culverts, etc.
- Build all structures and bridges to the highest standards, for the longevity of our OHV trail systems

The HPBE OHV Crew will be focused on general maintenance of all the OHV trails and routes on our district. These areas are primarily north of Hahns Peak, on Rabbit Ears and Buffalo Pass, with some other routes in the Bears Ears, and elsewhere. The work will happen from May – November 2024, with the beginning of the season focusing on logout and general drain and corridor maintenance. As the season goes on the crew will focus their efforts on rebuilding and replacing decrepit trail structures like turnpikes and culverts. We will continue to partner with Mountain Trails Axxess, and hope to continue working with Northwest Colorado Trails Corps as our OHV club partners. Typically, we do a large-scale logout early in the season with MTA, and maintenance in the Bears Ears with NWCTC. We plan to ask for their help on larger projects like bridge builds, or remote locations for new, longer turnpikes. We will also be working alongside Rocky Mountain Youth Corps to accomplish these tasks, and our larger projects for the season. For us, 2023 work encountered very few issues, and we collaborated well with our local clubs, as well as other districts. We plan to continue this success in 2024 and 2025.