

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

17
 NE-M



Name of Project: North Zone OHV Crew 2025	Date of Application: 11/25/23
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(Please limit the project name to 5 words or less)

Total Project Cost: \$261,448 <i>(round off to the nearest \$1)</i>	Grant Request: \$92,700 <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: US Forest Service – North Zone (Canyon Lakes RD & Pawnee NG)

Mailing Address: 2150 Center Ave, Building E, Fort Collins, CO 80526

Telephone: 970-295-6720 Email: Shannon.wesstrom@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: Stephen Kittrell Title: Natural Resource Specialist

Mailing Address: 2150 Center Ave, Building E, Fort Collins, CO 80526

Telephone: 970-556-9446 Email: Stephen.kittrell@usda.gov

Is this the primary contact for this grant:
 YES

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: Stephen Kittrell Title: Natural Resource Specialist

Mailing Address: 2150 Center Ave, Building E, Fort Collins, CO 80526

Telephone: 970-556-9446 Email: Stephen.kittrell@usda.gov

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

Name: Sara Wolf Title: Grants Management Specialist

Mailing Address: 2840 Kachina Dr, Pueblo, CO 81008

Telephone: 719-467-6445 Email: sara.wolf@usda.gov

PROJECT LOCATION

Nearest Town or City: Fort Collins, Colorado
County(ies): Larimer and Weld
Pierson Park/Johnny Park, Storm Mountain, Green Ridge, Swamp Creek, Deadman, Buckhorn
Township/Range/Section: All of Arapaho and Roosevelt NF, Canyon Lakes District and Pawnee National Grasslands
State Senate District #: 14 & 15 State Representative District #: 49, 51, 53

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): US Forest Service

TRAIL SYSTEM INFORMATION (List the number of miles for each type of OHV trail in your area)

Miles of Singletrack: 18 Miles of 50" or less: 4 Miles of Full-sized: 400

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 checked="" 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 environmental approvals) miles / ft. added _____	<input checked="" type="checkbox"/> Signs
<input checked="" type="checkbox"/> Restoration/Rehabilitation (existing corridor)	<input checked="" type="checkbox"/> Youth Corps
<input checked="" type="checkbox"/> Visitor Contacts & Law Enforcement	<input checked="" type="checkbox"/> Planning
<input checked="" type="checkbox"/> Education	<input type="checkbox"/> Capital Equipment
	<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.)
40	
25	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
25	Planning & Travel Plan Implementation (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)
10	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: North Zone OHV Crew 2025	Project No.: (to be completed by CPW)
Project Sponsor: US Forest Service – Canyon Lakes RD	Application Year: 2024-2025
Project Contact: Stephen Kittrell	Application No.: (to be completed by CPW)
Total Project Cost: \$261,448	Grant Request: \$92,700

Project Description:**WHO?**

Canyon Lakes Ranger District (CLRD) and Pawnee National Grassland (PNG) of the Arapaho and Roosevelt National Forests and Pawnee National Grassland (ARP) are seeking the necessary funds to support an expansive OHV route network for the 2025 North Zone OHV Crew season. The North Zone of the ARP consists of the CLRD at 650,000 acres in Larimer County and the PNG at 193,060 acres in Weld County and manages over 400 miles of motorized routes.

The CLRD and PNG are requesting the necessary funding to hire a 2-person OHV crew in the spring of 2025 to implement the proposed project and work plan with supervision and management assistance from four permanent CLRD and PNG recreation personnel. The U.S. Forest Service, CLRD will be responsible for the implementation of the proposed project, hiring of personnel, project accomplishment, and reporting. The CLRD is further investing in the OHV program by hiring a permanent OHV Crew Lead staff member to expand the program.

WHERE?

The North Zone is managed by the ARP and is located west of both Fort Collins and Loveland within Larimer County and north-east of Greeley in Weld County. The North Zone is located within a two-hour drive of approximately 3 million people ranging from the communities of Denver-Metro to Cheyenne, Wyoming. The proposed project area will include all motorized routes on National Forest lands within the Canyon Lakes Ranger District and the motorized routes and areas within the Pawnee National Grassland. The crew work plan will focus on all motorized route systems and areas within the following area designations:

CLRD

- **Old Roach** – Grace Creek Trail National Forest Service Trail (NFST) 965-1
- **Deadman** – Bald Mountain National Forest Service Road (NFSR) 517, Manhattan County Road (CR) 69, Deadman CR 86, Killpecker NFSR 300, Roaring Creek NFSR 173, Sand Creek NFSR 336, and Green Ridge NFSR 319/177
- **Swamp Creek/Kelly Flats** – Swamp Creek NFSR 171, Kelly Flats NFSR 168, and Sevenmile NFSR 225
- **Crown Point** – Salt Cabin NFSR 259, Cheyenne Ridge NFSR 139A, and Black Hollow NFSR 142/144
- **Buckhorn** – Ballard NFSR 129, Greer NFSR 154, and Moody Hill NFSR 513/132
- **Storm Mountain** – Storm Mountain NFSR 153, NFSR 345, and NFSR 348
- **Pierson/Johnny Park** – Pierson Park NFSR 119, Johnny Park NFSR 118, and Button Rock NFSR 118.1

PNG

- **Main Draw OHV Area**

WHAT?

The focus of the 2025 OHV Crew work plan is to continue post-Cameron Peak Fire repairs and maintenance to motorized routes, install barriers to prevent unauthorized use, travel management planning and coordination, patrolling to educate the public and enforce regulations, and develop partnerships. Survey123 surveys have been developed for crews to investigate and report specific issues to engineering to expedite the planning and implementation process. There are 69 miles of motorized routes still closed due to recent disaster events that need focused repair and maintenance. An additional 331 miles require routine maintenance, signing, and patrolling to serve the recreating public in accordance with U.S. Forest Service standards. With an emphasis on future vegetation management projects on the CLRD, proactive unauthorized use mechanisms (e.g. barriers, boulders, and fencing) will need to be installed to protect the natural resource. There is an opportunity for travel management planning to increase route connectivity and continue highly valued visitor experiences. Patrolling, outreach, and education in the field are staples to a successful program of work and strong public relations. Maintaining mutually beneficial partnerships with local 4x4 clubs remains a priority for the North Zone OHV program.

Proposed Projects include:

Post-Cameron Peak Fire Route Repairs and Maintenance

Crown Point

Black Hollow (NFSR 142) – final repair needs are required to open to the public (anticipated completion in Fall 2024). Tree clearing, rolling dip installation and repairs for proper drainage, including spot surfacing in especially bad areas (NFSR 142C). Engineering maintenance is ongoing for this road system. Crews to manage the work are required.

Deadman

Green Ridge South (NFSR 177) - route restoration, improvements, and maintenance. This will require improving and building rolling dips, cleaning culverts and improving/hardening stream crossings, strategic boulder placement, route base-fill, and wood post signage and possible route realignment. The intent is to maintain a challenge route. Tree removal and road clearing has been done. There are sections of this road requiring engineering design. Maintenance of the route and its challenging features will be planned with input from volunteer 4x4 clubs.

Bald Mountain (NFSR 517) from Manhattan County Road 69 to Green Ridge (NFSR 319/177) - route restoration, improvements, and maintenance. This will require improving and building rolling dips, cleaning culverts, improving/hardening stream crossings, strategic boulder placement, route base-fill, and wood post signage. The intent is to maintain a challenge route with connectivity to the Sevenmile (NFSR 225) /Swamp Creek (NFSR 171) road system. Crews to manage the work are required.

Swamp Creek/Kelly Flats

Sevenmile Road (NFSR 225) - Restoration of the road by the City of Greeley is currently underway including, hardening of stream crossings and repairing rolling dips. Additional minor maintenance and tree clearing will be done with the OHV crew. Further tasks include placing signs and monitoring the road to remain in compliance with travel management. Crews to manage the work are required.

Buckhorn

Greer (NFSR 154), Ballard (NFSR 129), and Pennock Pass (NFSR 407 and 352) - route restoration, improvements, and maintenance. This includes improving and building rolling dips, cleaning culverts, improving/hardening stream crossings, strategic boulder placement, route base-fill, and wood post signage. Crews to manage the work are required.

Storm Mountain

Storm Mountain (NFSR 153, 345, and 348) road complex repairs are set to be completed by an USFS Engineering contractor in 2024. OHV crew will assist with tree clearing and additional minor repairs and signage prior to opening. This will require travel management signage.

Unauthorized Use Deterrence

The CLRD has several fire mitigation and vegetation removal projects in the planning and implementation phase. In these areas where the intention is to open the landscape by tree thinning, proactive measures will need to be installed to prevent riders causing resource damage in sensitive ecosystems. Barriers, boulders, and buck and rail fencing are required and would be installed to protect sensitive riparian meadow areas. Roads of concern include:

Pierson Park Road (NFSR 119), Johnny Park Road (NFSR 118), Acme Creek Road (NFSR 219), Bear Gulch Road (NFSR 195), Green Ridge (NFSR 319) and NFSR 332.

Travel Management

2025 Travel Management Planning includes assisting the District and Forest with project planning and route analysis. This requires scouting, reporting, mapping and data collection, and collaboration with other land management agencies.

- Collaborate with Larimer County officials to allow a mile segment of Manhattan County Road 69 approved for OHV use. The intention is to connect Sevenmile (NFSR 225)/Swamp Creek Road (NFSR 171) system to Bald Mountain (NFSR 517) and the Green Ridge Road and Trail System (319/177).
- Potential road to single track conversions including Upper Greer Road (NFSR 154.C) and West Pine Road (NFSR 100). Combined effort with District trail crews to investigate and develop conversions through route realignments and project planning. This requires travel management decisions and small NEPA project proposals.

Additional Programmatic Duties

Create OHV Route specific visitor information materials including signs, maps, and rules and regulation materials.

Perform maintenance and restoration, improve fencing and signage, conduct patrols, and educate visitors in the Main Draw OHV area on the Pawnee National Grassland.

Emphasis on Routes: Storm Mountain (NFSR 153), Swamp Creek (NFSR 171), Sevenmile (NFSR 225), Green Ridge Road and Trail System (319/177), and Sand Creek system (NFSRs 336, 523, and 212). Patrol (inform and educate users) on promoted routes via field contacts and production of improved public information materials.

Plan, coordinate, and lead OHV and 4WD volunteer projects.

WHEN?

The proposed project would run from April through the end of November. OHV and equipment training, certification, and OHV project and work plan review with the North Zone OHV crew would begin in April and run for two to three weeks. Project implementation, patrolling, and planning would run through November.

Program Funding Acknowledgement

The CLRD and PNG will recognize the importance of the OHV grant program by placing the *Colorado Registration Dollars at Work* logo on purchased equipment, helmets, and at key

locations along motorized routes, at trailhead kiosks, route finding signs, road designation signage, and public information materials. The CLRD and PNG will highlight the CPW OHV grant on our social media feeds and on our public website road information webpage.

DEFINITIONS?

4WD – Four-Wheel Drive

ARP – Arapaho and Roosevelt National Forests and Pawnee National Grassland

FPO – Forest Protection Officer

CLRD – Canyon Lakes Ranger District

NFSR – National Forest Service Road

NFST – National Forest Service Trail

OHV – Off Highway Vehicle

PNG – Pawnee National Grassland

Budget Form

Project Name: 2025 North Zone OHV Crew

Date Project will be Completed: 11/30/2026

Project Sponsor:

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)			\$ 92,700.00
USDA Forest Service Employee Salary Match for a GS-9 Program Manager and GS-7 Permanent Seasonal: Grant administration, route planning (specialist time), Motor Vehicle Use Map management and planning, a portion of OHV public education, project admin. & mgmt. time, volunteer administration and the administrator of agreements with NGOs.	\$ -	\$ 122,000.00	\$ 122,000.00
Volunteer Support (volunteer's matching contribution to OHV program in value)	\$ -	\$ 34,248.00	\$ 34,248.00
Tools, Materials, and Supplies	\$ -	\$ 10,000.00	\$ 10,000.00
Heavy Equipment Long Maintenance	\$ -	\$ 1,500.00	\$ 1,500.00
Radio, GPS, Tablet, and SPOT Use	\$ -	\$ 1,000.00	\$ 1,000.00
USE OF GRANT FUNDING <small>List uses of grant funding (only) below</small>	TOTAL PROJECT AMOUNT		\$ 261,448.00

I. Personnel Costs

Identify as: Salary/wage, benefits, *travel, training, outfitting costs, personal protection equipment, etc. Non-Profit organizations will be required to purchase

Club Member/Employee Name or Title	\$ Per Hr	Quantity	Total	Total Cost
GS - 5 OHV Crew Member	\$ 25.00			\$ 30,000.00
GS - 5 OHV Crew Member	\$ 25.00			\$ 30,000.00
AL Lumpsum at \$25/hr x 80 hrs	\$ 25.00			\$ 4,000.00
Crew Training	\$ -			\$ 600.00
Crew Travel per diem	\$ -			\$ 600.00
Crew Uniform	\$ -			\$ 2,000.00
PPE/Safety Equipment	\$ -			\$ 2,000.00
<small>For CPW use only: Approximate number of workhours</small>	2,768.00		Category Total	\$ 69,200.00

II. Project Materials/Supplies

Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.

	Price Per	Quantity	Total	Total
Aluminum Signs	\$ 25.00	100	\$ 2,500.00	\$ 2,500.00
Hardware and associated project supplies	\$ 30.00	80	\$ 2,400.00	\$ 2,400.00
Road base (priced at \$22/ton + \$22/ton/mile = \$45 per ton with delivery)	\$ 45.00	100	\$ 4,500.00	\$ 4,500.00
Rip Rap Boulders (priced per boulder)	\$ 20.00	100	\$ 2,000.00	\$ 2,000.00
			Category Total	\$ 11,400.00

III. Equipment

Identify as: Trail Dozer, ATV, motorcycle, chainsaws, field equipment rentals, equipment fuel and repairs, fleet vehicle operations, etc.

ATV/UTV/Motorcycle Maintenance	\$ -		\$ -	\$ 1,000.00
Equipment Fuel	\$ -		\$ -	\$ 1,160.00
			Category Total	\$ 2,160.00

III.A. FLEET Equipment

Identify as: Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE.

Fleet FOR truck #2304 and 0109 \$225 for 7 months	\$ 225.00	14	\$ 3,150.00	\$ 3,150.00
Fleet FOR UTV \$335 for 7 months	\$ 335.00	7	\$ 2,345.00	\$ 2,345.00
Fleet FOR motorcycles \$225 for 7 months	\$ 225.00	14	\$ 3,150.00	\$ 3,150.00
Fleet FOR trailer \$185 for 7 months	\$ 185.00	7	\$ 1,295.00	\$ 1,295.00
			Category Total	\$ 9,940.00

V. Volunteer Support

Identify as: **For Volunteers Only** 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	\$ -

VI. Insurance

(Non-profit organizations only)

	\$ -			\$ -
			Category Total	\$ -

VII. Grant Administrative Costs (Non-profit organizations only)

Identify as: administrative costs, office supplies, postage, phone charges, computer & printer supplies, etc. (Up to 5% of amount spent)

	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ -
		Total	\$ 92,700.00

* 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

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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

North Zone OHV Crew

Project
Sponsor

USDA Forest Service –
Canyon Lakes Ranger District
and Pawnee National
Grassland

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:

1997 Revision of the Land and Resource Management Plan

Date: 1997

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

Date and title of document:

N/A – Implementation of existing travel management plan

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:

Dennis Kuhnel – District Ranger

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

N/A

Print or type Land Manager's Name and Title

Dennis Kuhnel, District Ranger

11/22/2023

Land Manager Signature and Title

Date

PROJECT SELECTION CRITERIA

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

Given the proximity to urbanized areas of the Front Range of Colorado, the CLRD and the PNG, "the North Zone", continued to see a high number of recreational visits in 2023. The impact of this sustained high visitation, combined with a deficiency in OHV and motorized trail and route maintenance, plus inadequate public education continues to have negative natural resources impacts. It is apparent that most of the use is dominated by Larimer County and Weld County residents who in most cases have registered their OHV with Colorado Parks and Wildlife. Further, many four-wheel drive (4WD) users have also voluntarily registered their trucks and jeeps with the CPW OHV registration. Education and enforcement of the OHV Registration law is necessary and beneficial to Larimer and Weld County recreationists.

While high visitation numbers are a challenge to manage alone, the North Zone (CLRD specifically) is still recovering from the 208,913-acre 2020 Cameron Peak Fire. The largest fire in recorded Colorado history perpetuated severe impacts to the social, economic, and natural resources of Larimer County. Hundreds of miles of public motorized routes were severely impacted and required significant drainage, route improvements and clearing. These roads were closed for months to years due to a lack of staff, maintenance equipment, and supplies. Significant progress has been made since 2020 to restabilize and open motorized routes, but 69 miles of road still need repair (Map 2) while an additional 331 miles still require standard maintenance and monitoring. This work can only be accomplished with a dedicated OHV crew and their essential coordination with partner organization such as 4WD motorized, OHV, and motorcycle clubs. The impact from the Cameron Peak Fire has forced long-term closures to many miles of motorized routes for the health and safety of our recreating public and this grant provides an invaluable opportunity to recover what was lost.

To keep them open to public enjoyment the motorized trails and routes of the North Zone require significant repairs and stabilization actions. These goals must be implemented to bring the routes up to standard, maintain them and promote sustainability. The impact of the Cameron Peak Fire in combination with years of neglect from a deficiency in Forest Service funding has created a system of unsustainable motorized routes which have and continue to severely degrade. To correct this situation and respond to the demands of Forest visitors the North Zone requires more field staff and equipment than current funding allows.

Colorado Parks & Wildlife Good Management OHV Trail Crew Grant funding in 2025 is the best, most rewarding, and self-perpetuating solution to the motorized route conditions and user demands of the North Zone. The next few years are essential to the recovery process and future sustainability of the North Zone OHV and motorized routes. The intent of the CLRD of the Roosevelt National Forest and the PNG will be to request multi-year grant funding to help us regain long-term value and sustainability of the motorized opportunities.

The CLRD and PNG have a significant backlog of deferred maintenance on motorized routes. In addition to this the North Zone is within a two-hour drive of approximately 3 million people and home to one of the highest percentages of outdoor recreation users in the country. As the population of the Colorado Front Range increases so have sales of OHVs, UTV's, dirt bikes and high clearance 4wd vehicles. This has resulted in a significant demand for motorized opportunities and yet the total miles of motorized recreational opportunity in the North Zone remains static. The increase in recreation use has had a negative impact on the motorized and natural resources of the North Zone. This demand, coupled with a lack of resources, has steered the districts recreation management program to focus primarily on addressing immediate public health and safety issues and minimizing impacts to natural resources. With most of the recreation focus on dispersed and developed recreation resources and mitigating negative natural resource impacts, the motorized routes have seen a significant decrease in overall condition (an increase in maintenance backlog), sign degradation, and an increase in unauthorized routes. The absence of dedicated OHV Crew who would perform motorized patrols, public contacts, and education has led to this situation. The 2025 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant would correct this situation and put the zone on the path of creating nationally recognized motorized recreational opportunities.

Benefit: The proposed project will provide the North Zone of the ARP the capacity to continue the process of recovering our motorized routes from the effects of recent disaster events (Cameron Peak Fire and post-fire 2021 Black Hollow flooding) and significant deferred maintenance.

The proposed project will also provide the North Zone capacity to have a dedicated presence along our popular OHV areas and routes. Most significantly the grant will provide the necessary funding for OHV crews and equipment required to build new and maintain current relationships with local user clubs, NGOs, and other government agencies.

- OHV patrols are the mechanism by which we inform and educate our visitors. Informed and educated visitors, when they experience face-to-face and in-the-field interactions with OHV crews, follow rules and regulations better. When interacting with OHV crews the visitors begin to understand, from a natural resource protection perspective, why the rules and regulations are important.
- Informed National Forest visitors increase compliance and reduce maintenance challenges which allows OHV crews to focus their efforts on addressing deferred maintenance, rather than addressing new maintenance issues.
- The proposed project will provide much needed route maintenance which will benefit all the motorized user groups (UTVs, ATVs, dirt-bikers and 4wd truck, SUV and Jeep drivers).
- The project will also significantly benefit members of local OHV clubs who volunteer on the district and grassland.
- The proposed project will shift tax-payer money into future motorized recreational opportunities rather than to be spent on deferred maintenance tasks. This results from the implementation of routine maintenance of motorized routes which prevents relatively small problems from becoming significantly more expensive and complicated crises.
- Properly maintained and regularly patrolled motorized routes foster sustainable use by allowing users to do the right thing without confusion and by removing the temptation of using unlawful or unethical routes or perpetuating unethical or unlawful behavior.
- Without the needed funding the chance of closing motorized routes for human safety or natural resource concerns increases. The 2025 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant will directly address maintenance issues before they become too expensive, complex, or complicated.

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

In the past two years, the North Zone has experienced several staff changes including a new Zone Recreation Staff Officer and a Developed and Dispersed Recreation Supervisor to support the Recreation Management program. In 2024, the Recreation Management Program is excited to onboard a permanent GS-7 OHV Crew Lead seasonal dedicated to the Zone OHV Program. This individual will work at a minimum 36 weeks of the year and is assigned to lead the OHV crew members hired through the 2025 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant. The OHV Crew Lead will be fully funded by the Forest Service and will provide a leadership role for the crew during patrols and planning projects, as well as technical mechanic skills not previously had on the Zone. With this change, the district will continue to maintain and develop good relationships between the 4x4 clubs and the Zone. The motorized program remains successful in renewing four volunteer agreements with The Big Thompson 4-Wheelers, Larimer County 4-Wheel Drive Club (The Mountaineers), the Northern Colorado Trail Riders, and Colorado 4x4 Rescue and Recovery. In 2023 the North Zone's partner organizations and volunteer groups donated hundreds of volunteer hours provided nearly \$35,000 in value to the motorized resources. These hours were spent on a wide variety of motorized projects such as route maintenance, patrols, education contacts, unauthorized route restoration, sign installation, and route side cleanup of trash. The addition of two OHV Crew members in 2022 and 2023 thanks to the CPW Good Management OHV Trail Crew Grant awarded in spring of 2021 and 2022, the district has experienced a significant increase in field-based volunteer projects and success in building much closer relationships with the established volunteer organizations. Further, we have recruited new individuals and organizations as volunteers for the North Zone OHV program.

In 2025 the North Zone will build on the relationships established in previous years with the Boulder and Sulphur Ranger Districts and work closely to manage shared natural resource and motorized opportunities between the Districts OHV programs. To support OHV clubs and the neighboring districts, the North Zone will coordinate training route maintenance, route patrols and OHV club projects to maximize efficiency, minimize costs, and provide needed overlapping coverage.

The Zone acknowledges that there will be some controversy surrounding the closing and rehabilitation of unauthorized or non-system routes which visitors have utilized in the past. However, we hope to significantly improve the condition of legal routes and build rapport with the National Forest and Grassland users. Further, the Zone is investing efforts in publishing a revised MVUM in 2025 which will reduce confusion and promote ethical uses. The North Zone is strongly considering opening a new round of Travel Management Planning. While controversial in its-self, with a new round of Travel Planning many new opportunities are created. The current resource managers hope to write a travel plan which creates the ability to reclaim motorized routes and to re-define existing routes which would increase management and funding opportunities. A new travel management plan would also identify locations and provide the opportunity to include in the plan the authority to build new motorized routes where they may not have existed in the past.

The North Zone recreation program will perform the following duties as a portion of the in-kind match:

- Grant administration & oversight
- Crew supervision in the form a dedicated GS-7 OHV Crew Lead and with the Developed, Dispersed, and Travel Management Program Manager
- MVUM creation and printing
- Project specific administration and oversight
- Route planning and specialist time

The North Zone will also provide a large labor force in the form of OHV Club volunteers. The Zone expects more than 1,000 OHV/motorized volunteer hours during the 2025 season. The North Zone will provide a trailer, ATVs, and required maintenance costs necessary to help the crew access our motorized routes. The North Zone will also provide all the power tools, hand tools, tool training, and some of the materials and supplies necessary for motorized route operation and maintenance. In addition to providing the necessary tools and equipment. The North Zone will provide the required safety equipment and communication devices. In addition, the North Zone will provide the necessary digital recording devices for accurate data collection and reporting such as computers, cameras, tablets, and GPS devices.

The 2025 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant (2025 CPW OHV Grant) will fund 26 weeks each of two-person OHV crew, the needed equipment and vehicle and required materials and supplies for the projects detailed in this request. The North Zone is asking for the funding required to purchase materials and supplies including aluminum travel management and education signs, the necessary hardware for mounting signs and posts, hardware, and supplies for project implementation, \$4,500 of road base at \$22 per ton + transport, and 100 rip-rap boulders for proposed projects.

The North Zone in kind matching contributions = \$261,448

Proposed 2025 CPW OHV Grant request = \$92,700

Total Project costs = \$354,148

3. Resource Protection, Enhancement and Restoration relative to eligible OHV grant activities (25 points):

Resource protection is accomplished using the Law Enforcement Triangle (LET) methodology for rule and regulation compliance. The Law Enforcement Triangle has three essential parts. If one portion is not in place the method fails and resource damage is often inevitable. One branch of the LET is defined as Engineering, which is constructing or defining an area or route, so visitors are constrained. This can directly reduce or eliminate extraneous resource damage. Typically, the engineering method involves installing physical barriers such as rock placement or fences and can also be achieved through route design. The 2025 CPW OHV Grant will provide funding for materials, supplies, equipment, and staff necessary to implement these and other engineering methods. Another segment of the LET is Education which is informing and interacting with visitors and teaching them how to recreate appropriately. In addition to knowing the laws and regulations of the Forest Service, the proposed OHV Crew will be trained on how to utilize the "Authority of the Resource" approach for educating visitors. The CPW OHV Grant will partially fund the training of the North Zone OHV Crew in this approach to public education. The 2025 CPW OHV Grant will fully fund the North Zone OHV Crew presence in the field performing educational patrols. Equipment, typically a UTV, ATV or motorcycle, is required for implementing OHV Crew educational patrols. The ARP is asking for funding to purchase a UTV to fill this need. The third branch of the LET is Enforcement. Enforcement includes verbal or written acknowledgement actions and either a written warning that a crime or violation has occurred or issuing a written citation for the violation to the individual. No single leg of the Law Enforcement Triangle is more or less important, and if one leg breaks or is absent the methodology fails, and the negative outcome (in this case resource damage) could occur. The 2025 North Zone OHV Crew will be primarily focused on the education and engineering legs of the law enforcement triangle. With our current deferred maintenance, numerous social routes, lack of necessary travel management signage, and the absence of OHV Crew, enforcement actions are only partially achievable. We must build or repair two legs (engineering and education) of the Law Enforcement Triangle before we can successfully enforce resource protection laws. One leg of the Law Enforcement Triangle alone cannot achieve the goal. The North Zone OHV Crew will be trained and certified Forest Protection Officers (FPOs) who could, when necessary, issue Forest Service Violations.

A major part of the proposed project is sustaining and enhancing motorized opportunities while protecting natural resources. The Cameron Peak Fire, the 2013 floods, and the deferred maintenance has created unprecedented impacts to our soil, vegetation, streams and rivers, trail, and road drainage structures and most notably our users. Protecting the natural resources and motorized opportunities is the single most important task in 2025. To protect these resources, we must inventory the impacts and current conditions. The district must then follow up by repairing the incurred damages and repairing the deferred maintenance items. The deferred maintenance backlog has resulted in degradation of drainage structures and route useability. The Zone's deficiency in motorized funding and staff has made it nearly impossible to address these issues. Drainage structures must be repaired to reduce the amount of road or trail bed erosion and to prevent sediment deposition into creeks and waterways. Poor route drainage will affect water quality, botanical resources, and wildlife habitat. Sediment deposition can occur through poorly designed or maintained water crossings. The proposed North Zone OHV crew projects include repairing and building adequate drainage structure and hardening stream crossings when necessary.

The 2025 North Zone OHV Crew will identify, inventory, restore and revegetate strategic unauthorized routes and social networks. The District and Grassland estimate that 90 to 130 miles of existing routes which have been created over the years and are still used regularly. The recent fires and planned vegetation work will likely result in more unauthorized social routes because understory vegetation has burned and has exposed terrain available for illicit off-route travel or reveals historic routes which were inadequately decommissioned. Working in collaboration with our Soils, Wildlife, and Hydrological specialists, the proposed 2025 North Zone OHV crew will restore, stabilize, and revegetate strategic unauthorized route networks and work to prevent any more from being created. Restoration of unauthorized routes will be implemented by the proposed OHV crew using appropriate tools and methods. The OHV crew will utilize rental equipment and tools to de-compact and roughen soil to allow for revegetation and capture of water run-off, thus reducing

erosion and decreasing sediment deposition and discouraging future illicit use. Revegetation will be done naturally and through methods such as shredded wood, straw and spreading native seed mixes. Restoration and revegetation of unauthorized routes is the ultimate long-term goal necessary to enhance the District and Grassland watersheds, water quality, sensitive plant colonies, wetlands, riparian areas, wildlife, and wildlife corridors and to promote habitat connectivity. These goals can be achieved while sustaining and enhancing motorized opportunities. The proposed 2025 North Zone OHV Crew project will provide the District and Grassland the much-needed capacity to rehabilitate and restore the damaged resources.

Large Equipment Purchases, Maintenance and Disposition:

There is no large equipment purchase request for the 2025 season. Maintenance and FOR funding requests for previously purchased equipment including a dump trailer, UTV, and 2 motorcycles are included in the budget request.

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

Travel Management:

The 2025 North Zone OHV Crews projects will employ several travel management measures including:

- Improved route signage.
- Frequent compliance patrols.
- Closing and rehabilitation of unauthorized routes.
- Improving route signage, which will include indicating what recreation activities are allowed along that route which will reduce conflicts between user groups.
- Developing route connectivity plans to streamline OHV use and operations.

If user groups are more informed about the allowed uses along that route before they begin, they are less likely to have conflicts with other groups. A significant portion of user conflicts stem from the lack of clear and consistent signage or mapping errors. Improved signage will consist of new and maintained trailhead kiosks which have clear and consistent language. Route entrances and trailheads will be clearly signed to Forest Service standards. Routes will be signed at junctions and when necessary parallel to the route utilizing wood posts combined with carsonites attached (or carsonites alone). Motor Vehicle Use Management stickers will be updated with current MVUM and where appropriate travel regulations. Improving the route signage will enhance and promote the multiple-use ethic. Collaborating with the County to coordinate improved route connectivity will take strategic planning efforts. These efforts aim to improve visitor experience by allowing more continuous travel.

The focus of the 2025 CPW OHV Grant will be to fund the North Zone OHV crew to perform education and compliance patrols on the motorized routes. OHV crews will monitor use along system routes and inventory unauthorized routes in compliance with our current MVUM and Forest Plan. OHV crews will implement travel management actions when necessary. Depending on the size and scale of the unauthorized routes, the OHV crew could take immediate action to close, block and rehabilitate the route or they could inform district personnel and work with them on travel management options. The OHV crew will be outfitted with all the necessary tools and training to implement small scale immediate travel management actions.

Education

The North Zone OHV crew will be trained and utilize the "Authority of the Resource" educational approach (contrary to the "Authority of the Agency"). The "Authority of the Resource" approach has proven to be effective because some users have misconceptions as to why legal routes and unauthorized routes are managed differently. In coordination with all our local OHV club partnerships the North Zone OHV crew will sign all motorized routes on the districts to standard. This will include installing all new route signage for approximately one quarter of the districts during 2025. Currently some of our existing motorized routes are not properly signed, were burned in the Cameron Peak Fire, have been vandalized or are inconsistent and confusing.

The North Zone OHV crew will be trained in Tread Lightly ethics and standards and certified by the ATV Safety Institute on responsible and safe OHV usage. The North Zone OHV crews will carry educational information, free MVUM maps, and Stay the Trail promotional materials. The OHV crew and districts will pursue partnering with Stay the Trail to provide onsite outreach and education at critical locations across the district. The North Zone OHV crews will be trained to promote educate users about how the registration funds projects and programs that positively affect motorized opportunities and further encourage users to ride responsibly. The OHV crew will enforce compliance with CPW OHV registration when necessary.

The long-term goal of the District and Grassland is to promote safer, more responsible, and self-regulating visitors. Self-regulation is when responsible members of the motorized community help inform and educate one another and hold each other accountable for inappropriate actions. Typically, the ethic message is better received, understood, and followed when delivered by peers. Another topic that the proposed OHV crew will also focus on is educating our users on wildfire and the after affects. With wildfire becoming common on the landscape, educating our users on how to recreate responsibly is essential.

Enforcement and Compliance Activities:

The District and Grassland are committed to visitor education, travel management compliance, regulation, and registration compliance. The 2025 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant will provide capacity for a dedicated Forest Protection Officer (FPO) presence on our motorized routes. Forest Service FPOs are specifically trained to make public contacts, enforce rules and regulations, and handle compliance activities. Although rare, issuing violations are a powerful enforcement and educational tool. This enforcement effort supports responsible use of our system routes. A large percentage of our compliance contacts are with visitors who do not know where they are in relation to legal motorized routes. The OHV crew will handout MVUM maps, OHV opportunity maps, and Stay the Trail information. In addition to hard copy information, the OHV crew will emphasize use of digital map options by showing

visitors how and where to get the free Avenza phone application with its free MVUM maps. OHV crew FPOs will ensure that visitors adhering to Forest rules and regulations sake of their health and safety and the safety of other visitor and neighbors. The proposed OHV crew will also provide the Zone with the capacity to monitor and enforce potential closures.

The 2025 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant will fund frequent patrols, increase OHV regulations and registration compliance, and perform visitor education. In prior years, the limited presence in some areas has led to a significant increase in unauthorized route creation and a decrease in OHV regulation and registration compliance. OHV crews will patrol bi-weekly or weekly on route and areas of high concern and emphasize weekends and holidays. The North Zone OHV crew will record and track important statistics, extensively document problem areas, and report the results. Crew Logs will be utilized to document the number of public contacts, trash removed, signs replaced/installed, and incident reports for example. These statistics help us recognize patterns and develop new management actions when need.

D-2

Land Acquisition Grant – Supplemental Criteria

An Off-Highway Vehicle Grant Application requires supplemental information for land acquisitions, land leases, or easement purchase proposals.

A plan is required to be eligible for funding from the State Trails Program. Applicants are encouraged to apply for a Planning Grant from the Recreational Trail Program or the Off-Highway Vehicle Program *before* submitting a land acquisition proposal.

Land Acquisition Grant Applications require a presentation to the State Trails Committee.

If you have any questions on the requirements, please contact State Trails' staff *prior to* submitting your application.

Please respond to each section, being sure to identify which question you are answering. Use your own paper with *one-page per section or up to four pages total*. Please respond in 12-pitch font. Evaluating a project without the following information is difficult, so failure to respond to sections may reduce a project's score.

Eligibility Criteria and Acquisition Costs Acceptable for Reimbursement

***This section is not applicable as we are a federal entity, and we are not acquiring new land

Ineligibility Criteria and Acquisition Costs Unacceptable for Reimbursement

***This section is not applicable as we are a federal entity, and we are not acquiring new land

An Off-Highway Vehicle Grant Application requires supplemental information for land acquisitions, land leases, or easement purchase proposals.

I. Site Description

***This section is not applicable as we are a federal entity, and we are not acquiring new land

II. Planning

***This section is not applicable as we are a federal entity, and we are not acquiring new land

III. Public Notice

***This section is not applicable as we are a federal entity, and we are not acquiring new land

IV. Public Involvement

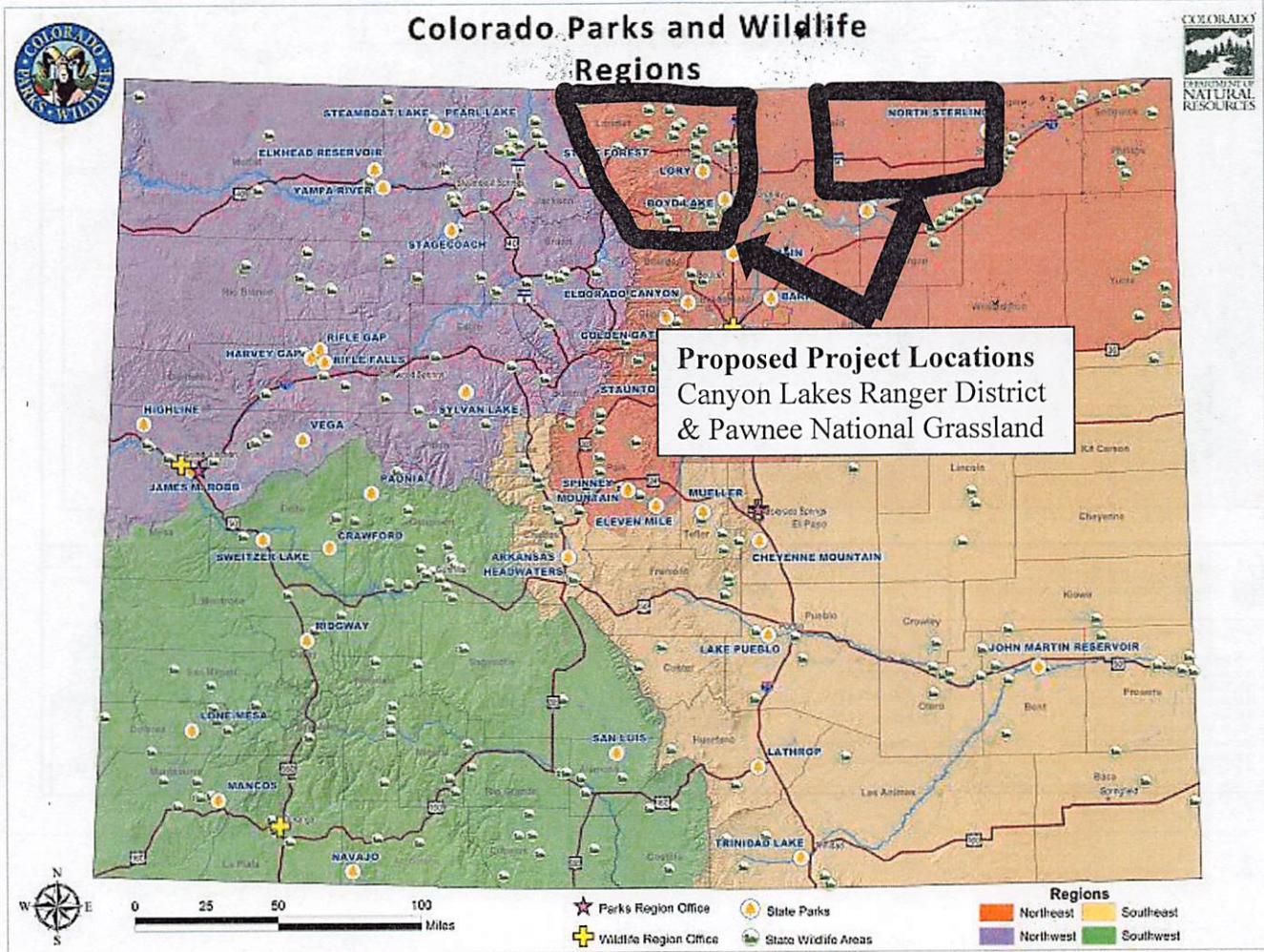
There will be a public comment period for any revisions or updates to the Motor Vehicle Use Map/Travel Management plan that require a Travel Management Decision.

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

Maps being requested include:

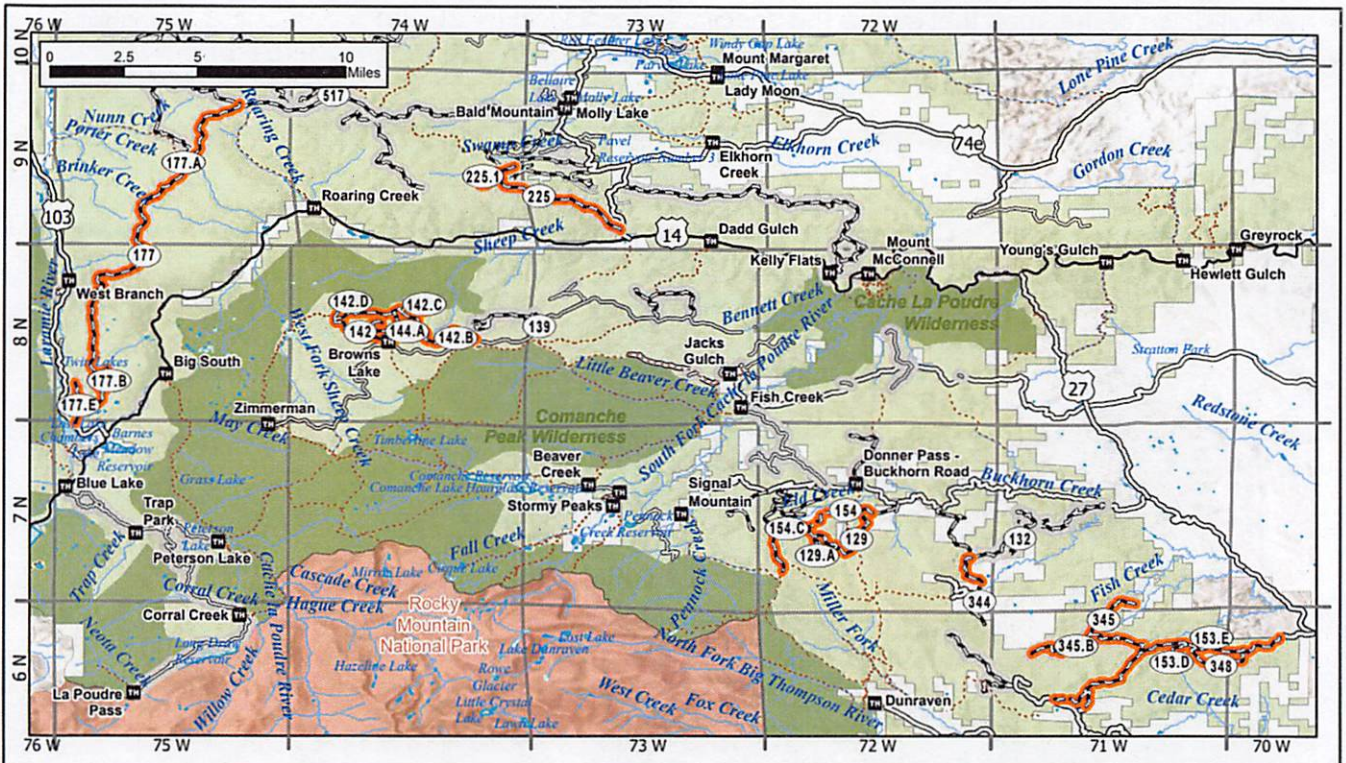
- "General area" (vicinity) map. (E-1)
- A drill-down of that map that shows the *specific* "project vicinity." (E-2a)
- Another drill down map showing specific trails and/or work area (highlighted). (E-2b)

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.



USDA **Forest Service**
U.S. DEPARTMENT OF AGRICULTURE

Closure Location Description:

T. 6 N, R. 70 W, Sections 7,8
 T. 6 N, R. 71 W, Sections 1,3,4,7,8,9,10,11,12,15,16,17,20,21
 T. 7 N, R. 71 W, Sections 33,34
 T. 7 N, R. 72 W, Sections 16,17,19,20,21,25,28,29,30
 T. 7 N, R. 75 W, Section 6
 T. 8 N, R. 74 W, Sections 8,10,14,15,16,17,20,21,22,23
 T. 8 N, R. 75 W, Sections 4,8,9,17,18,19,20,29,30,31,32
 T. 9 N, R. 73 W, Sections 19,29,30,32,33
 T. 9 N, R. 74 W, Sections 23,24
 T. 9 N, R. 75 W, Sections 10,11,15,21,22,28,29,32,33

Imaging
11/1/2023

Location Map - Exhibit A
Cameron Peak Fire Described Roads
ARP-CLRD-2023-09
 Arapaho and Roosevelt National Forests
 Canyon Lakes Ranger District

- | | | |
|-----------------------------|--|---|
| Described Roads | Wilderness | 2 Roads Open to All Vehicles, Seasonal |
| Forest Service Trail | Rocky Mountain National Park | 3 Roads Open to Highway Legal Vehicles Only, Yearlong |
| Trailhead | Roads | 4 Roads Open to Highway Legal Vehicles Only, Seasonal |
| National Forest System Land | 1 Roads Open to All Vehicles, Yearlong | 14 State or US Highway |
| Non-Federal Land | | 15 Other Public Roads |



Map 2.

(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



Ballard Road (NFSR 129)



Storm Mountain Road (NFSR 153)



Grace Creek Trail (NFST 965.1)



Grace Creek Trail (NFST 965.1)

(G) Letters of Project Support

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

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

The focus of the 2025 OHV Crew work plan is to continue post-Cameron Peak Fire repairs and maintenance to motorized routes, install barriers to prevent unauthorized use, travel management planning and coordination, patrolling to educate the public and enforce regulations, and develop partnerships. The primary work season will begin in April with trainings and end as seasonal gates close at the end of November. Survey123 surveys have been developed for crews to investigate and report specific issues to engineering to expedite the planning and implementation process. There are 69 miles of motorized routes still closed due to recent disaster events that need focused repair and maintenance. An additional 331 miles require routine maintenance, signing, and patrolling to serve the recreating public in accordance with U.S. Forest Service standards. With an emphasis on future vegetation management projects on the CLRD, proactive unauthorized use mechanisms (e.g. barriers, boulders, and fencing) will need to be installed to protect the natural resource. There is an opportunity for travel management planning to increase route connectivity and continue highly valued visitor experiences. Patrolling, outreach, and education in the field are staples to a successful program of work and strong public relations. Maintaining mutually beneficial partnerships with local 4x4 clubs remains a priority for the North Zone OHV program. Our 5 priority goals are labeled with an asterisk (*).

Proposed Projects include:

Post-Cameron Peak Fire Route Repairs and Maintenance

Crown Point

Black Hollow (NFSR 142) – final repair needs are required to open to the public (anticipated completion in Fall 2024). Tree clearing, rolling dip installation and repairs for proper drainage, including spot surfacing in especially bad areas (NFSR 142C). Engineering maintenance is ongoing for this road system. Crews to manage the work are required.

Deadman

*Green Ridge South (NFSR 177) - route restoration, improvements, and maintenance. This will require improving and building rolling dips, cleaning culverts and improving/hardening stream crossings, strategic boulder placement, route base-fill, and wood post signage and possible route realignment. The intent is to maintain a challenge route. Tree removal and road clearing has been done. There are sections of this road requiring engineering design. Maintenance of the route and its challenging features will be planned with input from volunteer 4x4 clubs.

Bald Mountain (NFSR 517) from Manhattan County Road 69 to Green Ridge (NFSR 319/177) - route restoration, improvements, and maintenance. This will require improving and building rolling dips, cleaning culverts, improving/hardening stream crossings, strategic boulder placement, route base-fill, and wood post signage. The intent is to maintain a challenge route with connectivity to the Sevenmile (NFSR 225) /Swamp Creek (NFSR 171) road system. Crews to manage the work are required.

Swamp Creek/Kelly Flats

*Sevenmile Road (NFSR 225) - Restoration of the road by the City of Greeley is currently underway including, hardening of stream crossings and repairing rolling dips. Additional minor maintenance and tree clearing will be done with the OHV crew. Further tasks include placing signs and monitoring the road to remain in compliance with travel management. Crews to manage the work are required.

Buckhorn

Greer (NFSR 154), Ballard (NFSR 129), and Pennock Pass (NFSR 407 and 352)

- route restoration, improvements, and maintenance. This includes improving and building rolling dips, cleaning culverts, improving/hardening stream crossings, strategic boulder placement, route base-fill, and wood post signage. Crews to manage the work are required.

Storm Mountain

Storm Mountain (NFSR 153, 345, and 348) road complex repairs are set to be completed by an USFS Engineering contractor in 2024. OHV crew will assist with tree clearing and additional minor repairs and signage prior to opening. This will require travel management signage.

Unauthorized Use Deterrence

*The CLRD has several fire mitigation and vegetation removal projects in the planning and implementation phase. In these areas where the intention is to open the landscape by tree thinning, proactive measures will need to be installed to prevent riders causing resource damage in sensitive ecosystems. Barriers, boulders, and buck and rail fencing are required and would be installed to protect sensitive riparian meadow areas. Roads of concern include:

Pierson Park Road (NFSR 119), Johnny Park Road (NFSR 118), Acme Creek Road (NFSR 219), Bear Gulch Road (NFSR 195), Green Ridge (NFSR 319) and NFSR 332.

Travel Management

2025 Travel Management Planning includes assisting the District and Forest with project planning and route analysis. This requires scouting, reporting, mapping and data collection, and collaboration with other land management agencies.

- *Collaborate with Larimer County officials to allow a mile segment of Manhattan County Road 69 approved for OHV use. The intention is to connect Sevenmile (NFSR 225)/Swamp Creek Road (NFSR 171) system to Bald Mountain (NFSR 517) and the Green Ridge Road and Trail System (319/177).
- *Potential road to single track conversions including Upper Greer Road (NFSR 154.C) and West Pine Road (NFSR 100). Combined effort with District trail crews to investigate and develop conversions through route realignments and project planning. This requires travel management decisions and small NEPA project proposals.

Additional Programmatic Duties

Create OHV Route specific visitor information materials including signs, maps, and rules and regulation materials.

Perform maintenance and restoration, improve fencing and signage, conduct patrols, and educate visitors in the Main Draw OHV area on the Pawnee National Grassland.

Emphasis on Routes: Storm Mountain (NFSR 153), Swamp Creek (NFSR 171), Sevenmile (NFSR 225), Green Ridge Road and Trail System (319/177), and Sand Creek system (NFSRs 336, 523, and 212). Patrol (inform and educate users) on promoted routes via field contacts and production of improved public information materials.

Plan, coordinate, and lead OHV and 4WD volunteer projects.



BIG THOMPSON 4-WHEELERS
PO BOX 44
LOVELAND, CO 80538

November 13, 2023

Mr. Tom Metsa
OHV Program Manager
State Trails Committee

RE: CPW OHV Grant

PLEASE REGARD THIS LETTER AS OUR ENDORSEMENT FOR THE CANYON LAKES RANGER DISTRICT TO SEEK A GRANT TO FUND A TWO PERSON TRAIL CREW THAT WILL HELP WITH EDUCATION, ENFORCEMENT, AND PROJECT LEADING IN THE CANYON LAKES RANGER DISTRICT.

Big Thompson 4-Wheelers is a local 4x4 club located in Loveland, Colorado with 40 active members. Our club was founded in 1968 and for the past 52 years, we have dedicated our time to protecting public lands for the public. We believe in trail preservation, treading lightly, staying on designated trails and leaving the areas we visit cleaner than before we were there. That is why on average we log 1,000 hours annually, traveling and maintaining roads in the Canyon Lakes Ranger District.

We have also demonstrated our dedication to supporting the Forest Service and public lands by participating in the Adopt-a-Trail program throughout our history. Annually our members volunteer their time to do trail maintenance on six trails located in the Canyon Lakes Ranger District, where we participate in the reroute and preservation of the trail, restore delicate terrain, maintain historic sites, and clean up trash and debris.

On behalf of our membership, we fully support this grant which will fund a two-person trail crew that will help with education, enforcement, and project leading in the Canyon Lakes Ranger District. This additional personnel will add capacity to the program, and allow more resources for OHV operations and maintenance. We respectfully request the support of the Canyon Lakes Ranger District in this effort.

Sincerely,

Crista Householder on behalf of the Members of Big Thompson 4-Wheelers
Secretary