



**2023-2024**  
**Off-Highway Vehicle Program**  
**State Trail Grant Application**

Name of Project: North Zone OHV Crew 2024		Date of Application: 11/29/22
<i>(Please limit the project name to 5 words or less)</i>		
Total Project Cost: \$313,372	Grant Request: \$156,686	
<i>(round off to the nearest \$1)</i>	<i>Amount Requested (round off to the nearest \$1) must match the Project Budget Form.</i>	
<b>PROJECT SPONSOR</b> (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		
		Fax:
Telephone: 970-217-6950	Email: Hallie.groff@usda.gov	

OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

<b>PROJECT CONTACT</b> 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 <i>Project Contact</i> changes.		
Name: Stephen Kittrell		Title: Natural Resource Specialist
Mailing Address: 2150 Center Ave, Building E, Fort Collins, CO 80526		
Telephone:	Fax:	Email: Stephen.kittrell@usda.gov
970-556-9446		Is this the primary contact for this grant: YES

<b>PROJECT CLOSE-OUT CONTACT</b> This is the person responsible for submitting receipts for project spending and close-out. Please notify us if <i>Project Contact</i> changes.		
Name: Stephen Kittrell		Title: Recreation Supervisor
Mailing Address: 2150 Center Ave, Building E, Fort Collins, CO 80526		
Telephone: 970-556-9446	Fax:	Email: Stephen.kittrell@usda.gov

<b>GRANTS &amp; AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)</b>		
Name: Sara Wolf		Title: Grants Management Specialist
Mailing Address: 2840 Kachina Dr, Pueblo, CO 81008		
Telephone: 719-467-6445	Fax:	Email: sara.wolf@usda.gov

<b>PROJECT LOCATION</b>		
Nearest Town or City: Fort Collins, Colorado		
County(ies): Larimer and Weld		
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		
<b>LAND OWNERSHIP</b>		
1. Provide the name/s of the property owners:		
2. The trail corridor is controlled by: <input type="checkbox"/> Fee Simple <input type="checkbox"/> Lease <input type="checkbox"/> Easement <input type="checkbox"/> License <input type="checkbox"/> Right-of-Way <input type="checkbox"/> Land Acquisition Ownership to be obtained <input checked="" type="checkbox"/> Other (explain): <u>US Forest Service (federal government)</u>		
<b>TRAIL SYSTEM INFORMATION</b> (List the number of miles for each type of OHV trail in your area)		
Miles of Singletrack: <u>17.75</u>	Miles of 50" or less: <u>3.88</u>	Miles of Full-sized: <u>400.18</u>
<b>TRAIL USER INFORMATION</b> (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
<b>PROJECT INFORMATION</b> (Please check all activities that apply to this project.) Include detailed information for each in the Project Scope of Work.		
<input checked="" type="checkbox"/> Trail Maintenance	<input checked="" type="checkbox"/> Travel Plan Implementation	
<input type="checkbox"/> *New Trail Construction miles / ft. _____ (Approved through Travel Mgt Decision)	<input checked="" type="checkbox"/> Resource Protection & Improvement	
<input type="checkbox"/> *Major Re-Route miles / ft. closed _____ (that will require new or additional <i>environmental</i> approvals) miles / ft. added _____	<input checked="" type="checkbox"/> Signs	
	<input checked="" type="checkbox"/> Youth Corps	
<input checked="" type="checkbox"/> Restoration/Rehabilitation (existing corridor)	<input checked="" type="checkbox"/> Planning	
<input checked="" type="checkbox"/> Visitor Contacts & Law Enforcement	<input type="checkbox"/> Capital Equipment	
<input checked="" type="checkbox"/> Education	<input type="checkbox"/> Land Acquisition or Other	
<b>* New Trail Construction &amp; Major Re-Route:</b> 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		
<b>TRAIL ACTIVITIES SUMMARY</b> (Based on your project description and budget, provide the percentage for each of the categories listed below.)		
<b>% of Budget</b> 45	<b>Program maintenance</b> (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.)	
25	<b>Enforcement, Education &amp; Visitor Contacts</b> (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)	
20	<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.)	
10	<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	<b>Total:</b> (Note: Percentages should add to 100 %)	

<b>SCOPE OF WORK – Project Description:</b>	
Project Name: North Zone OHV Crew 2024	Project No.: (to be completed by CPW)
Project Sponsor: USFS – Canyon Lakes RD	Application Year: 2023-2024
Project Contact: Stephen Kittrell	Application No.: (to be completed by CPW)
Total Project Cost: \$313,372	Grant Request: \$156,686

**Project Description:**

**WHO:**

The grant would fund the 2024 North Zone OHV Crew of the Arapaho & Roosevelt National Forests and Pawnee National Grassland (ARP). The North Zone of the ARP consists of the Canyon Lakes Ranger District (CLRD) at 650,000 acres in Larimer County and the Pawnee National Grassland (PNG) at 193,060 acres in Weld County and comprises 56% of the Arapaho & Roosevelt National Forests and Pawnee National Grassland.

The CLRD and Pawnee National Grassland are requesting the necessary funding to hire a 2-person OHV crew in spring of 2024 to implement the proposed project with supervision and management assistance from four permanent CLRD and PNG recreation personnel. The USDA Forest Service, Canyon Lakes Ranger District will be responsible for the implementation of the proposed project, hiring of personnel, project accomplishment and reporting.

**WHERE:**

The North Zone 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 within the Pawnee National Grassland.

**WHAT:**

The proposed OHV crew of two will patrol, maintain, restore, and improve motorized routes on the North Zone including the single-track motorcycle, 50" or less OHV, and the four-wheel drive (4wd) trails on both the CLRD and PNG. Patrol activities will include conducting visitor contacts, providing education and information and performing Forest Protection Officer (FPO) duties. Maintenance, restoration, and improvement activities will include building and maintaining drainage structures, clearing deadfall, constructing minor re-routes, blocking and restoring unauthorized routes and signing routes to standard. The North Zone OHV Rangers will coordinate work and organizing route specific projects with the motorized volunteer organizations on the Canyon Lakes Ranger District which include the Larimer County Four Wheel Drive Club, the Big Thompson 4-Wheelers, the Northern Colorado Trail Riders (NCTR), and Colorado 4x4 Rescue and Recovery. Further, the North Zone OHV Rangers and the Recreation staff will actively seek partnerships with local 50"-or-less OHV clubs and UTV clubs in Larimer and Weld Counties to participate in projects and route maintenance. The travel management plan and motor vehicle use map will also be updated to standard during this time.

The proposed project goals are to significantly improve the function, sustainability, appearance, and safety of the motorized routes and areas on the CLRD and PNG. To promote the ethical enjoyment of motorized recreation on the National Forest and National Grassland, and to seek and support partnerships with local clubs and non-federal partners agencies.

Proposed projects include:

- Crown Point Road 139 including Cheyenne Ridge 139 and Black Hollow 142 systems post-Cameron Peak Fire: route restoration, improvements, and minor 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.
- Green Ridge South Trail 177 post-Cameron Peak Fire: route restoration, improvements, and minor 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 minor route realignment. The intent is to maintain a challenge route.
- Bald Mountain 517 from Manhattan County Road 69 to Roaring Creek 173 post Cameron Peak Fire: route restoration, improvements, and minor maintenance on. This will require improving and building rolling dips, cleaning culverts, improving/hardening stream crossings, strategic boulder placement and removal, route base-fill, and wood post signage. The intent is to maintain a challenge route.
  - Greer Road, Storm Mountain, and Sevenmile have extreme damage from post-Cameron Peak Fire rainfall.
- Restore, improve, maintain to standard and sign in compliance with travel management approximately 40 miles of motorized routes. This will require wood post and travel management signage.
- 2022-2024 Travel Management Planning: assist the District & Forest with project planning and route analysis.
- Main Draw OHV Area on the Pawnee National Grassland: Perform maintenance & restoration, improve fencing, patrol (inform and educate) users.
- Pawnee National Grassland: route analysis, and planning.
- Emphasis on Routes: Storm Mountain 153, Old Flowers 152, Swamp Creek 171, Sevenmile 225, and Sand Creek system (336, 523, 212). Patrol (inform and educate users) on emphasized routes
- Plan, coordinate, and lead OHV and 4wd volunteer projects.
- Sign maintenance of 60 miles of motorized routes, including all 18 miles of single track, 4 miles of 50" trails and 38 miles of other motorized routes, to update and form a standard sign plan.
- Manage the seasonal MVUM opening and closing of routes.
- The North Zone OHV Crew would be licensed ATV Safety Institute instructors and assist the District with OHV certifications and training.
- The North Zone OHV Crew would be certified mini-excavator and skid steer operators and assist in training and certification of Forest employees.

**WHEN:**

The proposed project would run from April through the end of November of 2024. OHV and equipment training, certification, and OHV project review with the North Zone OHV Rangers would begin in May and run for two to three weeks. The North Zone OHV Crew would assist the District with OHV and equipment certifications and training.

**Program Funding Acknowledgement:**

The Canyon Lakes Ranger District and Pawnee National Grassland 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, and road designation signage. The Canyon Lakes Ranger District and Pawnee National Grassland will highlight the CPW OHV grant on our social media feeds and on our public website road information webpage.

# Budget Form

**Project Name: North Zone OHV Crew 2024**

**Date Project will be Completed: 11/30/2024**

**Project Sponsor: USDA Forest Service, North Zone of the Arapaho & Roosevelt National Forests & Pawnee N.G.**

**\*\*\*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)	\$ 156,686		\$ 156,686.00
Other Funding Sources	\$ -	\$ -	\$ -
USDA Forest Service Employee Salary Match: 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.	\$ -	\$ 74,776	\$ 74,776.00
Volunteer Support (volunteer's matching contribution to OHV program in value)	\$ -	\$ 34,248	\$ 34,248.00
Tools, Materials, Supplies	\$ -	\$ 10,000	\$ 10,000.00
Existing and Proposed OHV Equipment Use and Maintenance		\$ 26,912	\$ 26,912.00
Heavy Equipment Long Maintenance		\$ 10,000	\$ 10,000.00
Radio, GPS, Tablet, and SPOT Use		\$ 750	\$ 750.00
		<b>Total Matchir \$ 156,686</b>	
<b>USE OF GRANT FUNDING</b> <small>List uses of grant funding (only) below</small>		<b>TOTAL PROJECT AMOUNT</b>	<b>\$ 313,372.00</b>

**I. Personnel Costs**  
Identify as: Salary/wage, benefits, travel, training, outfitting costs, personal protection equipment, etc.

Employee Name or Title/Grade	\$ Per Hr	Quantity	Total Cost
Club Member/Employee Name or Title	\$ -		\$ -
GS-09 Natural Resource Specialist (Recreation)	\$ 52.00		\$ 12,376.00
GS-06 OHV Ranger	\$ 28.00		\$ 33,600.00
GS-05 OHV Ranger	\$ 24.00		\$ 28,800.00
<small>For CPW use only: Approximate number of workhours</small>	1,438.00		<b>Category Total \$ 74,776.00</b>

**II. Project Materials/Supplies**  
Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.

	Price Per	Quantity	Total	
Aluminum Signs	\$ 13.00	100	\$ 1,300.00	\$ 1,300.00
Treated wood posts	\$ 33.00	230	\$ 7,590.00	\$ 7,590.00
Hardware and associated project supplies	\$ 30.00	80	\$ 2,400.00	\$ 2,400.00
Road base (priced at \$22/ton + \$22/ton/mile = \$42 per ton with deliery)	\$ 45.00	40	\$ 1,800.00	\$ 1,800.00
Rip Rap Boulders (priced per boulder)	\$ 20.00	400	\$ 8,000.00	\$ 8,000.00
			<b>Category Total</b>	<b>\$ 21,090.00</b>

**III. Equipment**  
Identify as: Trail Dozers, ATV/UTV, motorcycle, chainsaws, winches, field equipment rentals, equipment fuel, repairs, and operations, etc.

Bobcat 5600	\$ 60,000.00	1	\$ 60,000.00	\$ 60,000.00
existing equipment maintenance	\$ -		\$ 820.00	\$ 820.00
			<b>Category Total</b>	<b>\$ 60,820.00</b>

**III.A. FLEET Equipment**  
Identify as: Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE.

N/A	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
			<b>Category Total</b>	<b>\$ -</b>

**IV. Contracted Services**  
Identify as: Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs

Not Applicable (Specialist time will be provided by the Forest Service as matchng funding)	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
			<b>Category Total</b>	<b>\$ -</b>

**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.

Motorized Volunteer organizations management costs and Youth Corp agreement (this is included in matching funding by the Forest Service)	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
			<b>Category Total</b>	<b>\$ -</b>

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

**Total \$ 156,686.00**

FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The applicant is responsible for securing all necessary permits, licenses, clearances, 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 RD and Pawnee NG

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 not, please state reason and the estimated date when NEPA will be complete. [No funds will be distributed until any required NEPA documentation is completed.]

For more information contact:

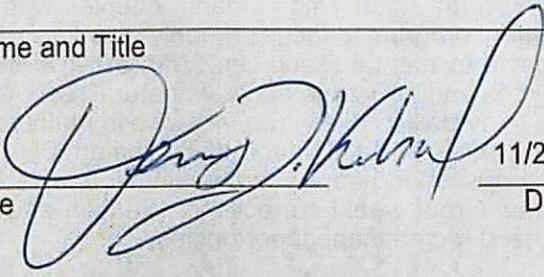
Dennis Kuhnel – District Ranger

- 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



11/29/2022

Land Manager Signature and Title

Date

# D-1

## PROJECT SELECTION CRITERIA

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

As result of the COVID-19 pandemic the CLRD and the PNG, "the North Zone", continued to see an unprecedented number of recreational visits in 2022. The impact of this increase in visitation, combined with a deficiency in OHV and motorized trail and route maintenance and inadequate public education continue to have negative natural resources impacts. It is apparent that the increase in 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 for wheel drive 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.

The 208,913-acre Cameron Peak Fire of 2020 was declared controlled in January of 2021. The largest fire in recorded Colorado history continued to severely impact the social, economic, and natural resources of Larimer County. The hydrologic and vegetation impacts from Cameron Peak have significantly reduced the viability of motorized routes and continue to result in closures due to a lack of staff, maintenance equipment, and supplies. Hundreds of miles of public motorized routes have been severely impacted and require significant drainage, route improvements and clearing. This work can only be accomplished with a dedicated OHV crew and their essential coordination with partner organization such as four-wheel drive (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 the private land-owners adjacent to the National Forest.

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 2024 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 2024 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 Arapaho & Roosevelt National Forests and Pawnee National Grassland the capacity to begin the process of recovering our motorized routes from the effects of the Cameron Peak Fire, the remnants of the 2013 floods, and the 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 rangers 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 rangers, follow rules and regulations better. When interacting with OHV rangers 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 2024 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 2022 the North Zone experienced a change in staff within the Recreation Management program. The Developed and Dispersed Recreation Supervisor moved on to another job, but the position has been filled with an employee with many years of experience on the district. With this change, the district was able to maintain a good relationship between the 4x4 clubs. The motorized program remained 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 2022 the North Zone's partner organizations and volunteer groups donated hundreds of volunteer hours provided nearly \$30,000 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 Rangers in 2022 thanks to the CPW Good Management OHV Trail Crew Grant awarded in spring of 2021, 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 2024 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 2024 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
- 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 2024 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.

In addition to the in-kind matching contributions from the North Zone, the proposed project would include the carry over investments from the 2023 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant.

The 2024 Colorado Parks & Wildlife Good Management OHV Trail Crew Grant (2024 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 2024 CPW OHV Grant will also fund 12 weeks of Recreation Specialist funding needed to plan future projects and advise on the implementation of the projects defined in this proposal.

The 2024 CPW OHV Grant is asking for funding the following equipment:

- The purchase of a Bobcat 5600 with attachments for enhancing and restoring trail and road maintenance, route realignment, social route demolition, construction of drainage structures, installation of water bypass and hardening of stream crossings for years to come.
- The Zone is asking for the funding required to purchase materials and supplies including aluminum travel management and education signs, treated wood posts, the necessary hardware for mounting signs and posts, hardware, and supplies for project implementation, \$1,800 of road base at \$22 per ton + transport, and 400 rip-rap boulders for proposed projects.

The North Zone in kind matching contributions = \$156,686

Proposed 2024 CPW OHV Grant request = \$156,686

Total Project costs = \$313,372

### **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 2024 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 Rangers in this approach to public education. The 2024 CPW OHV Grant will fully fund the North Zone OHV Ranger presence in the field performing educational patrols. Equipment, typically a UTV, ATV or motorcycle, is required for implementing OHV Ranger 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 2024 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 Rangers, 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 Rangers 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 2024. 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 2024 North Zone OHV Rangers 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 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 2024 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 decompact 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 2024 North Zone OHV Ranger project will provide the District and Grassland the much-needed capacity to rehabilitate and restore the damaged resources.

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

As mentioned above, the CLRD and PNG would greatly benefit from the purchase of a Bobcat 5600 with attachments for enhancing and restoring trail and road maintenance, route realignment, social route demolition, construction of drainage structures, installation of water bypass and hardening of stream crossings for years to come.

- The OHV crew and recreation staff will be responsible for maintaining and servicing the equipment
- The expected annual budget for operations, maintenance and fuel is \$10000
- One project per week throughout the field season is expected to be completed with the machine running for plus/minus 2 days per week for a 6-month period. The total fuel cost at \$5.00/gallon would be around \$1200.00. The machine would be used periodically throughout the off season.
- The expected annual cost for future operations and maintenance and will that be dependent upon additional OHV grants is \$10000.
- The machine would be used year-round, but more heavily used in the warmer months. It will be used in the off season for snow removal around OHV parking areas and to keep the OHV maintenance buildings clear of snow.

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

##### **Travel Management:**

The 2024 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.

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. 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 to current MVUM and where appropriate travel regulations. Improving the route signage will enhance and promote the multiple-use ethic.

The focus of the 2024 CPW OHV Grant will be to fund the North Zone OHV Rangers to perform education and compliance patrols on the motorized routes. OHV Rangers will monitor use along system routes and inventory unauthorized routes in compliance with our current MVUM and Forest Plan. OHV Rangers 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 rangers 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 Rangers 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 2024. Currently (2022) 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 rangers 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 Ranger 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 Rangers 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 Rangers 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 2024 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 Rangers 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 Ranger 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 give with the capacity to monitor and enforce potential closures.

The 2024 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 Rangers will patrol bi-weekly or weekly on route and areas of high concern and emphasize weekends and holidays. The North Zone OHV rangers will record and track important statistics, extensively document problem areas, and report the results. Ranger 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**

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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**

A.

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

**II. Planning**

A.

\*\*\*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

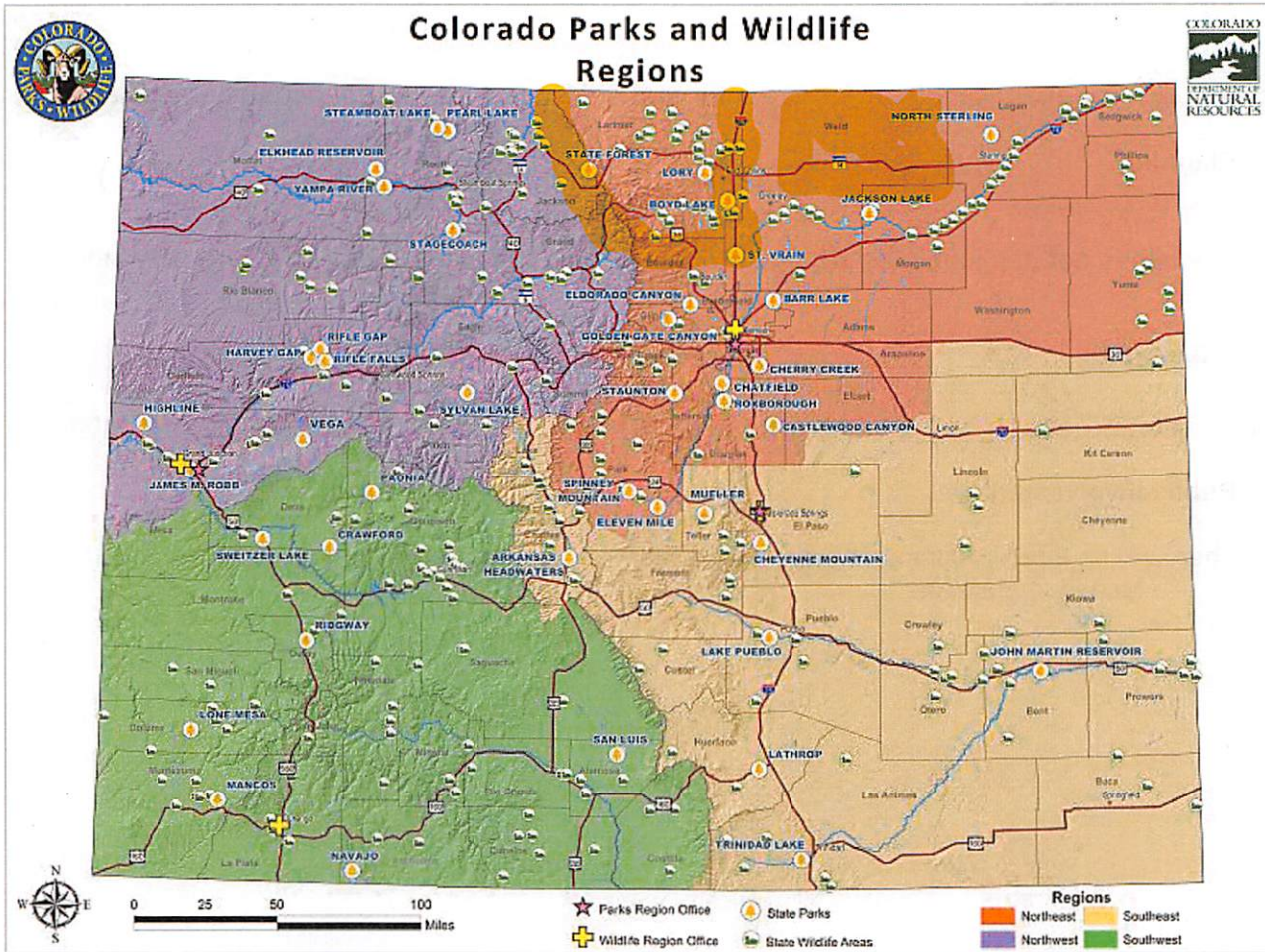
**IV. Public Involvement**

There will be a public comment period for the revised/updated Motor Vehicle Use Map/Travel Management plan.



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

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



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

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

## **(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

**Photo 1: Pole Hill "trailhead"**



**Photo 2: Pole Hill. Drainage needed.**



**Photo 3: Storm Mountain drainage ditch repair needed (extensive quick capture date available)**



Photos 4 and 5: Sevenmile erosion issues - (extensive quick capture date available)



Photo 6 and 7: Greer Road Damage - (extensive quick capture date available)



### **(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