



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

Name of Project: Hill Climb Rehab & OHV Trail Improvement		Date of Application: 11-7-22
<i>(Please limit the project name to 5 words or less)</i>		
Total Project Cost: \$295,246.00	Grant Request: \$147,746.00	
<i>(round off to the nearest \$1)</i>	<i>Amount Requested (round off to the nearest \$1) must match the Project Budget Form.</i>	
PROJECT SPONSOR (Name and Address for entity legally responsible for project)		
Organization Name: U.S.D.A. - Forest Service, Pikes Peak Ranger District		
Mailing Address: 601 South Weber Street, Colorado Springs, CO 80903		
		Fax: 719-477-4233
Telephone: 719-477-4203	https://www.fs.usda.gov/psicc	

OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

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 <i>Project Contact</i> changes.		
Name: Samantha Gooch		Title: Recreation Planner
Mailing Address: 601 South Weber Street, Colorado Springs, CO 80903		
Telephone:	Fax:	Email: samantha.gooch@usda.gov
719-505-4044		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 <i>Project Contact</i> changes.		
Name: Jake Ellsworth		Title: Recreation MGNT Specialist
Mailing Address: 1408 Rampart Range, RD, Woodland Park, CO 80863		
Telephone: 719-225-0585	Fax:	Email: Jacob.ellsworth@usda.gov

GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)		
Name: Sara Wolf		Title: Grants Management Specialist
Mailing Address: U.S.D.A Forest Service, Pike & San Isabel National Forest, Cimarron & omanche National Grasslands, 2840 Kachina Drive, Pueblo, CO 81008-1560		
Telephone: 910-364-4606	Fax: 719-553-1425	Email: sara.wolf@usda.gov

PROJECT LOCATION

Nearest Town or City: Woodland Park, CO

County(ies): Teller, Douglas, El Paso, Portions of Park County

Township/Range/Section: 10S/69W/23; 14S/68W/31; 11S/69W/16

State Senate District #: 4, 9, 10, 11, 12

State Representative District #: 13, 14, 17, 18, 20, 21, 22, 60

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): National Forest

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: 80 Miles of Full-sized: 240

TRAIL USER INFORMATION (Please check all that apply to the work planned for this project)

All-Terrain Vehicle Side x Side Full Sized 4X4
 Motorcycling Four-Wheeling Accessible Access

PROJECT INFORMATION (Please check all activities that apply to this project.)

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

<input checked="" type="checkbox"/> Trail Maintenance	<input type="checkbox"/> Travel Plan Implementation
<input type="checkbox"/> *New Trail Construction miles / ft. <u> </u> (Approved through Travel Mgt Decision)	<input checked="" type="checkbox"/> Resource Protection & Improvement
<input type="checkbox"/> *Major Re-Route miles / ft. closed <u> </u> (that will require new or additional environmental approvals) miles / ft. added <u> </u>	<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

* 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 35%	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.)
10%	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
35%	Planning & Travel Plan Implementation (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)
20%	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: Hill Climb Rehab & OHV Trail Improvement	Project No.: (to be completed by CPW)
Project Sponsor: USFS - Pikes Peak Ranger District (PPRD)	Application Year: 2023-2024
Project Contact: Samantha Gooch	Application No.: (to be completed by CPW)
Total Project Cost: \$ \$295,246.00	Grant Request: \$ \$147,746.00

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

WHO?

USFS Pikes Peak Ranger District will be responsible for all project work. Work will be performed by USFS OHV Permanent and Seasonal employees for 6 plus months of the year and MHYC for 2-4 weeks.

WHERE?

Work will be conducted on USFS lands on the Pikes Peak Ranger District. The scope of work will include Teller, Douglas, and El Paso counties.

Work will be focused on improving single track trail 667 located on the Front Range of Colorado Springs. Improvements and signage along OHV routes 717, 717A, 717F located outside of Woodland Park and Divide. Rehabilitation of hill climbs along routes 351, 350A, and 356D will be in Douglas and Teller counties. All projects will occur on USFS managed lands.

WHAT?

Project funding is being requested for:

- Adding reassurance markers along the entire 717 route
- Improving trail experience on 717, 717A, 717F by adding water drainage features, re-sloping existing tread, minor trail reroutes, corridor clearing, hardening of 2-3 stream crossing
- Rehabilitation efforts on non-system routes/hill climbs located within the 717, 717A, 717F project area to aid in minimizing erosion and sedimentation of wetland areas
- MHYC to assist with improving 667 single track trail in the Captain Jacks area (2-4 weeks)
- Closures, restoration, and rehabilitation of non-system user created hill climbs on 351, 350A, 356D
- Replace Kiosks at Rainbow Falls TH and intersection of CR51 and CR3
- Supervision and coordination of volunteer group projects
- Rental equipment for trail improvements and minor re-routes
- Working with partners and USFS regional saw coordinator as well as ACES program to organize Sawyer certification for volunteer groups, potential implementation in 2024
- Clearing downed or hazard trees along OHV routes as needed
- Providing OHV trail maps and additional educational handouts
- Participation with Stay the Trail events
- Clean vault toilet at 2 OHV THs 1-2 times a week and fund portable outhouse at an additional two trailheads with cleaning services

WHEN?

Projects will be implemented and completed by the end of the 2024 grant cycle.

Program Funding Acknowledgement

Acknowledgement and credit to the Colorado State OHV Grant funds received will be via appropriate signs and kiosks and during public contacts.

DEFINITIONS

ACES – Agricultural Conservation Experienced Services

CR – County Road

FPO – Forest protection Officer

FS - Forest Service

FST - Forest Service Trail

MHYC - Mile High Youth Corps

MVUM – Motor Vehicle Use Map

PPRD – Pikes Peak Ranger District

TH – Trail Head

Budget Form

Project Name: Hill Climb Rehab & OHV Trail Improvement

Date Project will be Completed: 12/31/2024

Project Sponsor: USFS Pikes Peak Ranger District

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

PROJECT FUNDING SOURCES <small>List all sources and amounts of project funding in this section (insert additional lines if needed)</small>	CASH	In-Kind (Non-Cash) Contributions	TOTAL
OHV Grant Funding (amount of requested OHV grant funds only)			\$ 147,746.00
Existing FS Personnel Support Salaries	\$ -		\$ 79,000.00
Existing FS materials and supplies	\$ -	\$ -	\$ 15,000.00
Existing FS Fleet Vehicles	\$ -	\$ -	\$ 22,000.00
Existing FS Equipment	\$ -	\$ -	\$ 31,500.00
USE OF GRANT FUNDING			
<small>List uses of grant funding (only) below</small>			
		TOTAL PROJECT AMOUNT	\$ 295,246.00

I. Personnel Costs				
<small>Identify as: Salary/wage, benefits, travel, training, outfitting costs, personal protection equipment</small>				
Employee Name or Title/Grade	\$ Per Hr	Hours/Week	# of Weeks	Total Cost
GS-06 Crew Lead	\$ 19.66	40	40	\$ 31,456.00
GS-06 Crew Lead	\$ 19.66	40	26	\$ 20,446.00
GS-05/06 Crew Member	\$ 17.64	8	6	\$ 847.00
GS-05/06 Crew Member	\$ 17.64	8	6	\$ 847.00
GS-04/05 seasonal	\$ 15.76	40	26	\$ 16,391.00
GS-04/05 seasonal	\$ 15.76	40	26	\$ 16,391.00
				\$ -
	#REF!		Category Total	\$ 86,378.00
II. Project Materials/Supplies				
<small>Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.</small>				
	Price Per	Quantity	Total	
Sign, Signing Materials & Carsonite Stickers and installation tools	X	X	\$ 3,000.00	\$ 3,000.00
T-Posts, wire and various other fencing materials, and hardware	X	X	\$ 2,000.00	\$ 2,000.00
Kiosk for Rainbow Falls TH & Intersection of CR51 and CR3	\$ 5,000.00	2	\$ 10,000.00	\$ 10,000.00
Erosion control materials and installation supplies for hillclimb closures	\$ -		\$ 2,500.00	\$ 2,500.00
Misc. Supplies- Including but not limited to CXT TP & cleaning supplies, batteries, lumber, tiedowns, OHV accessories, various hardware, tools, storage boxes, concrete, rebar, educational handout, storage containers ect...	\$ -		\$ 5,000.00	\$ 5,000.00
			Category Total	\$ 22,500.00
III. Equipment				
<small>Identify as: Trail Dozers, ATV/UTV, motorcycle, chainsaws, winches, field equipment rentals, equipment fuel, repairs, and operations, etc.</small>				
Mini Ex Rental price per week	\$ 1,500.00	4	\$ 6,000.00	\$ 6,000.00
Mini Skid Bobcat price per week	\$ 800.00	4	\$ 3,200.00	\$ 3,200.00
			Category Total	\$9,200.00
III.A. FLEET Equipment				
<small>Identify as: Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE.</small>				
Crew vehicles, Fuel, Repairs	\$ 903.00	6	\$ 5,418.00	\$ 5,418.00
Equipment repairs	\$ -		\$ -	\$ 5,000.00
			\$ -	
			Category Total	\$ 10,418.00
IV. Contracted Services				
<small>Identify as: Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs</small>				
MHYC	\$ -		\$ 8,000.00	\$ 16,000.00
CXT pumping	\$ -		\$ 2,000.00	\$ 2,000.00
Porta Jons/servicing for Lower Trout Creek and Phantom Creek THs	\$ -		\$ 1,250.00	\$ 1,250.00
			Category Total	\$ 19,250.00
V. Volunteer Support				
<small>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.</small>				
	\$ -			\$ -

	\$ -		\$ -
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Category Total	\$ -
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Note: Any changes to the budget must have pre-approval from the Program

Total	\$ 147,746.00
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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	Hill Climb Rehab & OHV Trail Improvements	Project Sponsor	USDA Forest Service Pikes Peak Ranger District
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As the official responsible for management of the land on which the project will be accomplished, I agree to the following:

- The project as described in this application has my approval.
- 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:

Pike & San Isabel National Forests – Land & Resource Management Plan	Date: 1984
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- A decision has been issued as part of the NEPA environmental review process.

Date and title of document:

No NEPA required.

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.]

This OHV grant application will fund the 2024 OHV trail crew, purchase materials and supplies, fund equipment, and cover fleet costs. NEPA regulations are not required for signage, adding trail features within trail corridors, and preventing future resource damage.

For more information contact:

Samantha Gooch, Recreation Planner, 719-505-4044, Samantha.gooch@usda.gov

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

Carl Bauer, District Ranger

Print or type Land Manager's Name and Title

Carl R Bauer District Ranger

Land Manager Signature and Title

12-1-22

Date

NON-FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The Applicant is responsible for filling out this TOP portion of this page ending at "Applicant Environmental Checklist". The applicant is also responsible for securing all necessary permits, licenses, clearances, and environmental analyses documentation necessary to comply with local, state, and/or federal laws.

Project Name _____ Project Sponsor _____

The project described in this application has my approval.

Owners or Authorized Person's Signature and Title Date

Print or type Owner's or Authorized Person's Name and Title

APPLICANT ENVIRONMENTAL CHECK LIST

Describe the process (es) or efforts you have made to review potential wildlife and environmental impacts of your project as concisely and specifically as possible. Include any relevant information in each of the category questions listed below and indicate which question you are answering. Examples are given of the types of information that may be valuable. If a question is not applicable to this project, please write "N/A" and state your reasoning.

1. **Species of Concern:** Is it likely that plant and/or wildlife species of concern are present on the proposed project site?
 - Federally listed, threatened, and/or endangered species
 - Species that are rare or have limited range in Colorado
2. **Habitats and their Values:** What habitats are present and how important, productive, or pristine is the wildlife habitat in the project area?
 - Describe habitats that are present and others that are adjacent to them
 - Existing development or human impacts to the proposed project area?
 - Critical habitat for a particular species, or an area with high value for nesting, feeding, or calving
3. **Potential Impacts:** List, in bulleted form, the proposed project activities. Then, describe how the project activities will, or potentially may, impact vegetation and/or wildlife. Include both short-term (during project activities) and long-term (impacts to habitats) effects.
 - Disturbance of sensitive species
 - Impacts to species during rest, feeding, or reproductive cycles
 - Encroachment, loss or reduction of habitat(s)
 - Intrusion into areas with little existing human impacts

Continued next page . . .

4. Mitigation: How will these impacts be addressed?

- Alternative design or trail route selection
- Timing of project activities
- Screening or users from wildlife area, protection of critical habitat, channeling use through less sensitive areas
- Improvement (i.e., restoration) to habitat areas upon project completion

5. Benefits: List habitat improvements such as restoration of wetlands, river corridors, and trail areas; restriction of recreationalists from sensitive areas; environmental or recreation education efforts.

- Education of users through environmental education programs, opportunities for "watchable wildlife," and monitoring of wildlife impacts
- Reroute trails away from sensitive habitats

6. Environmental Compliance: Describe regulatory compliance, applicable permits and/or agency concurrence procedures that are, or are not required, and why.

- Migratory Bird Treaty Act (i.e., nesting habitats will not be impacted by the project due to the project's timing or, surveys for nesting birds will be conducted prior to activities and, activities that may impact active nests will be postponed)
- Concurrence from USFWS for effects determinations (or rationale for why no such concurrence is required)
- US Army Corps of Engineers 404 permits
- Compliance with raptor guidelines recommended by Colorado Parks and Wildlife

Principle source of information: (e.g., Colorado Parks & Wildlife, Colorado Natural Heritage Program, local agency, staff biologist, consultant)

Printed name, title and telephone number of person consulted:

Signature of person consulted:

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PROJECT SELECTION CRITERIA

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

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

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

Being immediately adjacent to the Front Range Metropolitan area, it is estimated that between 800 and 1,000 OHV users access the district on a typical weekend day. These surrounding cities rely on the tourism and recreation opportunities provided by this program. OHV rentals, sales, service, fuel, lodging, and dining associated with OHV activities in the area all help to contribute to the economic base of these local communities.

There are three OHV riding areas on the PPRD. North Divide (717 trail system), Rainbow Falls (adjoining with the Rampart riding area), and Gold Camp (Captain Jacks trail system). Between these areas, OHV enthusiasts are provided with a wide range of trails and terrain that vary in difficulty from easy to advance; this accommodates both novice and expert riders alike. These trail systems also give access to other recreational activities such as camping, hiking, fishing, and hunting. Successful funding of seasonal help will improve safety, user experience, and help protect the land by reducing off system routes.

By improving and increasing signing, decommissioning unauthorized routes, and rehabilitating damaged areas, we will eliminate rider confusion. Forest Protection Officers will check State OHV registration, be in the field during high use times, create opportunities for education, and make public contacts.

Projects will accomplish:

Improvements on 717, 717F, 717F located primarily 2 miles outside of Woodland Park with closest access from the Trout Creek Trailhead. Work will be focused on but not limited to approximately 7 miles of this system 50" or less trail. Projects include erosion control, installing and improving drainage structures, reconstructing washed out sections of trail, minor trail reroutes to prevent excessive water run-off, trail armoring, tree and brush removal, repair of vehicle width restrictors, construction of retaining walls, and trailhead improvement. This area is identified as a location that often receives public calls and contacts requesting improvements and voicing concerns on the listed routes. By improving sustainability to existing routes and rehabilitating user created routes the goal is to provide a more enjoyable riding experience for the user in this area as well and reduce confusion as to the location of USFS system routes. Increasing erosion has made these sections of 717 a priority.

Trailhead improvements located at the Rainbow Falls Trailhead will replace a deteriorating kiosk that provides needed information for the public about the area that they are riding, including maps, regulations, and general information. The new kiosk will be long lasting and have little to no future maintenance.

In the Rainbow Falls area, numerous hill climbs causing resource damage have been identified. These hill climbs are located along the 351, 350A, and 356D routes which are open to all OHV use. Projects in this area will focus on rehabilitation, signage, using equipment to re-slope impacted areas and installation of erosion matting and grass seed, as well as education to mitigate future negative impacts. When we prevent future resource damage, we are then able to focus on improving the trails. Hill climbs have been an ongoing issue for years in this area. With increased signage, routes will be more clearly identified and promote Stay the Trail ethics. Increase in hill climbs, causing excessive resource damage, has made this a priority.

Located on the Front Range are approximately 18 miles of single-track trail known collectively as the Captain Jacks trail system. Continued improvements are planned in this area for 2024 utilizing the MHYC for 2-4 weeks which is essential to completing this work. We realize the trails in this area have not had much

improvement in many years and with this grant we can make sustainable improvements and improve rider satisfaction and safety. These trails are considered intermediate to expert level riding experience.

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

Included in this grant application are 4 letters of support from various partnerships including: local government, clubs, volunteers, non-profits, and other agencies with whom we work closely. In fiscal year 2022 the PPRD recorded over 13,000 volunteer hours, over one third were OHV related.

With over 25 active volunteer agreements in place, the PPRD receives assistance and support from groups and individuals of all backgrounds and interests. Working with the Coalition of the Upper South Platte (CUSP), Volunteers for Outdoor Colorado (VOC), Rocky Mountain Field Institute (RMFI), Bighorn 4x4, Colorado Parks and Wildlife, Mile High Youth Corps, Colorado Springs Christian 4x4, Boy Scouts of America, and numerous individuals helps us carry out a large range of trail improvements and restoration projects.

The PPRD has been providing a bridge between young adults and the outdoors for several years through the utilization of Mile High Youth Corps. The PPRD OHV crew works closely with the Youth Corps to rehabilitate areas of the forest that have been damaged by illegal OHV use, work on small trail reroutes, and perform trail maintenance and enhancements. As in past seasons, we plan to employ the services of MHYC for 2-4 weeks to improve single track on FST 667.

The CPW OHV program plays a fundamental role in our active management of OHV use on the National Forest. The crew will continue to provide acknowledgement to the State OHV program while educating the public when making contacts in the field. In addition, clear and concise signing will be provided. Motor vehicle travel maps will be distributed, and blue and white "OHV Dollars at Work" signs and stickers will be attached to route markers and at trailheads to educate the public where and how their OHV dollars are being used.

The PPRD will support the proposed OHV crew by providing a multitude of required administrative agency training and supplies, (i.e. miscellaneous signs and decals for route markers, support vehicles, radios and other specialized equipment needed for field work). Part of the in-kind matching funds will be permanent FS employees, within the scope of overall job duties, administering and managing the PPRD OHV program. We are aware of NO controversy over this proposed project.

The Pikes Peak Ranger District will leverage this grant by \$147,500. A summary of these matching amounts include:

Inkind Matching Item	Description	Inkind \$
Crew various field training	ATV, motorcycle, chainsaw, driver license, FPO recert. & trailer towing certifications	\$2,000
Crew personnel mandatory training	Computer, in-house operations: no fear, civil rights, defensive driving, 1 st aid/CPR	\$2,000
Fleet vehicles	Additional support of fixed cost fleet vehicles	\$22,000
Communications Equipment	Vehicle radios, handheld radios, other equipment	\$4,000
Tractor & Specialized Equipment	Welder, equipment trailer, rake & blade, tractor, auger	\$25,000
Hand tools & shop expenses	Drill press, table saw, air compressor, cordless drills, chainsaws, rock bars	\$2,500
PPRD Employee Salary costs (oversight)	Rec Mgmt Specialist, Rec Planner, Fleet Manager, other permanent FS employees	\$75,000
Existing materials and supplies	Fencing, t-posts, u-channel, lumber, signs, seed, fuel, chainsaw parts, and chain, etc	\$15,000
TOTAL In-Kind matching Cost		\$147,500
State Parks OHV Grant Request	Hill Climb Rehab and OHV Trail Improvements	\$147,746
TOTAL Project Cost		\$295,246

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

(25 points):

Our natural resources draw users of all interests to the PPRD however; it is not without impact. Providing recreation opportunities generates the need to protect the environment that supports these opportunities. The OHV crew will continue to aid in the sustainability and improvements of OHV routes to meet this requirement. Trail improvements paired with a strong field presence will improve riding opportunities, reduce environmental impact, and provide opportunities to educate the public on impacts and how to prevent them. As an indirect benefit, field presence will help to mitigate resource damage and creation of non-system routes. Through joint communication with all user groups, this will promote a responsible land use ethic and better environmental awareness for all.

The soils on the PPRD are primarily decomposed granite, a highly unstable soil substrate, making it extremely susceptible to erosion issues. On FS trails 717, 717A, and 717F, the crew will manage for sustainability through grade reversals, drainage clearing, trail armoring, and the installation and upkeep of various structures (retaining walls, check dams, bridges, log water bars, etc.). By improving trail conditions and constructing minor reroutes, our existing trail system will benefit ecologically, enhance water quality, and reduce sediment loading into riparian areas and stream beds. This project will elevate the trail riding experience by making the above-mentioned routes safer, easier to follow, and minimizing washouts and rutting that influence users to bypass such obstacles and create braiding of the trail system.

Another considerable portion of the PPRD OHV crew's efforts will be directed toward restoration and rehabilitation work on OHV routes 351, 350A, and 356D. The crew will accomplish this through rehabilitating and revegetating non-system OHV user created routes and hill climbs that cause resource damage; this often requires seeding, harrowing with OHVs, erosion matting, mulching/slashing, and installing water dissipating systems. Heavy equipment such as tractors, mini excavators, trail dozers, etc. are vital to sustainability of these trail systems. To ensure the reclamation of these project sites on the PPRD there is a need to install fences to protect the areas.

FST 667 travels through the Bear Creek watershed. The watershed is also home to the federally threatened greenback cutthroat trout. After extensive public input the trail was rerouted in 2017 to allow for continued use of the trail while also protecting the greenbacks. This led to a sizable reroute of trail 667 which has required, and will continue to require, our constant attention in order to keep the trail open and protect the threatened fish species (current sign boards, education, trail clearing, trail repairs). The proactive management of our OHV routes and the environment surrounding them is pivotal to keeping trails open and safe for use on the Pikes Peak Ranger District.

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

The PPRD OHV crew is the backbone of our boots on the ground philosophy. Through the crew's presence in the field the public sees that we are actively involved in the management of their public lands. Through our work performed in the field, we will be carrying out our important mission of "Caring for the Land, and Serving the People." Project work combined with patrols ensure we create a plethora of opportunities to interact with the public for educational and enforcement purposes.

The use of signing is one major way to ensure constant communication to OHV users, other area visitors, and residents for implementation of travel management. The OHV crew will install and maintain route markers, reassurance markers along FST 717, and enhance trailhead informational kiosks at Rainbow Falls TH and the intersection of CR51 and CR3. Maintaining this communication informs the public of their responsibilities as riders, as well as the various multiple use opportunities open to them. Signage also encourages them to stay on designated routes which minimizes impacts to resources, while also displaying where their OHV registration dollars go.

The crew will have an abundance of information available to the public related to safety and responsible OHV use. Most importantly, the crew will be able to hand out the free Motor Vehicle Use Maps (MVUM) and explain the US Forest Service Travel Management rule, which makes the MVUM the formal legal document for all official motorized routes. This service of offering free maps and availability to share knowledge of forest regulations is critical to encouraging responsible use. Use of FPOs and working with permanent FS law enforcement officers will increase enforcement of proper motorized practices and state OHV registrations which will be documented in the Law Enforcement & Investigations Reporting System. The crew will devote approximately 20 percent of their time towards visitor contacts, compliance, and enforcement.

Funds from the CPW OHV grant will allow for continued proactive rehabilitation of hill climbs along 351, 350A, and 356D; sustainable management of OHV routes 717, 717A, 717F, 667; and kiosks at Rainbow Falls TH and the intersection of CR51 and CR3. Reseeding, fencing, and re-contouring will be some techniques utilized in the listed projects. Clear and concise signing, maps, and other posted information will encourage and give accountability to foster a responsible land use ethic in all users of the Pike National Forest consistent with current MVUM rules and regulations.

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

- Only costs to acquire land, land leases or easements
- The purchase must be a fair market valuation
- Appraisals and legal fees
- An environmental review of the subject property
- Land surveys
- Transaction costs
- Property interest must be secured and controlled for a minimum of 25 years

Ineligibility Criteria and Acquisition Costs Unacceptable for Reimbursement

- Site development
- Acquisitions that involve condemnation
- Insurance (except Title Insurance)
- Any work that is not directly relevant to trail development or acquisition
- Facilities that are ornamental and/or do not have a direct benefit to trail users
- Any applicant that is not in compliance with the terms and/or conditions of a prior and/or **existing** grant from the State Trails Program

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

I. Site Description

- A. Describe the site and surrounding area. What currently exists on the property? Include a site map that shows property boundaries, utilities, roads and structures. If larger than 8.5" x 11", maps must be folded into that size.

II. Planning

- A. Explain the *project* planning process surrounding the proposed acquisition. List all the steps required by rule or law of the governing agency for project approval. List the steps that have been completed.
- B. List local, state, and/or federal permits required for the project and list those requirements that have been fulfilled.
- C. Describe how the *project* is compatible to the requested acquisition.
- D. Is this project part of any local, regional, state or federal plans? List the goals and objectives of this project and how it ties these plans.

III. Public Notice

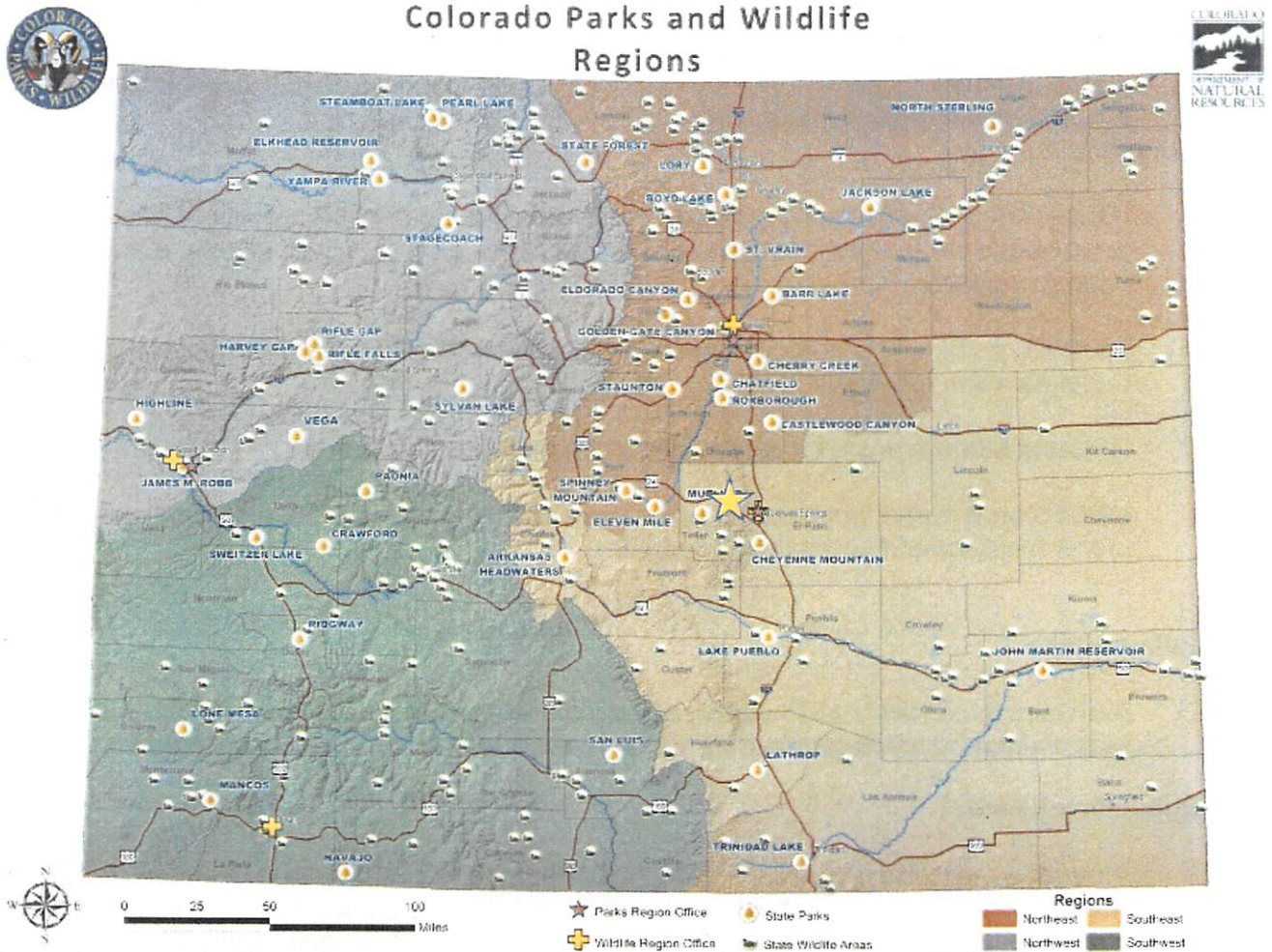
- A. Has the public been notified and invited to participate in the planning of the *project*? What type of public notice is required by rule or law to inform the public about a project?

IV. Public Involvement

- A. *Projects* may not be planned in isolation. The general public, adjacent landowners, and other interested parties should be involved from the outset. Describe the public involvement process used in the planning of this project and the results of any input.
- B. Summarize the most important comments received and your response to those comments.
- C. Describe any changes to your project design or scope of work based on public input.

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

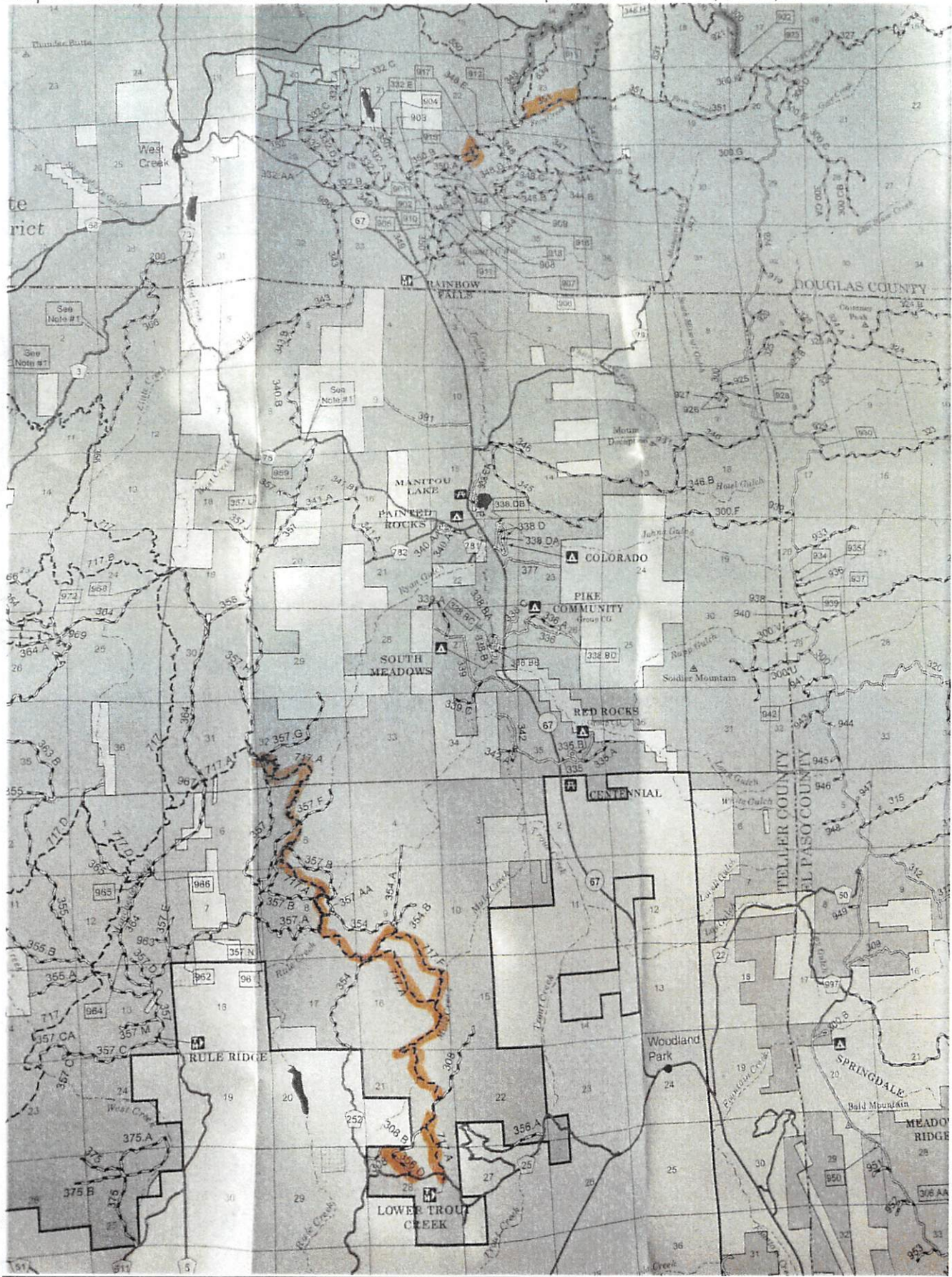
E-1 Vicinity Map: The yellow star marks the vicinity where the project is located on the map below.



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.

Map A: Locations of hill climbs to rehabilitate and route improvement on 717, 717A, and 717F



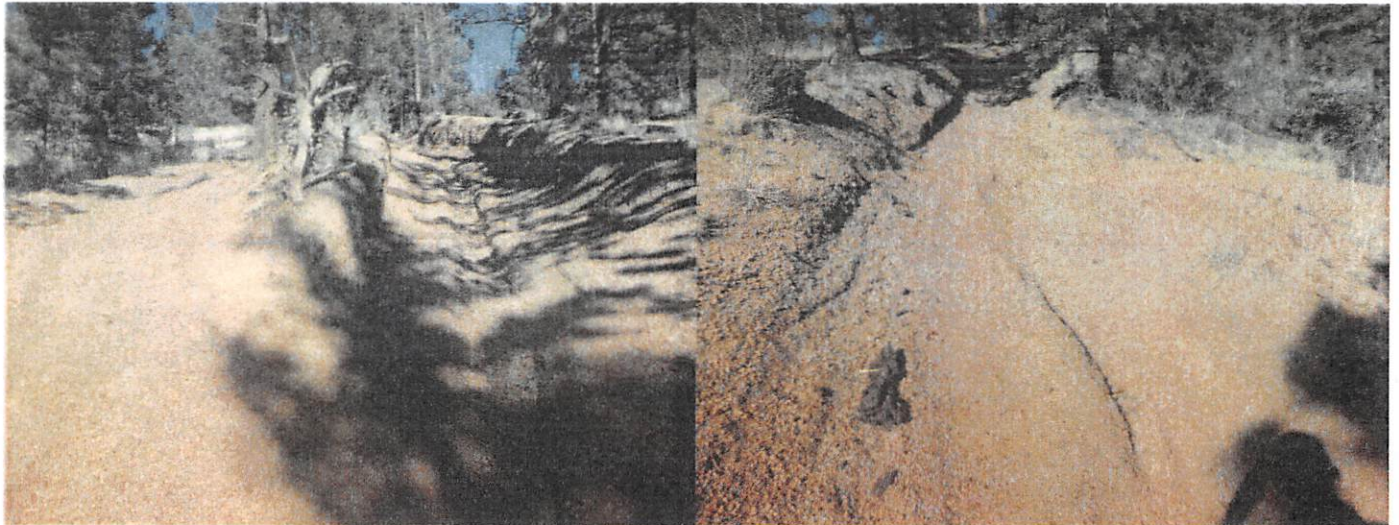
Map B: Location of improvements on FST 667



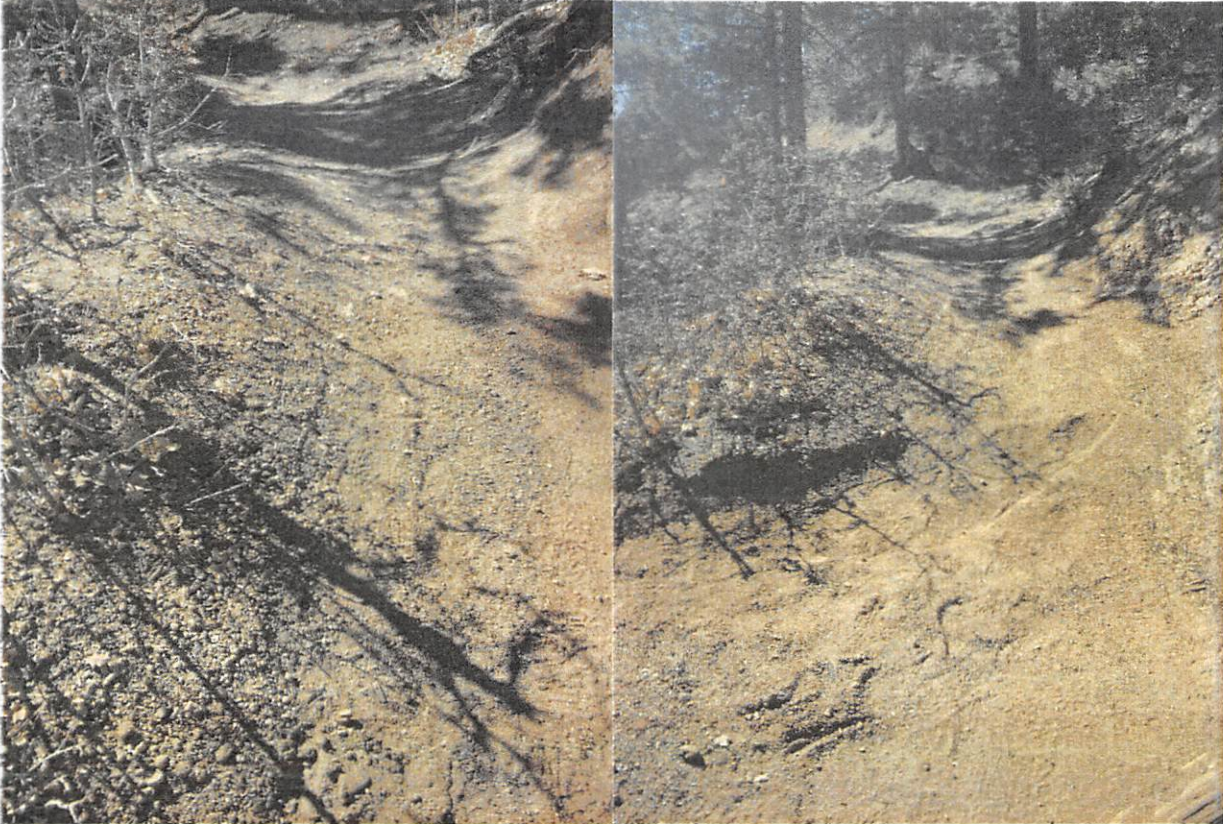
Hill climb before and after photos



FST 717 erosion



FST 667 before and after photos



(G) Letters of Project Support

See 4 attached letters of support



RMFI
ROCKY MOUNTAIN FIELD INSTITUTE

RMFI.org
719.471.7736

815 South 25th St. Suite 101
Colorado Springs, CO 80904

October 3, 2022
Tom Metsa
OHV Program Manager
Colorado Parks and Wildlife

Dear Mr. Metsa and OHV committee members,

Rocky Mountain Field Institute (RMFI) is a 41 year old environmental stewardship non-profit based in Colorado Springs. RMFI performs a number of stewardship activities in the Pikes Peak region, including trail construction and maintenance, habitat restoration, and forest health improvement projects. RMFI has a strong and long-standing working relationship with the Pikes Peak Ranger District, and values the incredible partnership that allows us to work collaboratively to protect and improve the trails and natural areas in the region. RMFI could not complete the critical work we do in our forests without the cooperation and collaboration with our partners with the U.S. Forest Service, Pikes Peak Ranger District.

RMFI strongly supports the OHV grant application of the Pikes Peak Ranger District (PPRD). I appreciate and applaud their persistent efforts to maintain and improve motorized trails in the Pikes Peak region while promoting responsible use. They continue to work to advance the safety and enjoyment of off highway vehicle use while protecting and sustaining our natural resources. Motorized recreation has become more prevalent in this area and maintaining and conserving it is not only essential for the local economy but also for the generations to come.

I would like to commend the Pikes Peak Ranger District for its past and present efforts in this area and encourage you to approve their grant requests so they can actively promote and manage the OHV program.

Sincerely,

Carl Woody
Executive Director



CORE

COLORADO OFF ROAD ENTERPRISE
PIKE-SAN ISABEL NATIONAL FOREST CHAPTER

Colorado Parks and Wildlife
State Trails OHV Program
13787 South Hwy. 85
Littleton, CO 80125


Dear State Trails Grant Committee:

My name is Marcus Trusty, and I am the founder of the motorized action group CORE, based in Central Colorado. Our organization has performed numerous volunteer hours over the past five years in Colorado to keep trails open for the recreating public. Our group worked extensively with the Pikes Peak Ranger District's OHV Crew this past summer.

I am writing this letter to support the grant submission for the Pikes Peak OHV Crew. This crew helped our organization respond promptly to large boulders blocking Mount Baldy Road (NFSR 379.A). This rockslide occurred during early springtime and blocked the shelf road section near the end of the route. With no turnaround point, 4x4 drivers and OHV users were forced to back down this road to find a suitable turnaround point. The Pikes Peak OHV not only helped complete the boulder removal project but also facilitated the project proposal and volunteer agreement process within their district. We are very grateful for their hard work.

OHV use continually increases in the Pikes Peak District, increasing the need to maintain the current trail systems, protect the natural resources, and keep up with the growing recreational demand for this area. If successfully funded, I feel the Pikes Peak District's OHV Crew will continue to foster positive relationships with the offroad community and maintain and improve recreational trail experiences for all OHV users.

Thank You,


Marcus Trusty
CORE Founder





October 19, 2022

SUBJECT: Letter of Support for; Pikes Peak Ranger District OHV Crew Grant Proposal

Dear Mr. Metsa and members of the OHV Subcommittee:

Please accept this document from the Stay The Trail Education & Stewardship Alliance (STT-ESA) as a letter of support for the Pikes Peak Ranger District OHV Crew Grant application.

Each season STT-ESA partners with the PPRD OHV Crew in various ways including on the ground direct user contacts, on trail education and work projects to assist in education, and to promote responsible motorized recreation in CO. The Pikes Peak district is a well know and heavily used OHV area and sees a lot of users from the front range, new users and out of State visitors.

During the 2022 season STT was continually impressed with PPRD OHV Crew focus and efforts on area improvements, proactive management and on the ground presence. This District has difficult challenges associated with OHV use as well as non-motorized such as camping, large group sizes and long term non recreational encampments.

As an example: Early in the 2022 season A group of full-size vehicles caused considerable off route resource damage in a low meadow on the district. This meadow was only accessible from non-system routes. This was brought to the attention of STT through social media and word of mouth, we quickly informed the PPRD, developed a plan to first visit the site, determine where they accessed the area and the extent of the damage. Once the site visit was complete, they determined the best plan of action and the OHV Crew quickly implemented the solution which continues to be successful. The overall area has benefited significantly from the efforts of the OHV Crew, their willingness to work with partners and volunteer groups. Additionally, we are discussing continued and long-term ideas for improvements including new area maps, kiosks, staging areas and helping to get more areas adopted by local 4x4 & OHV groups.

The Pikes Peak RD OHV Crew is a critical component to current & long term 4x4 & OHV management in Colorado. Stay The Trail Education & Stewardship Alliance fully supports their Grant Proposal.

Sincerely, Sam Logan - Stay The Trail Program Coordinator

October 8, 2022

Tom Metsa

OHV Program Manager

Colorado State Parks

Dear Mr. Metsa and OHV committee members,

The Colorado Springs Christian 4 Wheelers is a local club consisting of about 100 families on average and would be classified as a full size motorized recreational OHV club. We primarily use Jeeps as our vehicle of choice, but some of our members use other types as well. I know of a few members and club directors – such as myself – that also own ATV's for recreational use on the trail systems here in this area.

We are a big supporter of the USFS through our annual clean up event in the Pikes Peak and San Isabel National Forest land. Our adopted trail system is the Mt. Baldy trail and surrounding areas. (FS 379 off Gold Camp Road). We have partnered with the USFS for many years now and are proud to be involved with them through our successful cleanup efforts.

It would be great for the Pikes Peak Ranger District to receive a grant that would allow them to provide a more attractive, safer and more enjoyable trail system for all of us to use. We would like to see improvements made to the amount of trail signage, trailhead facilities and also the maintenance of these facilities and the surrounding trails. A grant would allow them to do just that.

We strongly support the OHV grant application of the Pikes Peak Ranger District . I appreciate and applaud their persistent efforts to maintain and improve motorized trails in the Pikes Peak region while promoting responsible use. They continue to work to advance the safety and enjoyment of off highway use while protecting and sustaining our natural resources. Motorized recreation has increased greatly over the past 10 years in this area so preserving and maintaining it is essential to the local economy and also for the future generations of motorized users.

I would like to commend the Pikes Peak Ranger District for its past and present efforts in this area and encourage you to approve their grant request so they can actively promote and manage the OHV program.

Sincerely,

Kirk Bode

President, Colorado Springs Christian 4 Wheelers