



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

Name of Project: Boulder Ranger District OHV Crew (Year 4)		Date of Application: 11/30/2022
<i>(Please limit the project name to 5 words or less)</i>		
Total Project Cost: \$167,721.00	Grant Request: \$72,320	
<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: USDA Forest Service - Boulder Ranger District		
Mailing Address: 2140 Yarmouth Ave. Boulder, CO 80301		
	Fax: 303-541-2515	
Telephone: 970-295-6600	Email: matthew.henry@usda.gov	

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: Matt Henry (pending filling vacant position)		Title: Recreation Program Manager
Mailing Address: 2140 Yarmouth Ave. Boulder, CO 80301		
Telephone: 720-576-9232	Fax: 303-541-2515	Email: matthew.henry@usda.gov
		Is this the primary contact for this grant: X YES NO

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: Matt Henry (pending filling vacant position)		Title: Recreation Program Manager
Mailing Address: 2140 Yarmouth Ave. Boulder, CO 80301		
Telephone: 720-576-9232	Fax: 303-541-2515	Email: matthew.henry@usda.gov

GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)		
Name: Sara Wolf		Title: G&A Specialist
Mailing Address: 2150 Centre Ave. Fort Collins, CO 80526		
Telephone: 719-553-1432	Fax:	Email: sara.wolf@usda.gov

PROJECT LOCATION

Nearest Town or City: **Boulder, Colorado**

County(ies): **Boulder and Gilpin**

Township/Range/Section: **Too many to list.**

State Senate District #: **18**

State Representative District #: **11 & 13**

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): **Gov. Owned**

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

Miles of Singletrack: 0 Miles of 50" or less: 0 Miles of Full-sized: 215

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

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> All-Terrain Vehicle | <input checked="" type="checkbox"/> Side x Side | <input checked="" type="checkbox"/> Full Sized 4X4 |
| <input checked="" type="checkbox"/> Motorcycling | <input checked="" type="checkbox"/> Four-Wheeling | <input checked="" type="checkbox"/> Accessible Access |

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

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

<input checked="" type="checkbox"/> Trail Maintenance	<input checked="" type="checkbox"/> Travel Plan Implementation
<input type="checkbox"/> *New Trail Construction miles / ft. _____ (Approved through Travel Mgt Decision)	<input checked="" type="checkbox"/> Resource Protection & Improvement
<input type="checkbox"/> *Major Re-Route miles / ft. closed _____ (that will require new or additional environmental approvals) miles / ft. added _____	<input checked="" type="checkbox"/> Signs
	<input type="checkbox"/> Youth Corps
<input checked="" type="checkbox"/> Restoration/Rehabilitation (existing corridor)	<input 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	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.)
50	
25	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
10	Planning & Travel Plan Implementation (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)
15	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: Boulder Ranger District OHV Crew	Project No.: (to be completed by CPW)
Project Sponsor: USDA Forest Service – BRD	Application Year: 2023-2024
Project Contact: Matt Henry – USFS	Application No.: (to be completed by CPW)
Total Project Cost: \$ 167,721.00	Grant Request: \$72,320

WHO: The Boulder Ranger District (BRD) of the Arapaho & Roosevelt National Forests and Pawnee National Grassland is requesting 2023-2024 funding to hire a 2-person OHV crew to implement the proposed project with oversight and assistance from three permanent District recreation personnel. The USDA Forest Service, Boulder Ranger District will be responsible for the proposed project, the hired personnel and accomplishment of the proposed project.

WHERE: The Boulder Ranger District is located west of Boulder, Colorado within the counties of Boulder and Gilpin along the Front Range of Colorado. The District is located within a one-hour drive time of approximately 2.5 to 3 million people from the communities of Denver-Metro. The proposed project area will include all motorized routes on National Forest System lands within the Boulder Ranger District.

WHAT: We are requesting Good Management Trail Crew Program participation. This year's proposed motorized OHV crew will increase emphasis on maintaining and improving motorized routes on the District. The OHV Crew will continue to patrol all our motorized routes, efforts may be scaled down to focus on maintenance. Patrol activities will include making visitor contacts, providing education and information, and performing Forest Protection Officer (FPO) duties. Maintenance and improvement activities will include building drainage structures, clearing deadfall, minor route reconstruction, blocking and restoring unauthorized routes, signing routes to standard, and working with Adopt-a-Road partners and motorized volunteers on route specific projects. The proposed project's goal is to significantly improve the function, sustainability, appearance, and safety of our motorized routes. The list of proposed project deliverables includes:

- Maintain and enhance 50 miles of motorized routes to standard.
- Sign an additional 50 miles of motorized routes to standard.
- Patrol, inform and educate users on about 130 miles of motorized routes. We will continue to emphasize our "backcountry" routes more difficult to patrol such as the road networks of Miller Rock, Middle St. Vrain/Coney Flats, Park Creek, Johnny Park, Kingston Peak and Rollins Pass.
- Plan and lead all OHV Club 4x4 projects and seasonal road opening and closing runs.

WHEN: The proposed project will run from May through the end of November. Training, certification, and familiarizing the OHV crew with the District's motorized routes would begin in May and run for two to three weeks.

Program Funding Acknowledgement – The Boulder Ranger District will recognize the importance of the OHV grant program by placing the "Colorado Registration Dollars at Work" logo on vehicles, helmets, and at key locations along all our motorized routes such as trailhead kiosks, on route finding signs, on road designation carsonites, on our social media feeds, and on our public website road information webpage. The District will supplement signage grants from the "Uniform Trail and Road Signage Grant via the Stay the Trail – Education & Stewardship Alliance," stemming from the CPW OHV Grant Program. We will continue to utilize these materials and supplies in conjunction with our grant funded materials and supplies.

Budget Form

Project Name: Boulder Ranger District OHV Crew

Date Project will be Completed: 12/5/2023

Project Sponsor: USDA Forest Service - Boulder 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)	\$ 72,320		\$ 72,320.00
USFS Employee Salary for Grant Support		\$ 25,743.00	\$ 25,743.00
Volunteer Support (~2,000 hours)		\$ 57,080.00	\$ 57,080.00
Materials & Supplies		\$ 8,500.00	\$ 8,500.00
Tools & Maintenance		\$ 1,300.00	\$ 1,300.00
Heavy Equipment Use & Maintenance		\$ 1,778.00	\$ 1,778.00
Radios, GPS, Cameras, SPOT devices, etc.		\$ 1,000.00	\$ 1,000.00
USE OF GRANT FUNDING <small>List uses of grant funding (only) below</small>		TOTAL PROJECT AMOUNT	\$ 167,721.00

I. Personnel Costs

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

Club Member/Employee Name or Title	\$ Per Hr	Hr Per Week	Weeks	Total Cost
GS-06 OHV Crew Leader	\$ 24.00	40	28	\$ 26,880.00
GS-05 OHV Crew Member	\$ 22.00	40	28	\$ 24,640.00
PPE	\$ 1,500.00	1	1	\$ 1,500.00
Training & Travel	\$ 1,500.00	1	1	\$ 1,500.00
	\$ -			\$ -
<small>For CPW use only: Approximate number of workhours</small>	2,271.67		Category Total	\$ 54,520.00

II. Project Materials/Supplies

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

	Price Per	Quantity	Total	
Carsonite Posts & Stickers	\$ 25.00	100	\$ 2,500.00	\$ 2,500.00
Aluminum Signs & Channel Posts	\$ 38.00	25	\$ 950.00	\$ 950.00
			Category Total	\$ 3,450.00

III. Equipment

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

Pick-Up Truck (Monthly rental through GSA)	\$ 1,650.00	7	\$ 11,550.00	\$ 11,550.00
Mini-excavator rental (Three weeks)	\$ 850.00	3	\$ 2,550.00	\$ 2,550.00
	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
			Category Total	\$ 14,100.00

IV. Contracted Services

Identify as: Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs

Not Applicable	\$ -			\$ -
			Category Total	\$ -

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.

Volunteer PPE (leather gloves, eye and ear protection)	\$ 250.00	1		\$ 250.00
	\$ -			\$ -
			Category Total	\$ 250.00

VI. Insurance

(Non-profit organizations only)

Not Applicable	\$ -			\$ -
			Category Total	\$ -

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

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

Not Applicable	\$ -			\$ -
			Category Total	\$ -

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

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

Total	\$ 72,320.00
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C-1

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	Boulder Ranger District OHV Crew	Project Sponsor	USDA Forest Service – Boulder 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:

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:

Not applicable.

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:

Kevin McLaughlin– District Ranger for the Boulder Ranger District

4. The next planning process that may affect this project is planned for N/A.

Kevin McLaughlin – Boulder District Ranger

Print or type Land Manager's Name and Title

KEVIN MCLAUGHLIN Digitally signed by KEVIN MCLAUGHLIN
Date: 2022.12.02 09:26:26 -07'00'

Land Manager Signature and Title

Date

PROJECT SELECTION CRITERIA

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

The Boulder Ranger District is within a one-hour drive of approximately 2.5 to 3 million people and home to one of the highest percentages of outdoor recreation user bases in the country, according to the Outdoor Industry Association. The annual visitation to the Arapaho & Roosevelt National Forest in 2020 was 7.49 million people. The population of the Colorado Front Range is increasing while the amount of opportunity remains static, resulting in increased recreation use pressure across the Urban Front Country landscape.

The Boulder Ranger District faces limitless Urban Front County challenges that often reprioritizes the limited resources of District's Recreation field personnel. Historically, these challenges have prevented the District from having a dedicated crew to focus on OHV opportunities, until the initial awarding of the CPW OHV program for the past few seasons. This has provided the dedicated resources to focus on signing motorized routes and performing patrols and making public contacts. This grant application seeks to continue this dedicated focus on the limited motorized opportunities in the Boulder Ranger District. If successful, the District will pursue Permanent Seasonal staffing to fill these OHV crew positions; reducing turnover and annual re-training requirements while increasing recruitment and employee retention in the OHV program – further increasing the efficiency of the program deliverables from year to year.

Another major factor in the degradation of motorized routes on the Boulder Ranger District was the flood of 2013. The historic 500-year flood event had significant effects on three of this Forest's districts with the Boulder Ranger District experiencing arguably the worst. The flood dumped up to 17 inches of rain in 48 hours across much of the three districts. Our motorized opportunities have still not recovered fully from this flood event. The flood caused a wide range of impacts to our motorized routes ranging from entire road segments being washed away to destroying or damaging most of the road drainage features. This includes, the popular, Lefthand Canyon roads and trails area which has been closed to motorized use since these 2013 floods. The District received an additional CPW OHV planning grant in 2020 for the Lefthand roads and trails area; and the intent of this OHV crew is to sustain and enhance our entire District's motorized network before adding additional routes to the system. This wide range of impacts has led to an increase in unauthorized route creation, an increase on our maintenance backlog, and increased impacts to roadside resources. Maintenance of motorized routes is a major factor to sustainable long-term motorized recreation use, because when maintenance issues have gone unchecked for too long, they become larger and more complex problems. These larger complex problems become too difficult or expensive to address and often result in loss of motorized opportunity, increased impacts to natural resources, and diminishing enjoyment of motorized recreation.

The proposed project would, once again, directly aim at correcting these long standing issues and reducing the amount of reliance, for motorized route maintenance, the District has put upon the shoulders of our dedicated OHV clubs. The proposed project will allow the District to continue have a prioritized OHV Crew focused on motorized routes, motorized users, and their opportunities. Long term value and route sustainability stem from a two-part approach to managing motorized recreation - patrols and maintenance. Patrols provide the capacity for us to inform and educate our visitors. Informed and educated visitors are much more likely to follow rules and regulations and understand why these rules and regulations are in place. Educated and informed users decrease compliance and maintenance challenges. The proposed project will continue to provide much needed maintenance which will benefit all of our motorized users from dirt bikes to Jeeps. It will continue to benefit our OHV clubs, their volunteers, and their workload. A long term value of this proposed project is saving tax payers money. This savings stems from the implementation and continuation of routine maintenance of motorized routes which, prevents small maintenance issues from becoming expensive and complicated larger maintenance issues. Properly maintained and regularly patrolled motorized routes foster sustainable use by allowing users to do the right thing without knowing it

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

In 2019, a normal year, the Boulder Ranger District's partner organizations and volunteer groups logged 3,187 volunteer hours or \$90,956 worth of value to the government on a wide variety of motorized projects such as route maintenance, patrols, education contacts, unauthorized route restoration, and sign installation. These hours were graciously donated by the following groups: Trail Ridge Runners 4x4 Club, Nissan Off-Road Association of Colorado, Off Roding Subarus of Colorado, Mile High Jeep Club Patrol 19, Rising Sun 4x4 Club and one hundred local community members. In 2019, Nissan Off-Roding Association of Colorado and the Boulder Ranger District partnered with the City of Boulder Watershed to construct over 1,800 feet of native fencing along one of our popular OHV routes. This popular route starts on Forest Service land and crosses a critical watershed that belongs to the City of Boulder, Colorado. This critical watershed provides the drinking water for Boulder and neighboring communities. The fencing was installed to keep motorized uses on the legal route to minimize impacts to the City's watershed and water quality. This was a two-day project that involved hundreds of donated volunteer hours. This project is a great example of how this District and its OHV partner groups work across lines to protect natural resources while sustaining and enhancing existing motorized system routes. In 2020, our OHV volunteer groups were not able to conduct patrols or projects due to the COVID-19 pandemic. In 2021, our OHV groups were able to assist us with a few small projects. This netted about 352 total volunteer hours or \$10,046 in value to the government which, was more than expected because we were still dealing with pandemic issues.

Permanent staffing losses over the past two years has further limited the capacity for continued OHV Volunteer partnerships, and 2022 was no exception to this. Furthermore, the two OHV crew members excepted positions in May and August of the 2022 season, effectively ending all OHV Volunteer and partnership oversight capacity for the season. The District is currently in the filling all four vacant recreation positions with an anticipated fill date of February 2023. This will allow for rebuilding and re-engaging with volunteers and partnerships.

The District has a few motorized route networks that crisscross and connect with our neighboring Clear Creek Ranger District (CCRD). Of these connected routes, we have two OHV clubs that have adopted roads that meet at the District boundary and have and will continue to work closely together to manage natural resources and motorized opportunities. To support our OHV clubs and neighboring district, the Boulder Ranger District will continue to coordinate route maintenance, route patrols and OHV club projects with CCRD and their OHV crew to combine efforts to continue to maximize efficiency and minimize costs.

There may be some perceived controversy surrounding the closing and rehabilitation of unauthorized or non-system routes because visitors have been using these routes for years and it will appear to them that we are taking motorized opportunities away. However, because these routes are not part of our National Forest System Roads Transportation System; this controversy would be short lived with the combined education of the legal roads being only those on the Motor Vehicle Use Map.

The Boulder Ranger District recreation program will continue to manage grant administration, grant oversight and crew supervision as part of our in-kind match. The District will also provide a large labor force in the form of OHV Club volunteers, approximately 2,000 hours are expected for this project proposal. The District will once again, provide all the power tools, hand tools, tool training, and some of the materials and supplies necessary for motorized route operation and maintenance. The District will again provide a skid-steer and attachments for proposed heavy machine project work. In addition to providing the necessary tools and equipment, the District will provide all the appropriate electronics to keep the crew safe, connected, effective, and efficient such as handheld radios, SPOT devices, cameras, and a GPS.

In addition to the in-kind matching contributions from the District, the proposed project would include CPW OHV grant funding for another year of a two-person OHV crew and necessary equipment, materials and supplies. Equipment will include a seven-month pick-up truck rental and three week mini-excavator rental. Materials and supplies, included in this grant request, would be the purchase of additional carsonite signs and stickers, retroreflective aluminum motorized route signs with channel posts, lumber, and hardware.

Boulder Ranger District in kind matching contributions = **\$95,401**

Proposed project OHV grant funding request = **\$72,320**

Total Project costs = \$167,721

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

When it comes to motorized routes, resource protection is accomplished using the Law Enforcement Triangle (LET) which is a mechanism developed to gain compliance. The LET is a process with three phases which, starts with a soft approach to site management and work its way up to a heavy-handed approach. If one of the phases isn't working, site management will be bumped to the next more intensive phase. The LET starts by engineering, constructing, or setting up the site so that visitors are using the site appropriately and within the rules and regulations without knowing any differently. The next phase, or leg of the triangle, is educating and informing site visitors on how to recreate appropriately. In addition to knowing the rules and regulations of this District, the proposed OHV crew will be trained on using an "Authority of the Resource" approach to educating and informing site visitors, rather than the "Authority of the Agency" approach. If the other two phases or legs of the LET triangle are not effective, then the final phase will be implemented. The final phase is enforcement actions, such as writing citations to re-educate the visitors on how to recreate appropriately while protecting the natural resources. Using the LET and its three phases, or legs of the triangle, the proposed OHV crew will be set up for success.

A major part of the proposed project is sustaining and enhancing motorized opportunities while protecting natural resources. One way in which we do that is by continuing to inventory and then reducing the amount of motorized route deferred maintenance across the District. A big contributor to the deferred maintenance backlog is the degradation of drainage structures and our lack of capacity to address these issues in a timely manner. Drainage structures are a critical road feature because they reduce the amount of roadbed erosion and subsequent sediment deposition into creeks and waterways which in turn can impact water quality and wildlife habitat. Another contributor to sediment deposition is water crossings. The water crossings on the BRD will continue to be maintained and improved by the proposed OHV crew. The proposed project will provide this District continued capacity to rehabilitate our existing drainage structures, create new drainage structures, and harden critical water crossings.

Another portion of the proposed project is to continue to identify, inventory, restore and revegetate strategic unauthorized route networks (an estimated amount of more than 100 miles exists on this District) that have been created and are still used frequently. Working in collaboration with our Soils, Wildlife and Hydrological specialists, the OHV crew will continue to restore and revegetate strategic unauthorized route networks. Restoration of unauthorized routes will likely be done with heavy equipment. By using heavy equipment, we can decompact and roughen up the soil to allow for revegetation, capturing water run-off to reduce erosion, sediment deposition, and to discourage future use. Revegetation will likely be done naturally, but shredded wood straw and native seed mixes, provided by the District, may be used if natural revegetation is shown to not be successful. Restoration and revegetation of unauthorized routes is the ultimate long-term goal for helping us protect and enhance our watersheds, water quality, sensitive plant colonies, wetlands, riparian areas, as well as wildlife corridors and habitat connectivity while sustaining and enhancing motorized opportunities.

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

Travel Management:

The proposed project will continue to employ several travel management measures including, improved route signage, new trailhead kiosk information panels, frequent compliance patrols, and closing and rehabilitation of unauthorized routes. Improved route signage will continue to include indicating what recreation activities are allowed which results in reduced conflicts between user groups. If users are informed on what legal uses are allowed along a route before they begin recreating, they are less likely to have conflicts with those other user groups. Improved signage will continue to consist of trailhead kiosks being clear and consistent, route entrances will be clearly signed, and route finding carsonites clearly marked. Improving our route signage will continue to enhance and promote our multiple-use routes so that all users can enjoy their public lands.

Education

In coordination with all our local OHV club partnerships, the proposed project will continue to sign all motorized routes on the District up to standard. The plan continues to include installing all new and consistent route signage along legal routes and at all major intersections for approximately another 50 miles. Clear and consistent signage encourages responsible use through clearly articulating where the legal routes are, rather than the user being asked to guess which route is legal. A portion of remaining existing motorized routes are not properly signed or are signed in an inconsistent and confusing manner.

The OHV crew will be trained to promote the message of Stay the Trail, Tread Lightly, and the ATV Safety Institute on responsible and safe OHV usage when engaging in public contacts. The OHV crew and District will once again pursue partnering with Stay the Trail to provide onsite outreach and education at a few critical locations across the District. Having Stay the Trail included in the overall outreach and education scheme of things increases the credibility and effectiveness of our OHV program message. In addition to educational information sharing, the OHV crew will be trained on the benefits of the CPW OHV registration sticker program and how it directly funds projects and programs that positively affect motorized opportunities and further encourage users to ride responsibly. One of our long-term goals for this proposed project is to educate users to the point where they become safer and more responsible as well as self-regulating. Self-regulation, or self-policing, is where responsible members of the motorized community help inform and educate other OHV users as well as holding them accountable for inappropriate actions. Sometimes the message is better received and understood if it comes from someone within their own user group.

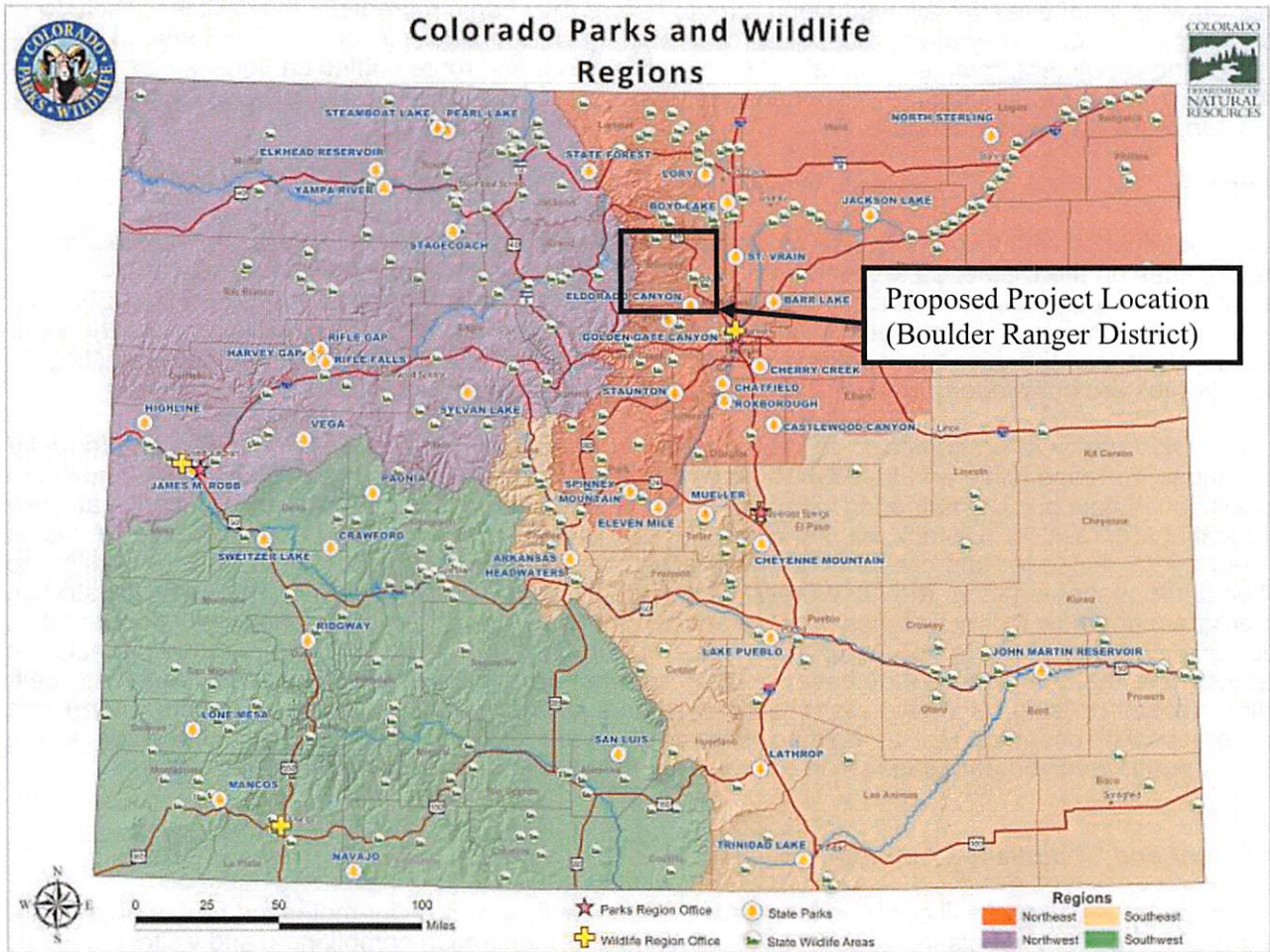
Enforcement and Compliance Activities:

The proposed project will continue to increase our capacity to patrol our motorized routes on a frequent basis. Frequent patrols increase OHV regulations and registration compliance, and visitor education. Our limited presence in some areas has led to a significant increase in unauthorized route creation and a decrease in OHV regulation and registration compliance. With this proposed project, our frequency of patrol would be increased, emphasizing weekend and holiday patrols. Patrols are also a great excuse to monitor the conditions of our motorized routes. These patrols help inform the OHV Crew of work to be documented and repaired.

The District is committed to travel management, regulation and registration compliance and visitor education. Outside of the current OHV Crew, we only have two permanent and up to four seasonal Forest Protection Officers (FPOs) that try to patrol as many areas as their schedule allows. Our current FPOs continue to deal with non-motorized dispersed recreation issues such as target shooting and abandoned property among other issues. The proposed project will continue to provide capacity for a dedicated FPO presence on our motorized routes. Although FPOs have limited law enforcement credentials, they are able to issue citations to users who violate National Forest rules and regulations. This enforcement effort supports responsible use of our system routes. A large percentage of our compliance contacts boil down to the user not knowing where they are in relation to legal motorized routes. As part of this project proposal, the OHV crew will continue to hand-out MVUM maps, OHV opportunity maps, and Stay the Trail information. In addition to hard copy information the OHV crew will continue to emphasize digital map usage by showing visitors how and where to get the free Avenza phone application with its free MVUM maps.

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

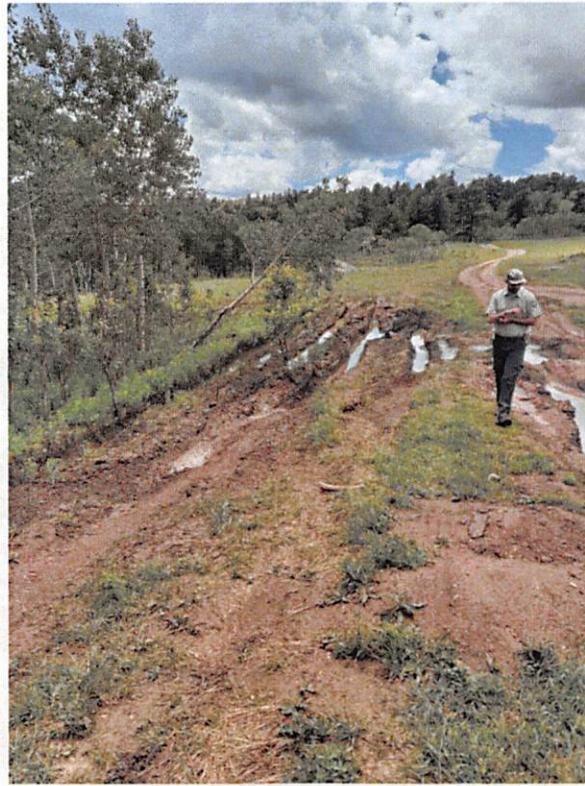
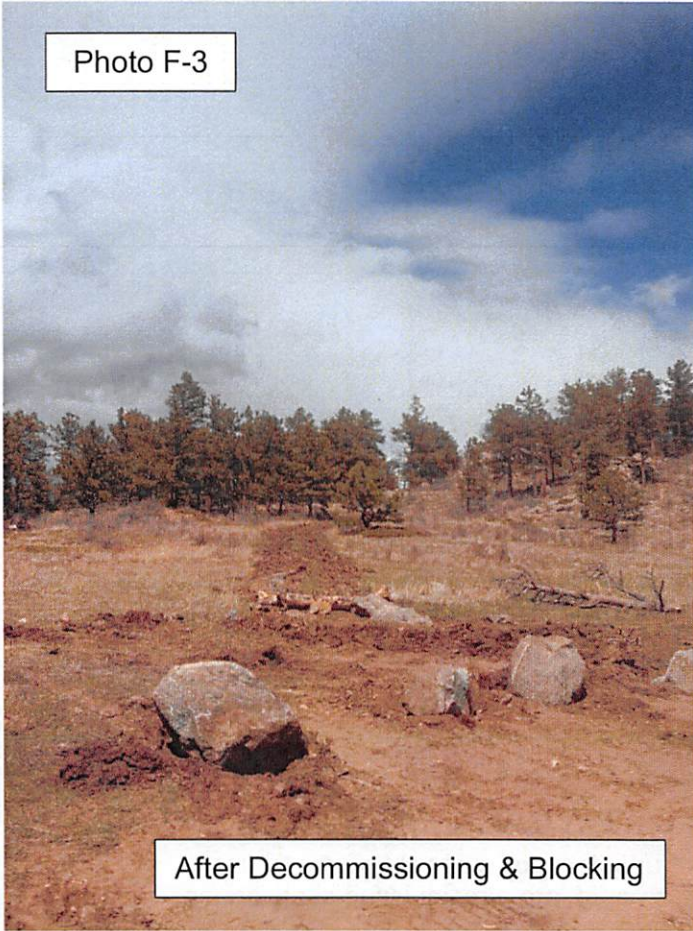


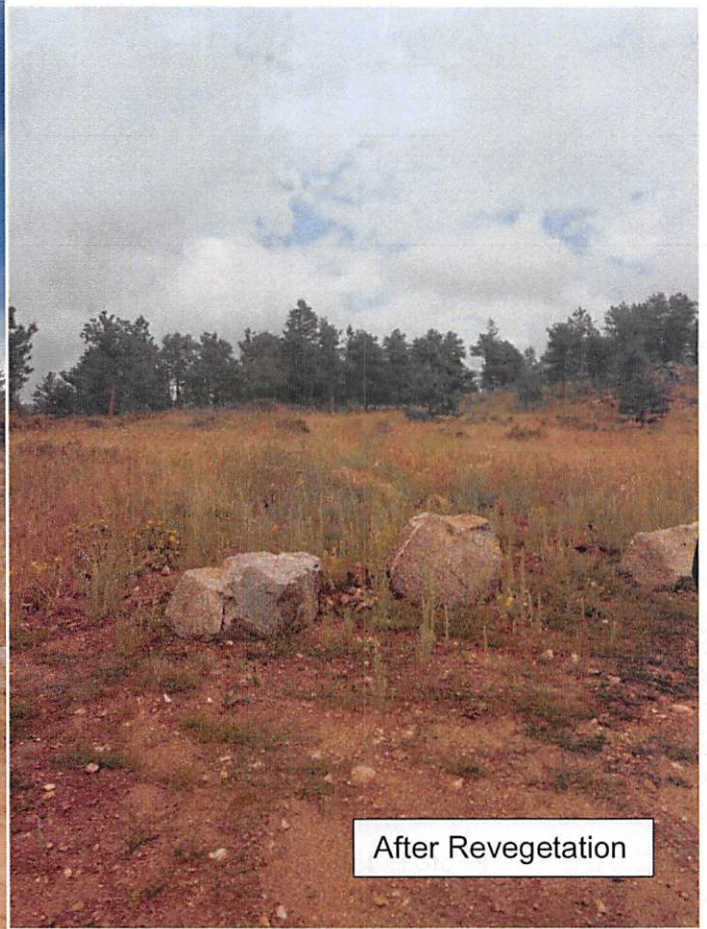
Photo F-1 & F-2: Is a current example of unauthorized route creation and use. These "mudding" routes, in the Gordon Gulch area, are a major issue every spring.



Photo F-3



After Decommissioning & Blocking



After Revegetation

Photo F-3: Is the example of unauthorized route blocking, decommissioning, and revegetation that we will continue to strive for. This example was from 2019 along the Peewink Mountain Road which, was implemented using a skid-steer that was operated by Forest Service personnel.

Photo F-4



F-4 (left) – Mud hole on Middle St. Vrain, Forest Service Road 114.1. Volunteer project day with support from Trail Ridge Runners.

F-5 (right) – Trail Ridge Runners volunteers drained water, then laid fabric and log corduroy to fill mudhole.



Photo F-5

Photo F-6



F-6 (left) – Finished surface on Middle St. Vrain (FSR 114.1) with volunteers adding final gravel fill on road tread.

(G) Letters of Project Support

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

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



TRAILRIDGE RUNNERS 4WD CLUB Inc.

December 1, 2022

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

Re: Trails Crew

Dear OHV Grant Subcommittee,

The Boulder Ranger District is seeking a grant to fund a trails crew that will help with education, enforcement, signing, maintenance, and project leading on the Boulder Ranger District. In 2022 our club worked with the trails crew funded by the previous grant. They were dedicated to their purpose and augmented our annual volunteer projects on the district, as well as monitoring and signing many of the district 4WD roads and contacting with the recreating public.

Keeping these additional personnel will add capacity to the Developed/Dispersed recreation program, and allow more resources for OHV operations and maintenance. Having these dedicated personnel helps our volunteers develop and implement the needed motorized projects to keep motorized routes up to standard, reducing resource impacts, educating users on the legal routes and proper ways to recreate on our public lands.

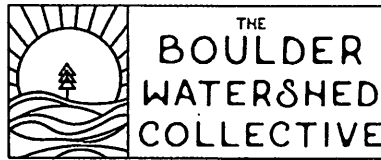
We fully support this grant because it will expand our effectiveness in implementing OHV volunteer projects on the Boulder Ranger District. Please support the Boulder Ranger District in this effort.

The Trailridge Runners 4WD Club is a family oriented 4WD vehicle club in Longmont, Colorado that has worked closely with the Boulder Ranger District on many restoration and maintenance projects on the public lands since 1988. We hope you will approve this grant application. Our club members are integral participants with in-kind volunteer hours on many OHV projects implemented on the Boulder Ranger District.

Sincerely,

Gordon Howe, President

Adam Mehlberg, Secretary



November 30, 2022

Mr. Tom Metsa
OHV Program Manager
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125

Re: Roosevelt National Forest, Boulder Ranger District, OHV Grant Application 2023

Dear Mr. Metsa,

The Boulder Watershed Collective is writing in support of the Boulder Ranger District's grant application to fund a trail crew that will help with engineering, education, enforcement, and project coordination on the Boulder Ranger District. The additional personnel will add capacity to the Developed/Dispersed recreation program and allow more resources for OHV operations and maintenance. This is an ongoing and critical need for this watershed which experiences high amounts of recreation year round.

The Boulder Watershed Collective (BWC) works to create a resilient Boulder Creek watershed where landscapes and communities thrive. The BWC shares the Boulder Ranger District's concern that a growing population along the Front Range is increasing recreational pressure on natural resources. It is necessary to be responsive to these demands by increasing education, restoration, and conservation in throughout critical watersheds.

The headwaters of the Boulder Ranger District are drinking water sources for multiple jurisdictions including the Cities of Boulder, Longmont and the Denver Metro area. A trail crew in this area will add much needed capacity to more efficiently identify and manage impacts associated with OHV use. The increased presence of staff will improve sustainable growth and management of OHV activities in these critical watersheds.

The BWC is focused on water quality improvement, in part by reducing the mobilization of sediment into water ways. We strongly believe that improved OHV management with a trail crew can provide a positive impact in this area. The BWC encourages strong consideration of this grant request.

Sincerely,

Maya MacHamer
Boulder Watershed Collective
maya@boulderwatershedcollective.org