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

Name of Project: Boulder Ranger District OHV Crew		Date of Application: 11/30/2023
<i>(Please limit the project name to 5 words or less)</i>		
Total Project Cost: \$199,413 <i>(round off to the nearest \$1)</i>	Grant Request: \$91,820 <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		
Telephone: 303-541-2508	Email: roneva.keel@usda.gov	
OFFICIAL USE ONLY – UEI # (IF REQUIRED): https://sam.gov/content/duns-uei		
PROJECT CONTACT This is the person with day-to-day responsibility for the managing the project, ensuring the contract scope of work will be fulfilled. Please notify us if <i>Project Contact</i> changes.		
Name: Roneva Keel	Title: Recreation Management Specialist	
Mailing Address: 2140 Yarmouth Ave. Boulder, CO 80301		
Telephone: 720-767-4828	Email: roneva.keel@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: Roneva Keel	Title: roneva.keel@usda.gov	
Mailing Address: 2140 Yarmouth Ave. Boulder, CO 80301		
Telephone: 720-767-4828	Email: roneva.keel@usda.gov	
GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)		
Name: Sara Wolf	Title: Grants Management Specialist	
Mailing Address: 2150 Centre Ave. Fort Collins, CO 80526		
Telephone: 719-467-6445	Email: sara.wolf@usda.gov	

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PROJECT LOCATION		
Nearest Town or City: Boulder, Colorado		
County(ies): Boulder and Gilpin		
Provide a point of reference for mapping purposes (i.e. a google searchable landscape feature): Arapaho and Roosevelt National Forests, Boulder Ranger District		
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: US Government		
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>Govt-owned</u>		
TRAIL SYSTEM INFORMATION (List the number of miles for each type of OHV trail in your area)		
Miles of Singletrack: <u>0.0</u>	Miles of 50" or less: <u>0.0</u>	Miles of Full-sized: <u>215</u>
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: 2024-2025
Project Contact: Roneva Keel – USFS	Application No.: (to be completed by CPW)
Total Project Cost: \$199,413	Grant Request: \$91,820

WHO: The Boulder Ranger District (BRD) of the Arapaho & Roosevelt National Forests and Pawnee National Grassland is requesting funding to hire a two-person OHV crew to implement the proposed project with oversight and assistance from three additional District recreation personnel. The crew will consist of one Permanent Seasonal Employee (18/8 PSE) at the GS-7 level, who will serve as crew lead, and a seasonal OHV crew member at the GS-5 level. 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 living in the Denver-Metro area. The proposed project area will include all motorized routes on National Forest System lands within the Boulder Ranger District. **Refer to E-2 Project Map.**

WHAT: We are requesting Good Management Trail Crew Program participation to support the hiring of one permanent GS-7 crew lead. The proposed OHV crew will patrol, maintain, and improve motorized routes on the District. Patrol activities will include conducting visitor contacts, providing education and information, and performing Forest Protection Officer 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. Project deliverables include:

- Addressing the maintenance backlog on motorized routes with a focus on mitigating increased impacts to natural resources.
- Patrolling, informing, and educating users on all 215 miles of motorized routes, emphasizing routes that are heavily used and/or are difficult to patrol, such as the road networks of Miller Rock, Middle St. Vrain, Park Creek, 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 April through November, with the crew lead starting in April and the GS-5 crew member beginning in May. Training, certification, and familiarizing the OHV crew with the District’s motorized routes would run approximately two weeks in May.

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 under the Stay the Trail—Education & Stewardship Alliance,” which comes 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: 11/30/2025

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)	\$ 91,820		\$ 91,820.00
USFS Employee Salary for Grant Support and Grant Administration		\$ 25,743.00	\$ 25,743.00
Volunteer Support (~2,000 hours)		\$ 63,600.00	\$ 63,600.00
Materials & Supplies		\$ 8,500.00	\$ 8,500.00
Tools & Maintenance		\$ 1,500.00	\$ 1,500.00
Heavy Equipment Use & Maintenance		\$ 2,000.00	\$ 2,000.00
PPE (FS employees and volunteers)		\$ 1,750.00	\$ 1,750.00
Radios, GPS, Cameras, SPOT devices, etc.		\$ 1,000.00	\$ 1,000.00
Carsonite posts and stickers		\$ 2,500.00	\$ 2,500.00
Aluminum signs and channel posts		\$ 1,000.00	\$ 1,000.00
USE OF GRANT FUNDING <small>List uses of grant funding (only) below</small>	TOTAL PROJECT AMOUNT		\$199,413.00
I. Personnel Costs <small>Identify as: Salary/wage, benefits, *travel, training, outfitting costs, personal protection equipment, etc. Non-Profit organizations will be required to purchase</small>			
Club Member/Employee Name or Title	\$ Per Hr	Hr Per Week	Weeks
GS-07 OHV Crew Leader (Permanent Seasonal Employee)	\$ 36.00	40	36
GS-05 OHV Crew Member	\$ 22.00	40	26
Training & Travel	\$ 1,500.00	1	2
<small>For CPW use only: Approximate number of workhours</small>	2,158.89		
		Category Total	\$ 77,720.00
II. Project Materials/Supplies <small>Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.</small>	Price Per	Quantity	Total
*Provided by project sponsor			
		Category Total	\$ -
III. Equipment <small>Identify as: Trail Dozer, ATV, motorcycle, chainsaws, field equipment rentals, equipment fuel and repairs, fleet vehicle operations, etc.</small>			
Pick-Up Truck (Monthly rental through GSA)	\$ 1,650.00	7	\$ 11,550.00
Mini-excavator rental (Weekly rental through GSA)	\$ 850.00	3	\$ 2,550.00
		Category Total	\$ 14,100.00
IV. Contracted Services <small>Identify as: Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs</small>			
Not Applicable	\$ -		\$ -
		Category Total	\$ -
V. Volunteer Support <small>Identify as: <i>For Volunteers Only</i> 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>			
*Provided by project sponsor	\$ -		\$ -
		Category Total	\$ -
VI. Insurance <small>(Non-profit organizations only)</small>			
Not Applicable	\$ -		\$ -
		Category Total	\$ -
VII. Grant Administrative Costs (Non-profit organizations only) <small>Identify as: administrative costs, office supplies, postage, phone charges, computer & printer supplies, etc. (Up to 5% of amount spent)</small>			
Not Applicable	\$ -		\$ -
		Category Total	\$ -
		Total	\$ 91,820.00

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

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

C-1

FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The applicant is responsible for securing all necessary permits, licenses, clearances, SHPO, and environmental analysis documentation necessary to comply with local, state, and/or federal laws.

Project
Name

Boulder Ranger District
OHV Crew

Project
Sponsor

USDA Forest Service –
Boulder Ranger District

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 a decision has not been issued as part of the NEPA environmental review process, please state the reason why. No funds will be distributed until any required NEPA documentation is completed.

Not applicable.

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

Marlena Polkow | Forest Environmental Planner | marlena.polkow@usda.gov

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

Kevin McLaughlin – District Ranger, Boulder Ranger District

Print or type Land Manager's Name and Title

KEVIN MCLAUGHLIN Digitally signed by KEVIN MCLAUGHLIN
Date: 2023.11.30 12:13:01 -07'00'

Land Manager Signature and Title

Date

PROJECT SELECTION CRITERIA

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

The proposed project will support the hiring of a 2-person OHV crew, including a permanent crew lead at the GS-7 level who will be hired and onboarded in advance of the 2024 field season. The creation of a permanent position at the higher GS level marks a shift in strategy for the Boulder Ranger District's OHV program that will help to foster improved partnerships, stronger public engagement, and greater continuity in the program. Since the initial awarding of the CPW grant, the BRD OHV program has relied on seasonal employees at the GS-5 and GS-6 levels to carry out its mission. In the past, CPW grant funds have made possible the hiring of a much-needed crew dedicated to the maintenance and improvement of OHV roads, as well as patrolling and making public contacts. However, the recruitment and retention of skilled OHV staff have been a challenge in recent years. During the 2022 season, for example, the two OHV crew members we hired accepted permanent positions elsewhere midway through the summer; in 2023, the District was successful in hiring only one OHV seasonal, who was supported by another recreation staff member.

Hiring an OHV crew lead at the more competitive GS-7 level and on a permanent basis will ensure that not only do we attract the best candidates with the requisite skills, but also that the hire returns year after year. This will cut down substantially on the time and resources required to train and get employees up to speed with the unique characteristics of the Boulder Ranger District. In addition to the permanent OHV seasonal, the BRD will hire a second OHV seasonal at the GS-5 level. These hiring efforts are part of a broader, long-term strategy to re-envision and rebuild the BRD's OHV program, focusing on retaining employees with the necessary skillsets and building stronger partnerships with OHV clubs and our neighboring communities.

Project year 2025 will be the second year of a permanent crew lead in the OHV program. Because this person will have completed training requirements and is capable of operating heavy equipment, we will have increased capacity to accomplish the more technical work needed on our OHV roads, including much-needed maintenance on popular routes like Switzerland Trail, Middle St. Vrain/Coney Flats, and Caribou. The focus of the OHV program in the coming years will be to address the maintenance backlog on our motorized routes, as well as mitigating motorized impacts to natural resources and restoring unauthorized routes. Having permanent staff dedicated solely to OHV will reduce turnover, creating the continuity necessary to effectively and efficiently address longstanding issues, including damage caused by the flood of 2013. The historic 500-year flood event caused a wide range of impacts to our motorized routes ranging from damaged road drainage features to the wash-out of entire road segments. The intent of this OHV crew is to sustain and enhance our District's existing motorized network to prevent further degradation of our roads and to restore existing routes to a condition that facilitates sustainable use. Such work will prevent existing maintenance issues from becoming so complex and expensive to address that they result in the loss of motorized opportunity.

The proposed project will further enable us to improve the motorized recreation experience by maintaining a strong field presence focused on OHV routes and users. Long-term value and route sustainability stem from a two-part approach to managing motorized routes and recreation – patrols and maintenance. Patrols are the mechanism through which we inform and educate our visitors. Informed and educated visitors not only follow rules and regulations, but also understand how these rules and regulations protect resources and ensure continued opportunity for OHV recreation. This is particularly important as we continue to see growing numbers of new OHV users on our roads each year who are often unfamiliar with OHV rules and etiquette.

The benefits of this project are far-reaching. 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 greater recreation-use pressure across the Urban Front Country. The proposed project will ensure the sustainability of existing opportunities for all our motorized users, from dirt bikes to Jeeps, by addressing and mitigating resource impacts as well as educating new and existing OHV users on responsible OHV recreation. It will, furthermore, continue to benefit our OHV clubs and their volunteers by supporting their work to keep motorized opportunities available to all.

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

The Boulder Ranger District OHV program's 2025 season will benefit from significant investments in the District's recreation staff made over the preceding two years. In 2023, the BRD added four permanent positions that will directly or indirectly contribute to the overall success of the OHV program in the future by building capacity that has been lacking in recent years. We will build on this investment with further additions to the permanent recreation staff in the 2024 season. The most direct benefit to the OHV program includes the addition of a permanent GS-7 OHV crew lead to our District organization chart in 2024, along with the continued hiring of a seasonal crew member. In addition to the new permanent position in the OHV program, the BRD is adding an additional permanent recreation staffer in 2024, who will be available to support the OHV program as needed. While the BRD will continue its efforts to hire seasonal employees to work on OHV projects, the permanent hires added in 2023 and 2024 will ensure that the OHV program's success is not contingent on a seasonal hiring process that has proven unreliable in recent years.

Most importantly, the investment in a dedicated, permanent crew lead at the GS-7 level will facilitate stronger relationships with our OHV partner groups in the coming seasons. During a fully staffed year, the BRD's OHV program can expect over 2,000 hours of volunteer support. In 2019, a normal year, the Boulder Ranger District's partner organizations logged 3,187 volunteer hours, roughly \$90,956 worth of value to the government, on a wide variety of motorized projects, including route maintenance, patrols, education contacts, unauthorized route restoration, and sign installation. Despite staffing challenges, the 2023 OHV program collaborated with partner groups Trail Ridge Runners 4X4 Club, Rising Sun 4X4 Club, and Colorado 4X4 Rescue and Recovery to perform route maintenance, participate in seasonal gate openings and closures, and remove abandoned vehicles from the forest. Additionally, this year's OHV crew member joined Stay the Trail and the Clear Creek Ranger District OHV program to engage in public outreach at the Be Heard Off Road Show in September, advocating for responsible OHV use and promoting stewardship of public lands.

The BRD will continue to leverage partnerships with the neighboring Clear Creek and Canyon Lakes Ranger Districts with whom we share multiple routes that cross District boundaries. For the past several years, the BRD has worked with Clear Creek to coordinate route maintenance and patrols. In 2023, we expanded these collaborative efforts, joining with Clear Creek's OHV program for training, OHV projects, and workdays on both districts. These included clearing snow and opening the Kingston Peak road that crosses both districts, route clearing and maintenance on the Clear Creek Ranger District, sign replacement and route maintenance in Boulder's Rollinsville-Magnolia area, working with volunteers to construct 100 feet of buck and rail fencing, and removing an abandoned camper from the forest. These collaborative efforts enabled both Districts to make the most of limited staffing and created invaluable training opportunities for our crews. The 2024 and 2025 seasons will expand upon these collaborative efforts with our neighboring districts—including the Canyon Lakes Ranger District—for both training and project support, maximizing efficiency and minimizing cost to support the success of all three programs. This collaboration will help us to create a more seamless and enjoyable experience for OHV users who recreate across district boundaries by ensuring the three districts approach training, signage, and partnerships in a consistent manner.

As with previous years, there may be some perceived controversy surrounding the closing and rehabilitation of unauthorized, or non-system, routes; many visitors have been using these routes for years, and it may appear to them that we are taking away motorized opportunities. However, we believe that the education of our public about sustainable recreation practices, combined with the improvement of our existing system routes, will improve overall public satisfaction with the project and the program as a whole.

The BRD's 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, with an anticipated contribution of approximately 2,000 volunteer hours for this project proposal. The District will provide all the power tools, hand tools, tool training, and the materials and supplies necessary for motorized route operation and maintenance. The District will also provide a skid-steer and attachments for proposed heavy machine project work as well as materials and supplies (carsonite signs and stickers, retroreflective aluminum motorized signs with channel posts, informational kiosks, lumber, and hardware). Additionally, the District will provide all the appropriate electronics to keep the crew safe, connected, effective, and efficient, including 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 the necessary equipment. Equipment will include a seven-moth pick-up truck rental and a three-week mini-excavator rental.

Boulder Ranger District in-kind matching contributions = \$107,593
Proposed Project OHV grant funding request = \$91,820
Total Project Cost = \$199,413

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

The principal objective of the proposed project is to provide a dedicated OHV crew to address deferred maintenance on the Boulder Ranger District's OHV roads and to improve overall visitor experience through outreach, education, and enforcement.

The highest priority of this project is sustaining and enhancing motorized opportunities while protecting natural resources. Increased use on our roads, including many people who are new to OHV recreation, combined with persistent drainage issues on our roads, have led to a proliferation of user-created routes and the subsequent degradation of some of our most popular OHV roads. This project takes a three-pronged approach to addressing these issues that involves engineering, education, and enforcement—also referred to as the Law Enforcement Triangle (LET). The most important aspect of this approach is engineering: this involves designing and constructing a site so that visitors use the site appropriately and within the rules and regulations intuitively. Educating and informing visitors on how to recreate appropriately is the next phase, and can include public outreach (e.g. visitor contacts and social media) as well as signs and information boards. In addition to informing visitors of the rules and regulations of the District, the OHV crew will be trained on using an "Authority of the Resource" approach, which focuses on teaching visitors how compliance with regulations ultimately protects the resource. Enforcement actions, primarily writing warnings and citations, will also be used to enforce compliance as necessary.

While the OHV crew will use all three strategies on the Law Enforcement Triangle, this project will emphasize engineering to achieve resource protection, focusing in particular on drainage issues and unauthorized routes. Previous crews have developed an inventory of existing problems surrounding roads, signage, and fencing to help prioritize and plan for future operations and projects. The most significant issues previously identified are unauthorized user-created routes, degraded roads, and areas with inadequate drainage across the District. User-created routes and diminished road quality are issues that typically go hand in hand; riders seeking to avoid flooded roads and deep puddles will often go around them, carving out new routes, causing erosion of the roadbeds, and depositing sediment into creeks and waterways. These issues compound over time as user-created routes proliferate, with negative impacts to water quality and wildlife habitat. The proposed project will use the data collected in previous seasons to prioritize roads and areas most susceptible to resource impacts. Work will include rehabilitating existing drainage structures, creating new drainage structures, and hardening critical water crossings. Where appropriate, the crew will continue working with partners and volunteers to reduce impacts to sensitive meadows, riparian areas, and wildlife habitat through the creation of barriers like buck and rail fencing and rock obstacles.

The proposed project will continue to identify, inventory, restore, and revegetate unauthorized road networks strategically. The identification of problem areas will allow us to assess where our efforts are most needed and most likely to be successful, so we can make the best use of our resources going forward. It will also alert us to new use patterns as they emerge. This information will be used to work with our Soils, Wildlife, and Hydrological specialists to prioritize areas with the greatest potential resource impacts.

The restoration of unauthorized routes will include the use of heavy equipment. The 2024 hiring of a permanent GS-7 with the requisite skills and experience creates a capacity for this work that has been lacking in recent years. Heavy equipment will be used to decompact soil, which facilitates revegetation, captures water run-off, reduces sediment deposition, and discourages future use. Revegetation will likely be done naturally, but shredded wood straw and native seed mixes provided by the District in consultation with the relevant specialists may be used if natural revegetation is unsuccessful. The restoration and revegetation of unauthorized routes is a key component of the protection and enhancement of our watersheds, water quality, sensitive plant colonies, wetlands and riparian areas, and wildlife corridors. Through adequate engineering, education, and enforcement, this project protects these natural resources 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, updated trailhead kiosk information panels, frequent compliance patrols, and the closure and rehabilitation of unauthorized routes. By the close of the 2023 season, the OHV crew signed over 90% of routes to standard, however, these signs require regular maintenance and replacement as signs deteriorate or are vandalized. The replacement of some of our larger trailhead kiosks will allow us to provide better and more up-to-date information on popular routes and can connect users to resources like the Motor Vehicle Use Map (MVUM) and Stay the Trail information. Improved route signage will continue to include indicating what recreation activities are allowed, which results in reduced conflicts between user groups. Regular sign maintenance will continue to consist of ensuring that route entrances are clearly signed and route-finding carsonites are clearly marked.

In 2023, our OHV crew identified and closed user-created non-system routes across our district, working to bring the conditions on the ground into alignment with our MVUM. Like road signs, this work requires ongoing maintenance from year to year, as new unauthorized routes are created by users, whether willfully or unintentionally: what might begin as a single set of tire tracks through a fragile meadow or around a deep puddle can quickly come to resemble a legitimate road through continued use, creating confusion among our users as to what is a legitimate road. In coordination with our local OHV club partnerships, the proposed project will continue to identify these user-created routes as they emerge and work to close and rehabilitate them before there is excessive damage.

Education

During the 2023 field season, the BRD worked closely with Clear Creek Ranger District OHV to ensure that our signing practices are uniform across the districts, reducing the likelihood of visitor confusion as they recreate in different parts of our National Forests. This cross-district coordination will continue into 2024 and beyond and expand to include the Canyon Lakes Ranger District to our north. Because these districts share a user base, including OHV clubs and rental companies that operate across district boundaries, improved collaboration and communication will ensure that these valued partners receive consistent information to share with club members, clients, and the riding communities to which they belong.

In addition to updated signage and improved information flow, this project year will continue to emphasize positive public contacts. The OHV crew will be trained to promote the message of Stay the Trail, Tread Lightly, and the ATV Safety Institute on safe OHV usage when engaging in public contacts. The OHV crew and District will once again partner with Stay the Trail to provide onsite outreach and education at key locations and times across the District. One of our ongoing strategies for this project is to educate our OHV user base to become safer, more responsible, and self-regulating. Self-regulation, or self-policing, is when responsible members of the motorized community help inform and educate other OHV users as well as hold them accountable for inappropriate actions. This message is typically better received when it comes from a peer in the OHV community as opposed to an authority figure with the power to issue citations.

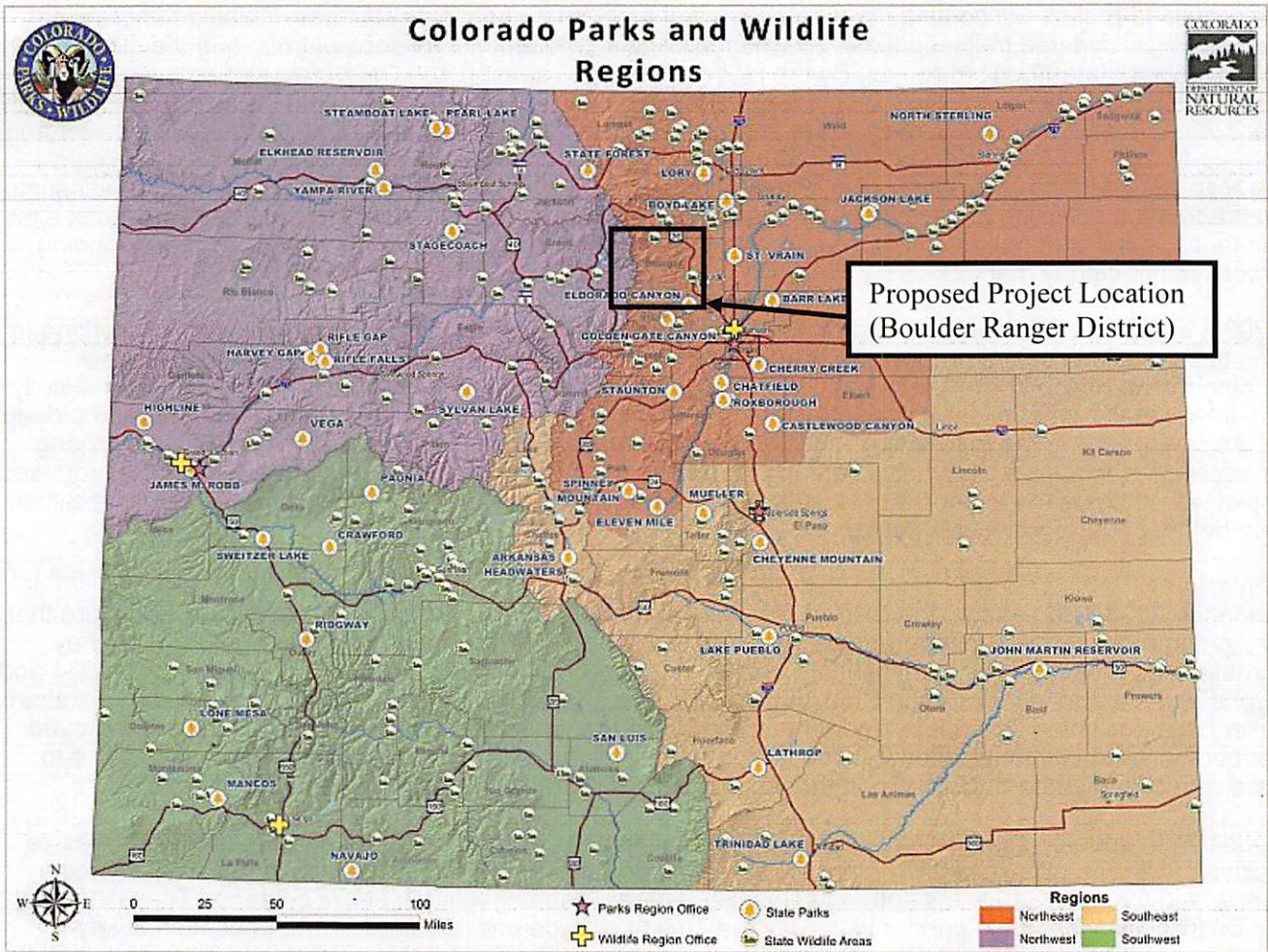
Enforcement and Compliance Activities:

The proposed project will continue to increase our capacity to patrol our motorized routes on a frequent basis. Our limited presence in some areas has led to an increase in unauthorized route creation and a decrease in OHV regulation and registration compliance. Regular patrols and a stronger field presence have been shown to increase OHV regulation and registration compliance. Having permanent OHV staff will ensure a more consistent field presence. 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. The crew will have Forest Protection Officer (FPO) credentials that enable them to enforce rules and regulations through the issuance of citations and warnings. However, when appropriate, the OHV crew will continue to emphasize registration compliance over penalties (citations), giving unregistered users the opportunity to register rather than receiving a fine. During the 2023 season, our crew successfully employed this strategy to educate OHV users on the fee program in a positive, rather than punitive way. This enforcement effort further supports the responsible use of our system routes, as a significant portion of our compliance contacts result from the user being unaware of rules, regulations, and where they are in relation to legal motorized routes.

As part of this project proposal, the OHV crew will continue to hand out MVUMs, OHV opportunity maps, and Stay the Trail information. In addition to hard copy information, the OHV crew will continue to educate our public on digital map usage by showing visitors how and where to get the free Avenza phone application and free MVUM maps.

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

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



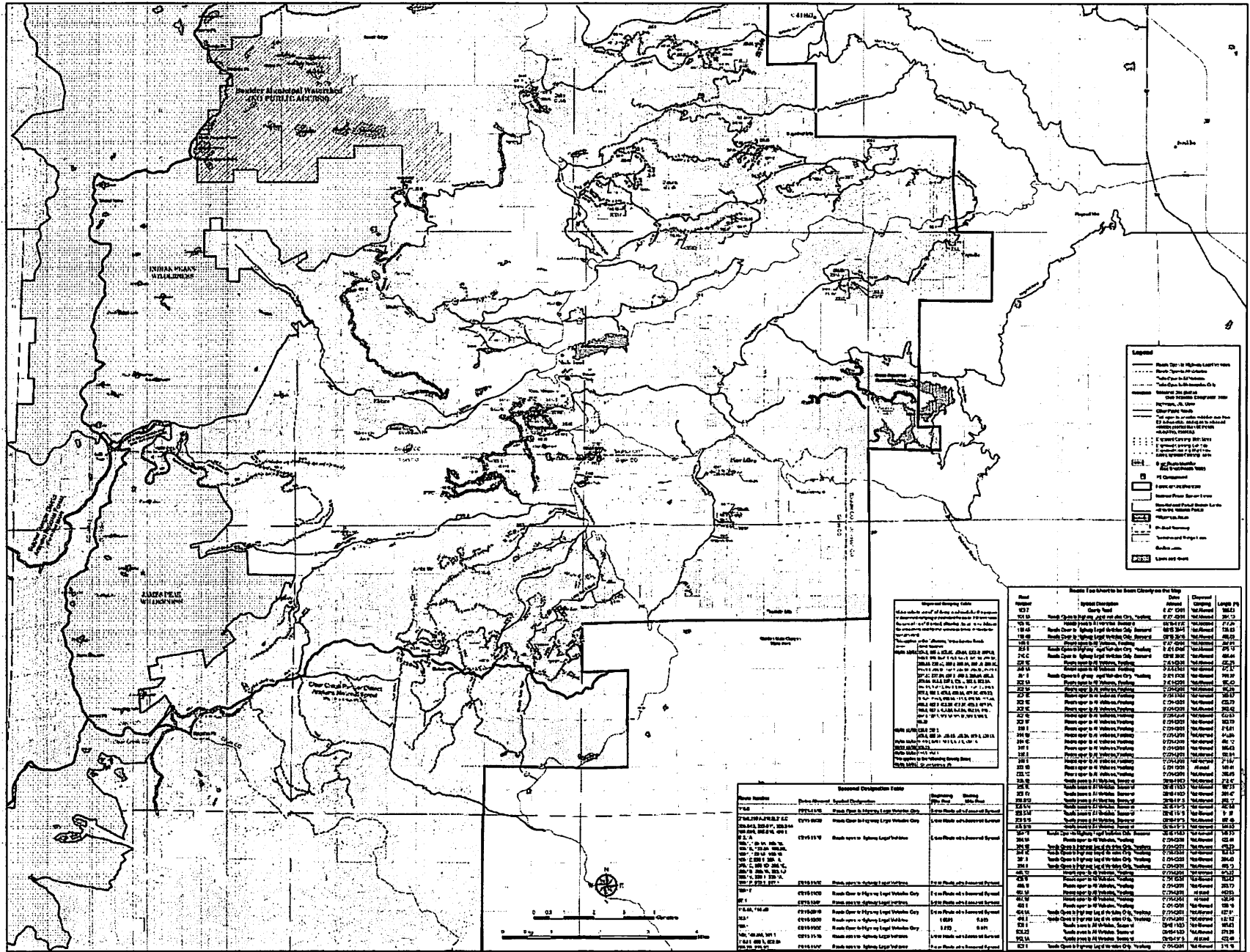


Figure 2 Project Area: Boulder Ranger District, South half

(F) Project Illustration

Photographs, Drawings, Engineering Plans, Diagrams



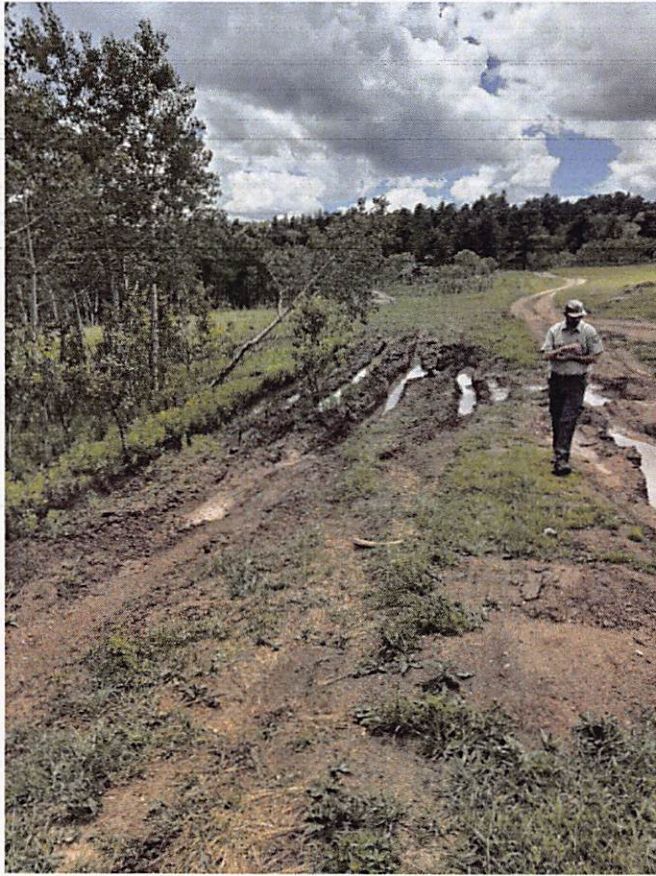
Basic route maintenance is required on an ongoing basis to keep routes open and sustainable.

Left: BRD OHV crew partnered with Clear Creek RD OHV Crew and Rising Sun 4X4 Club to clear snow and open the popular Kingston Peak route that joins the two districts.

Below left: Buck and rail fencing protecting Jenny Lake is exposed to extreme weather, heavy use, and occasional vandalism. This necessitates regular maintenance and rebuilding.

Below right: OHV seasonal, Alex, working with partners and volunteers to install new buck and rail fencing.



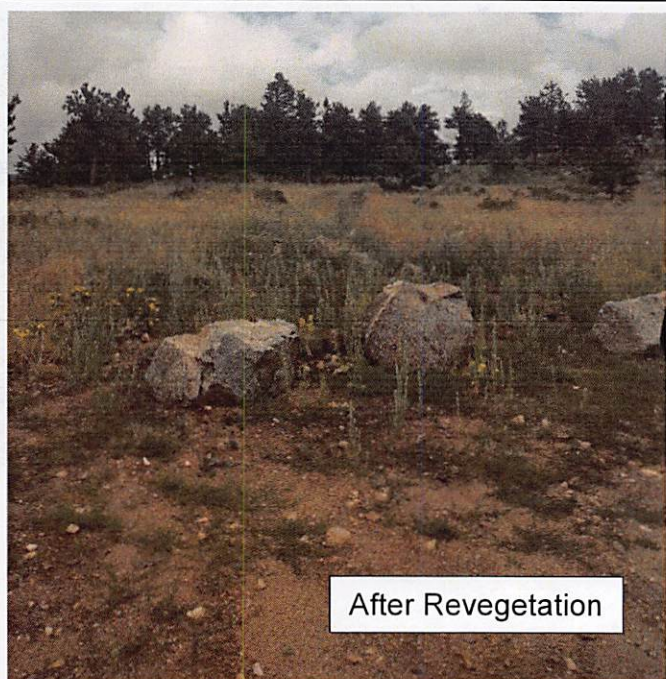


Above: Another example of ongoing maintenance and repair needs, in addition to need for consistent Forest Service OHV presence in the field. Images show unauthorized route creation and use. These "mudding" routes, in the Gordon Gulch area, are a major issue each spring.

Below: Example of unauthorized route blocking, decommissioning, and revegetation that forms a major component of the proposed project. This example was from 2019, which was implemented using a skid-steer operated by Forest Service personnel.



After Decommissioning



After Revegetation



Left: This mud hole on the popular Middle St. Vrain route (Forest Service Road 114.1) is a recurring issue that requires annual maintenance to protect the fragile riparian area that runs adjacent. Images on this page show a volunteer project day with support from Trail Ridge Runners. The proposed project will improve partner relationships by supporting a permanent crew member to lead and organize volunteer days.

Right: Trail Ridge Runners volunteers drained water, then laid fabric and log corduroy to fill the mudhole. The proposed project will greatly enhance these efforts by hiring a permanent crew member with the skills to operate heavy machinery.



Left: Finished surface on Middle St. Vrain with volunteers adding final gravel fill to road tread. This vital work needs regular maintenance to protect the adjacent riparian area and nearby waterway.

(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.

November 16, 2023

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 as well as materials and supplies for OHV road/trail maintenance. This trails crew will help with education, enforcement, signing, maintenance, and project leading on the Boulder Ranger District. Additionally, in this grant the Boulder Ranger District is requesting funds to hire a permanent OHV crew lead. Having a permanent OHV lead will improve the coordination of annual OHV projects. In 2023 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,

Michael Moore

Michael Moore, President

Adam Mehlberg

Adam Mehlberg, Secretary



November 20, 2023

COLORADO PARKS AND WILDLIFE

**MR. TOM METSA: OHV PROGRAM MANAGER 13787 S HWY 85 |
LITTLETON, CO 80125**

**THIS LETTER IS OUR ENDORSEMENT FOR THE BOULDER
RANGER DISTRICT (BRD) GRANT TO FUND EQUIPMENT AND A
TWO PERSON TRAIL CREW THE WILL HELP WITH EDUCATION
AND ENFORCEMENT IN THE BOULDER RANGER DISTRICT.**

Rising Sun 4 Wheel Drive Club of Colorado is a Toyota 4x4 club located in Colorado with 114 active members. Our club was founded 42 years ago in 1981. We are deeply invested in preserving our public land and keeping motorized access open. Many of our club members are members of Tread Lightly and we preach responsible motorized recreation. We consistently spend 1200+ hours annually on Colorado public land in the form of cleanups, trail runs and general trail patrol. Many of our members are professionals in the motorized recreation industry and depend on it for their livelihood. We have demonstrated our dedication to supporting the Forest Service and public lands by participating in the Adopt-a-Trail program throughout our history. We organize and participate in multiple Trail workdays each year on each trail. On Kingston Peak trail and, on Jenny Creek trail specifically, our Adopt-a-Trails which is in the BRD, we've restored meadows, maintained historical sites, participated in the reroute and preservation of the trail, and organized yearly volunteer events with the BRD.

On behalf of our membership, we fully support this grant, which will fund a trail crew that will help with education, enforcement, and project leading in the BRD. These additional persons will add capacity to the Developed/Dispersed recreation program, and allow more resources for OHV operations and maintenance. We respectfully request the support of the BRD in this effort.

**SINCERELY, THE MEMBERS OF RISING SUN 4 WHEEL DRIVE
CLUB OF COLORADO WWW.RISINGSUN4X4CLUB.ORG**

PO Box 260175 | Lakewood, CO 80226-0175



November 10, 2023

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 2024

Dear Mr. Metsa,

The Boulder Watershed Collective is writing in support of the Boulder Ranger District's grant application to hire a permanent OHV crew lead. This new position will mean greater continuity in the program and less time spent training at the beginning of each season so they can spend more time mitigating the impacts to natural resources. Addressing OHV use is a 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 have sustainable programs which can be responsive to recreational demands by increasing education, restoration, and conservation throughout critical watersheds. A permanent position is a step toward sustainable programming.

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 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

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

As noted above, the Boulder Ranger District is adding a new permanent seasonal crew lead at the GS-7 level to its organizational chart, beginning with the 2024 season. This is a significant investment in the future of the District's OHV program and a new strategy for attracting and retaining employees with the requisite skills and experience to make this program a success. Hiring seasonal employees has been a recurring challenge: in 2023, we succeeded in hiring only one dedicated OHV seasonal, who was supported by members of the permanent recreation staff. Given the limited staffing in 2023, we shifted the OHV program's focus to basic route maintenance (e.g. bringing the District's OHV road signage up to standard, corridor clearing, closing unauthorized routes) and patrols for the season.

Efforts to overcome the staffing issue are already underway with a new hiring initiative currently in progress. In addition to the GS-7 crew lead, the District will continue to hire a dedicated OHV crew member at the GS-5 level and is also adding an additional permanent recreation staff at the GS-5 level who can support the OHV program as needed. The new permanent crew lead will enable us to focus more energy on deferred maintenance and working with partners and volunteer groups. This new capacity is reflected in the work plan for the 2024 season.

Primary Goals for 2024 Work Season

- Work with partners and volunteer groups to open and close seasonal roads. Support Adopt-a-Road groups that perform maintenance on our roads.
- Work with partners and volunteer groups to address maintenance backlog on District OHV routes. Focus will be on restoring and building drainage through sensitive ecosystems. Priority routes include:
 - Switzerland Trail: this popular route has significant washouts, as well as damage from off-road riding. The focus will be to address resource damage and manage off-road vehicle use.
 - Middle St. Vrain/Coney Flats: the location of this road through a marsh requires regular maintenance to support proper drainages, as well as blocking to prevent vehicles from treading on adjacent meadows.
 - Caribou: replace Five Points kiosk that was previously damaged; facilitate coordination with the City of Boulder Watershed, Boulder County Transportation, and NORAC to address large mud hole crossing on the City of Boulder property.
 - Kingston Peak: close unauthorized routes and address off-road use, particularly in alpine areas.
- Work with neighboring Canyon Lakes to bring OHV rental companies under permit to prevent roads from experiencing excessive usage that results in resource damage and diminished OHV experience.
- Work with Clear Creek and Canyon Lakes Ranger Districts to plan and implement forest-wide trainings to build OHV capacity (e.g. training in the use of 4X4, ATV/UTV, trailer-hauling, etc.).
- Continue to patrol and educate the public on proper OHV use and etiquette and build a positive relationship with recreating public. Prioritize building a field presence on routes that are difficult to patrol.

Timeline of Work

April: Onboard GS-7 crew lead; work with partners and volunteer groups to plan and prepare OHV projects.

May: Onboard GS-5 OHV crew member; complete any needed OHV, Forest Protection Officer (FPO), and general Forest service training. Work with partners to run and open roads scheduled to open May 15. Begin patrols on open roads.

June: Run and open roads schedule for June opening; begin working with partners and volunteer groups on OHV projects as weather and snowmelt allow. Continue patrols (through remainder of summer).

July: Run and open remaining roads. Continue working with partners and volunteers on scheduled projects. Coordinate with Stay the Trail for public outreach event on one of our popular roads.

August: Host project/clean up days with volunteers. At least one more public outreach event.

September: Wrap up remaining volunteer/partner projects.

October-November: Continue with patrolling and small projects. Prepare for and close seasonal roads.