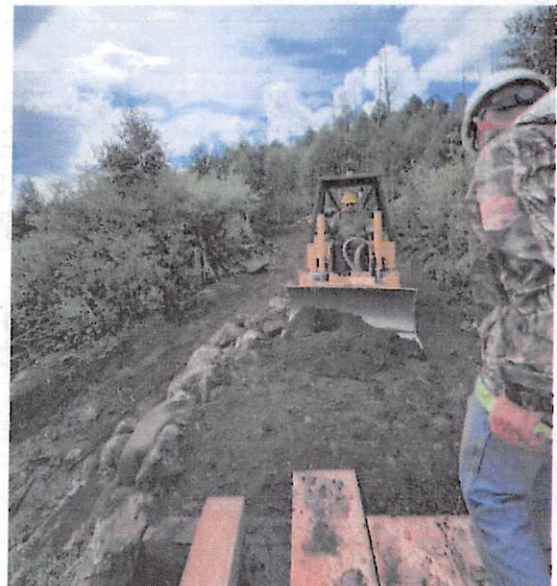
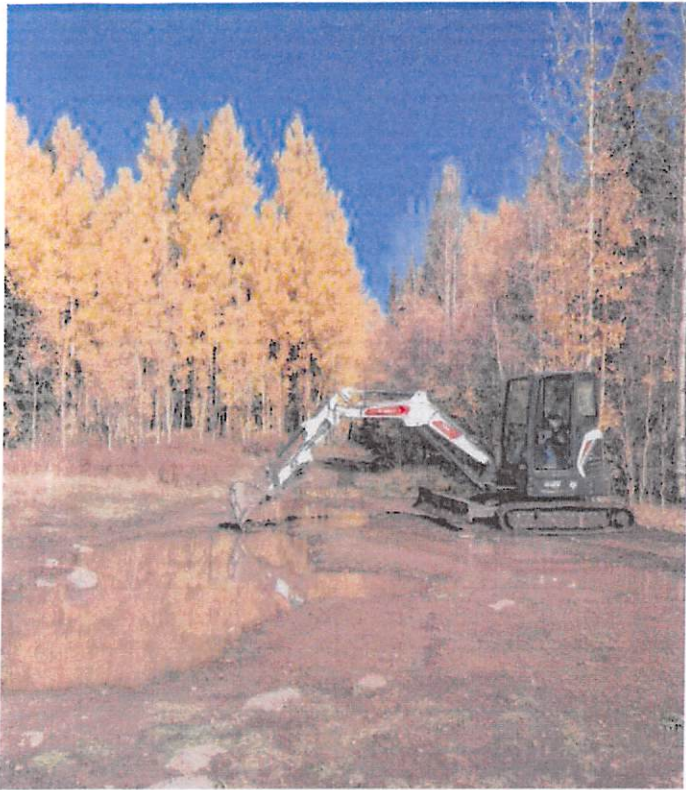


GVRD Heavy Equipment Crew

Grand Valley Ranger District 2023-2024





2023-2024

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

Name of Project: GVRD Heavy Equipment Crew		Date of Application: 12/2/2022
<i>(Please limit the project name to 5 words or less)</i>		
Total Project Cost: \$294,300	Grant Request: \$265,000	
<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: USFS Grand Valley Ranger District		
Mailing Address: 1010 Kimball Ave. Grand Junction, CO 81501		
		Fax: 970-263-5819
Telephone: 970-242-8211		Email: laceie.jurado@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: Lacie Jurado		Title: Trails Coordinator
Mailing Address: 1010 Kimball Ave. Grand Junction, CO 81501		
Telephone: 970-817-4053	Fax: 970-263-5819	Email: laceie.jurado@usda.gov
		Is this the primary contact for this grant: 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: Michael Jones		Title: Recreation Staff Officer
Mailing Address: 1010 Kimball Ave. Grand Junction, CO 81501		
Telephone: 970-263-5902	Fax: 970-263-5819	Email: Michael.jones2@usda.gov

GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)		
Name: Amanda Marr		Title: Lead Grants and Agreements Specialist
Mailing Address: 1617 Cole Boulevard, Building 17. Lakewood, CO 80401		
Telephone: 348-432-0388	Fax:	Email: amanda.marr@usda.gov

PROJECT LOCATION

Nearest Town or City: Grand Junction, CO

County(ies): Mesa and Delta

Township/Range/Section: Project encompasses the entire Grand Valley Ranger District

State Senate District #: 7 & 5

State Representative District #: 64, 55, & 61

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): Public Lands**TRAIL SYSTEM INFORMATION** (List the number of miles for each type of OHV trail in your area)Miles of Singletrack: 50.6 Miles of 50" or less: 428.1 Miles of Full-sized: 386.7**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.

 Trail Maintenance Travel Plan Implementation *New Trail Construction miles / ft. _____
(Approved through Travel Mgt Decision) Resource Protection & Improvement *Major Re-Route miles / ft. closed _____
(that will require new or additional environmental miles / ft. added _____
approvals) Signs Youth Corps Restoration/Rehabilitation (existing corridor) Planning Visitor Contacts & Law Enforcement Capital Equipment Education 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.)

70%	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.)
5%	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
5%	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: GVRD Heavy Equipment Crew	Project No.: (to be completed by CPW)
Project Sponsor: USFS Grand Valley RD	Application Year: 2023-2024
Project Contact: Lacie Jurado	Application No.: (to be completed by CPW)
Total Project Cost: \$294,300	Grant Request: \$265,000

Project Description: This project is being proposed by the US Forest Service, Grand Valley Ranger District located in Grand Junction, CO. The Grand Valley Ranger District administers public lands in Western Colorado including the entire Grand Mesa National Forest (~350,000 acres) and the Northern portion of the Uncompahgre National Forest (~240,000 acres). Both forests differ greatly in terrain and topography resulting in a sought-after recreation experience by both locals and tourists. With over 860 miles of motorized trails on the district the need for maintenance increases with increased use of OHVs and continued impacts from weather.

This project would fund 2 heavy equipment operators for 10 months, 1 heavy equipment operator for 6 months, 3 swampers for 6 months, the rental of a skid steer and/or other equipment from May through September, operations of 2 trail dozers, maintenance costs, and other associated costs as identified in the budget. The project would focus on the maintenance of OHV trails across the entire Grand Valley Ranger District and fund 2 operators to work on BLM GJFO managed OHV trails during the shoulder seasons.

The following is a description of the work associated with each crew:

One of the trail dozers will focus on general maintenance of trails which includes cleaning and rebuilding existing drainage structures to prevent erosion and sedimentation. Additional work includes the clearing of down logs, hardening of creek crossings, and where needed, the rehabilitation of trail braids to keep use on designated routes.

The other trail dozer will focus on a few routes that require more intensive maintenance/reconstructive work. Often these trails are not identified until the spring snow melts and conditions can be evaluated and discussed in the spring with local OHV clubs. The trails most likely to be requiring heavy maintenance include Silver Spruce #517, High Trail #515, Little Johnson #617, Cedar Mesa #718, and Triangle Stomp #736.

The breaker attachment was purchased with OHV grant funding in 2016 and has been building in popularity on the western slope ever since. The breaker is attached to a skid steer and functions as a mobile jack hammer on OHV trails. It will mitigate rocky obstacles, created from increased use and erosion due to weather, on trails that are causing users to veer from the trail and widening the trail and often creating even larger mudholes. By removing/mitigating these hazards we reduce resource damage and create a safer rider experience. This is particularly a problem on the Grand Mesa where soil is hard to come by as the formation itself is comprised of volcanic rock.

This past season, 2022, the rental of an excavator proved to be effective in areas with a narrow corridor or steep side slope. The precision accomplished by the bucket is effective in large mud holes where the dozer would otherwise have to enter the bog to push out a drain or push into the bog. The dozer often struggles in this terrain due to the softness of the soils. The excavator most often could reach into the edge of the mudhole without having to enter it. After the water drained and soil dried up, the equipment can work the ground.

Along with rock removal the breaker alongside the trail dozer and/or backhoe can create a hardened water crossing that allows for water to continue to flow unimpeded across the trail tread while also providing a durable surface free of sediment.

Working the two pieces of equipment in tandem allows for a more efficient and a more durable result. The dozer can be used to push large rocks to the bog/water crossing, where the hammer can crush the rock. The crushed rock

fill can then be placed into bogs, water crossing, or used as tread fill. These projects require a lot of coordination between crews and partners as we often need field support from our partners or other trail crews.

Other useful applications that the dozer and other pieces of equipment contribute to is travel management on the district. With such rocky terrain digging holes is often a feat which makes the installation of signposts, cattle guard support posts, fencing, and width restrictors extremely challenging and inefficient for hand crews. The hammer and/or auger attachment on the skid steer makes quick work of this task where a hand crew alone may need a full day. The equipment can also easily block non-system routes with boulders and tank traps.

Having the flexibility to rent various pieces of equipment such as an excavator and/or a skid steer will allow us to create lasting structures, be more efficient, and accomplish work in places that are difficult for a dozer to work. Together these pieces of equipment, their operators, and swamper help manage and maintain rider opportunities on the Grand Valley Ranger District and BLM Grand Junction Field Office.

In the off season we lend the breaker attachment along with dozers, and other equipment out to our partner agencies to use on OHV trails in the state of Colorado.

The input from our partner organizations is very valuable and every spring we meet to discuss priorities and plan early season logging out. The list of trails to be worked each season are mutually selected during the annual spring meeting between our partner organizations; Western Slope ATV Association and Thunder Mountain Wheelers, alongside neighboring Ranger Districts; Paonia, Delta, and Ouray. Since some of our neighboring districts do not have OHV crews and have too few trails to justify one, we are working to ensure their trail issues are also being addressed and trails are maintained. We continue to adjust and prioritize with input from our partners as trail conditions are assessed in the early season.

With the success, support, and continued funding of this program, the forest has allowed us to hire permanent operators. With continued funding for these operators, they will be able to work a total of 10 months on OHV trails due to the collaboration with the local BLM office. With this collaboration the operators can start and end on BLM OHV trails during the spring and fall.

The two permanent dozer operators will start Mid-February/March and work with the Grand Junction BLM Field Office on OHV trails. Depending on conditions the permanent operators along with the rest of the crews would start early to mid-April on the Forest to prepare and transport equipment. Work will start on the Uncompahgre Plateau National Forest as it is at a lower elevation and is typically accessible late April and early May. Work will then transition to the Grand Mesa late June early July depending on melt off. Come mid-October the permanent operators will work with the Grand Junction BLM Field Office again.

The crews are scheduled to work four 10-hour days each week and are required to camp out at the project work site throughout the work week to maximize work efficiencies.

In addition to our crew members wearing the "State OHV shirts" to further recognize the use of state OHV funds, each trail dozer and trailer has a sign identifying that each machine is owned by the WSATV Association and were purchased through the State OHV Program.

Budget Form

Project Name: GVRD Heavy Equipment Crew

Date Project will be Completed: 12/31/2024

Project Sponsor: Grand Valley Ranger District

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)			\$ 265,000.00
FS Direct Supervision and Oversight (GS7 for 60days)	\$ -	\$ 16,000.00	\$ 16,000.00
FS Admin, budget, tracking, etc. (GS11-20days)	\$ -	\$ 7,600.00	\$ 7,600.00
Grants and Agreements Specialist	\$ -	\$ 5,700.00	\$ 5,700.00
	\$ -		\$ -
USE OF GRANT FUNDING		TOTAL PROJECT AMOUNT	\$ 294,300.00

List uses of grant funding (only) below

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		Total Cost
Dozer operators, WG-8, 10 months/40 hour week	\$ 32.00	40 hours x 40 weeks	\$ 51,200.00
Dozer operator, WG-8, 10 months/40 hour week	\$ 32.00	40 hours x 40 weeks	\$ 51,200.00
Equipment operator WG-8, 6 months/40 hour week	\$ 32.00	40 hours x 22 weeks	\$ 30,720.00
Swamper GS-5, 6 months/ 40 hour week	\$ 21.00	41 hours x 22 weeks	\$ 18,480.00
Swamper GS-5, 6 months/ 40 hour week	\$ 21.00	40 hours x 22 weeks	\$ 18,480.00
Swampers GS-3, 6 month/40 hour weeks	\$ 17.00	40 hours x 22 weeks	\$ 14,960.00
Field per diem (\$32/day) 4 days/week, 6 employees/ 22 weeks	\$ -		\$ 16,896.00
<small>For CPW use only. Approximate number of workhours</small>	6,310.50	Category Total	\$ 201,936.00
II. Project Materials/Supplies <small>Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.</small>			
materials, gravel, geotextile	Price Per	Quantity	Total
materials, gravel, geotextile	\$ 300.00	10	\$ 3,000.00
signs and material, posts hardware	\$ 50.00	20	\$ 1,000.00
	\$ -		\$ -
		Category Total	\$ 4,000.00
III. Equipment <small>Identify as: Trail Dozer, ATV, motorcycle, chainsaws, field equipment rentals, equipment fuel and repairs, fleet vehicle operations, etc.</small>			
Trailer and UTV repairs	\$ 8,000.00	1	\$ 8,000.00
Chainsaw repair and replacement	\$ 2,000.00	1	\$ 2,000.00
camper maintenance	\$ 1,000.00	3	\$ 3,000.00
Trail dozer repairs approx \$5000/machine	\$ 5,000.00	2	\$ 10,000.00
Fuel for equipment	\$ 3,000.00	3	\$ 9,000.00
Rental for skid steer/mini excavator	\$ 12,000.00	1	\$ 12,000.00
Partial funds to replace equipment trailer	\$ 10,000.00	1	\$ 10,000.00
		Category Total	\$ 54,000.00
III.A. FLEET Equipment <small>Identify as: Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE.</small>			
FOR for 6 months of USFS truck \$469/month \$0.66/mile 6 months	\$ 750.00	6	\$ 4,500.00
	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ 4,500.00
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>			
Safety gear for volunteers	\$ 564.00	1	\$ 564.00
	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ 564.00
VI. Insurance <small>(Non-profit organizations only)</small>			
	\$ -		\$ -
		Category Total	\$ -
VII. Grant Administrative Costs <small>(Non-profit organizations only)</small> <small>Identify as: administrative costs, office supplies, postage, phone charges, computer & printer supplies, etc. (Up to 5% of amount spent)</small>			
	\$ -		\$ -

	\$ -		\$ -
		Category Total	\$ -
<p>* Non-profit organizations that reimburse travel expenses will be required to use OHV Program Travel Forms - provided upon request</p> <p>Note: Any changes to the budget must have pre-approval from the Program</p>		Total	\$ 265,000.00

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 Heavy Equipment Crew Project Sponsor USDA Forest Service Grand Valley 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:

GMUG Land and Resource Management Plan (revised) Date: 1991

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

Date and title of document:

Grand Mesa NF travel management EA and Decisions: 1994 and 2001

Uncompahgre NF Management EIS and Decision: 2003

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:

Lacie Jurado, Trails Coordinator, Grand Valley Ranger District 970-817-4053

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

GMUG Forest Plan Revision

Print or type Land Manager's Name and Title

[Handwritten signature]

William A. Edwards, District Ranger

Land Manager Signature and Title

11/28/2022

Date

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

Heavy Equipment Crew

Project
Sponsor

USFS Grand Valley 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:

Date: _____

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

Date and title of document:

2015 Record of Decision Grand Junction Field Office Resource Management Plan and Travel Management Plan

Colorado Canyons Environmental Impact Statement July 2004

Dominguez-Escalante National Conservation Area Resource Management Plan and Travel Management Plan January 2017

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:

4. The next planning process that may affect this project is planned for (Implementation and project level plans will be developed as needed during the implementation of the RMP).

Greg Wolfgang, Field Manager

Print or type Land Manager's Name and Title

GREGORY WOLFGANG

Digitally signed by GREGORY WOLFGANG
Date: 2022.11.30 10:02:37 -07'00'

Land Manager Signature and Title

Date

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):

The Grand Valley Ranger District (GVRD) encompasses the Grand Mesa National Forest and the northern end of the Uncompahgre National Forest, both areas are known for their excellent recreation opportunities. With a high concentration of OHV trail miles (865) our district is a destination for many enthusiasts to come recreate on the forests for various reasons. The motorized trail systems on the forest offer various loop rides that can range from day trips to overnight adventures, destination rides, various recreation opportunities, and multi-use trails. Both locals and visitors venture to the forest due to its unique topography, outstanding views, and endless adventure opportunities.

The Grand Valley Heavy Equipment Program is projected to accomplish OHV trail maintenance on system routes, travel management implementation, and assure motorized trails remain sustainable, safe, and open. The GVRD encompasses a wide variety of topography and terrain surfaces that require many different maintenance and management practices. A result of increased motorized recreation and unforeseeable weather events there continues to be wear and soil loss from the treadway exposing rocks, creating bogs, creating drainage issues, decreasing rider safety, and resulting in unsatisfactory rider experiences. These issues not only lead to an undesirable rider experience but creates resource damage, user conflict, and safety concerns. These problems cannot just be mitigated by a trail dozer alone but requires the use of several different pieces of heavy equipment in tandem. Where a dozer can push a large boulder out of the tread, it will leave behind a large hole that cannot be filled due to limited soil availability as is common on the Grand Mesa. The hammer can crush a rock in the tread but when larger amounts of crushed rock is needed for water crossings, or filling tread base, the trail dozer can push rock to the hammer from the areas the skid steer may not be able to get to. This past Season 2022 the rental of an excavator was a huge asset in draining large bogs where a dozer or skid steer could not travel across, around, or through. The excavator could easily reach into a large hole and drain it more easily and effectively than a dozer. It also excavates a more precise locate than a dozer can which is beneficial in tight corridors and steep terrain. The use of the arm to move rock is more easily accomplished in some places than using the dozer to push it into place. The skid steer's rubber tracks and the size of an excavator also make it difficult to access certain areas of trail if the dozer is not leading the way fixing tread and creating a surface suitable for equipment. For end-product quality and time efficiencies it makes the most sense to run the equipment in tandem most of the time rather than send the hammer or an excavator to take care of isolated projects.

The trail dozers are excellent tools for the construction and reconstruction of the trail and trail features. Their primary objective is to keep water off the trail and redepositing sediment caught by the trail drains back onto the trail tread. Ensuring water flows off the tread effectively will prevent the creation of mudholes that cause users to ride off trail to avoid the problem. In cases of minor land/rockslides and wash outs, as are a common occurrence in the area, the trail dozer is a great tool in moving a lot of material to reconstruct or reroute a section of trail to maintain safety, sustainability, and continued access of the trail.

The hammer is key to managing rock garden "growth" as it can simply chip off a section of boulder, crush the boulder, or remove the whole rock. The hammer is also an integral piece of equipment in hardening the many water crossings and bogs encountered on the Grand Mesa. The crushed rock created by the hammer allows for water to flow under the surface of the rocks and users to ride on top, decreasing the

amount of sediment disturbed, if any at all. These bogs and water crossings can be a large contributor to sediment into the watershed, so managing these areas allows the continued use of these motorized trails, protects the resource, and creates a satisfactory user experience.

An excavator proved to be effective at draining large bogs and creating drains in narrow corridors and on steep terrain where pushing a drain off the edge would be hazardous to a dozer. The excavator is also useful in transporting and gathering rock for areas that need hardening.

Boulders and rock gardens are often viewed as problematic to the average rider thus causing trail widening, resource damage, and braiding of the trail to avoid such obstacles. However, our operators work closely with the local OHV clubs and have a lot of experience to ensure mitigating some rocky areas does not create a uniform and sterilized riding experience throughout the trail system. The objective of the equipment is to ensure rider safety and resource protection and we do not aim to mitigate every trail and every boulder as we recognize the need and desire in range of trail difficulty. These parameters are outlined on each trail's, Trail Management Objective which ensures the trails are maintained to their desired difficulty. This keeps riding opportunities variable in difficulty and experience, thus promoting satisfactory riding experience for all users.

Having the flexibility to rent various pieces of equipment such as an excavator and/or a skid steer will allow us to create lasting structures, be more efficient, and accomplish work in places that are difficult for a dozer to work. Together these pieces of equipment, their operators, and swampers help manage and maintain rider opportunities on the Grand Valley Ranger District and BLM Grand Junction Field Office. With the continued growth of motorized users, and as a result newer users, this program ensures rider safety, enjoyment, and resource protection through consistent trail maintenance and management.

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

The Grand Valley Dozer Operations work consistently alongside two very important OHV clubs in the area. We are lucky to have such key partners in our community who care greatly about our natural resources and put in the hard work it takes to protect our trails. Western Slope ATV Association (WSATVA) as well as Thunder Mountain Wheelers (TMW) are excellent complements to the work this crew completes. A large majority of the time, these club are out clearing trail and gauging conditions before our crews can mobilize and get to the field due to training and onboarding processes. These partners have an excellent foundation and history that come with a broad spectrum of knowledge and strength. Due to their passionate and abundant memberships, the clubs can clear the trails and allow the OHV Good Management Crew and Heavy Equipment crew to dive into the needed project work sooner than if Forest Service were to clear the trails alone.

This partnership maximizes time and efficiencies as well as ensure our trails are quickly covered in the early season. Without this partnership in place, our OHV systems would suffer due to lack of time, personnel, and presence.

Along with the club's organization and tree clearing, work parties are hosted to help complete projects such as repairing water crossings, opening mud holes to allow them to dry before the heavy equipment come, hauling rock for tread fill, and working alongside the equipment to help the swamping process. These projects often speed up the work process due to the greater amount of helping hands that come with a wealth of experience. The USFS, WSATVA, and TMW come together in the spring to help prioritize the seasons goals as well as setting dates for these work parties and projects.

Another partner that the district works with is CPW, from both the parks and wildlife divisions. Vega State Park is located at the base of a major ATV access point whereas the trailhead is located on the state park, but most routes are on the Forest. Communications between the State Parks Office and the Forest Service occur regularly regarding trail conditions, maintenance, and enforcement needs. During the fall, the district also interacts with CPW while conducting camp contacts and education regarding travel management, state OHV requirements and hunting information and regulations.

Lastly, an agency that we have continued to work closely with in the planning and accomplishing of OHV work is the local Bureau of Land Management. During the past several years the agencies have shared equipment as well as the equipment operators. This has greatly reduced the need for training new operators and provides continuity with trail construction/reconstruction practices between the two agencies. With the success, support, and continued funding of this program, the forest has allowed us to hire permanent operators. With continued funding for these operators, they will be able to work a total of 10 months on OHV trails due to the collaboration with the local BLM office. With this collaboration the operators can start and end on BLM OHV trails during the spring and fall. This helps the operators complete early season training/re-certifications, perform needed equipment maintenance, and coordinate project work earlier than if they were to only work on forest trails. Although we could start these operators early spring on the forest, the conditions vary drastically from year to year. Having the flexibility of these operators to work at a lower elevation in dry conditions while gauging conditions on the forest is beneficial.

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

(25 points):

The proposed project involves the maintenance and reconstruction of existing routes. The two primary goals of each heavy equipment crew while conducting work on OHV routes are 1) Rider Safety and 2) Resource Protection. When the crews address rider safety, they are normally fixing only the issue that is causing the safety concern with a focus on not changing the difficulty level of the trail. This is one of the most difficult things to learn as an operator and we feel that our existing operators have successfully figured out how to accomplish this goal.

Most of the work that the crews conduct address existing resource concerns and conducting work to ensure that the trail remains sustainable. At least 80% of their time is spent constructing, reconstructing, and maintaining drainage structures. This work is done to minimize erosion on the trail and reduce the amount of sedimentation into drainages. The ability to construct functional drainage structures that do not conflict with the enjoyment of the trail is a skill and we believe our operators do well at. The other primary item that the crews work on is the hardening of creek and bog crossings. While the dozers are used in support of this work, a lot of this is accomplished by the hammer, swamper and/or volunteer groups as it involves the installation of geo grid and the hauling and hand placement of lots of rock to create a crossing that does not impede water flows but greatly reduces the amount of disturbance and siltation. This past season 2022 the use of an excavator proved to be beneficial in the transportation and excavation of the rock. As well as the initial draining of wet area.

Lastly, in addition to clearing and improving the existing trail corridor to facilitate the legal use on the trail in places where alternate routes have been created around problem areas, the crews will then address the user created route in a manner to restore the area and channel use back to the designated route.

Large Equipment Purchases, Maintenance and Disposition:

Heavy Equipment operations will continue to maintain and store all equipment when not in use or lend to another OHV program to utilize grant resources. The trail dozers are owned by our partner Western Slope ATV Association, leased, and operated by USFS. The hammer implement was purchased with state funds and is stored and maintained by the crews in Grand Junction. The club and USFS will both help with maintenance and repair costs. All UTVs associated with the heavy equipment operations are maintained and stored by the crews.

As reflected in the budget we are asking for an additional \$10,000 to put towards the replacement and upgrade of the crew's dozer trailer. We are looking to upgrade the trailer from a 16' gooseneck flatbed trailer to a 24' gooseneck tilt trailer. Having a tilt trailer will allow equipment to be loaded more safely and the added length will give the crew more variety in the amount of equipment and type of equipment they are able to haul. The funding of the trailer we are looking to replace, and its annual costs, have come from district funds and will continue to do so. However additional funding is needed to purchase an upgrade of the current trailer. The attached quote for a new 24' gooseneck tilt trailer is \$16,500. The forest has \$8000 for funding the replacement of the old trailer. We are asking for \$10,000 to put towards the upgrade and any added inflation costs for purchasing in 2024.

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

Travel Management:

Providing accurate maps and on the ground signage that adequately display and identify where OHV opportunities may be found are two very important components of a successful travel management plan. The ability to adequately maintain designated routes is equally vital to the overall success of implementation efforts and the public's willingness and ability to "Stay the Trail". These crews work to educate users encountered on the trail by handing out our free Motor Vehicle Use Maps as well as educate over all travel management rules and regulations. Their presence in the forest plays a large role in helping educate users on OHV practices as well as providing a hands-on example of where OHV registration dollars are going. Our office often receives calls from the public who have encountered the dozer crews on the trail and are simply wanting to voice their support and gratitude for being able to provide the work and education in the field to users.

While the majority of installing kiosks/maps, signage and providing education is accomplished by the Grand Valley Good Management Trail Crew funded through the good management program, these crews work hand in hand with our dozer crews in identifying areas in which the dozer may be needed to help alleviate travel management concerns. As previously mentioned, when the dozer crews encounter an area where a user route has been created, the route is restored (normally through ripping and seeding) and blocked in a manner to channel use to the existing "designated" route. The dozers and the skid steer are excellent resources for this type of work in the sense that they can move large boulders to be used as width restrictors or to simply block off illegal routes causing resource damage. The machines have also proven handy when installing prefabricated restrictors and signs to comply with our travel management plan currently. Finally, the heavy equipment is excellent in maintaining some of our trail heads that are less traveled to by full sized vehicles. Often, road crew dozers are far and few between on our back-country roads and our dozers can help level trail heads that have been damaged by weather and standing water. This is imperative in maintaining our travel management to OHV trails as many users will avoid trails that are difficult to access.

Education

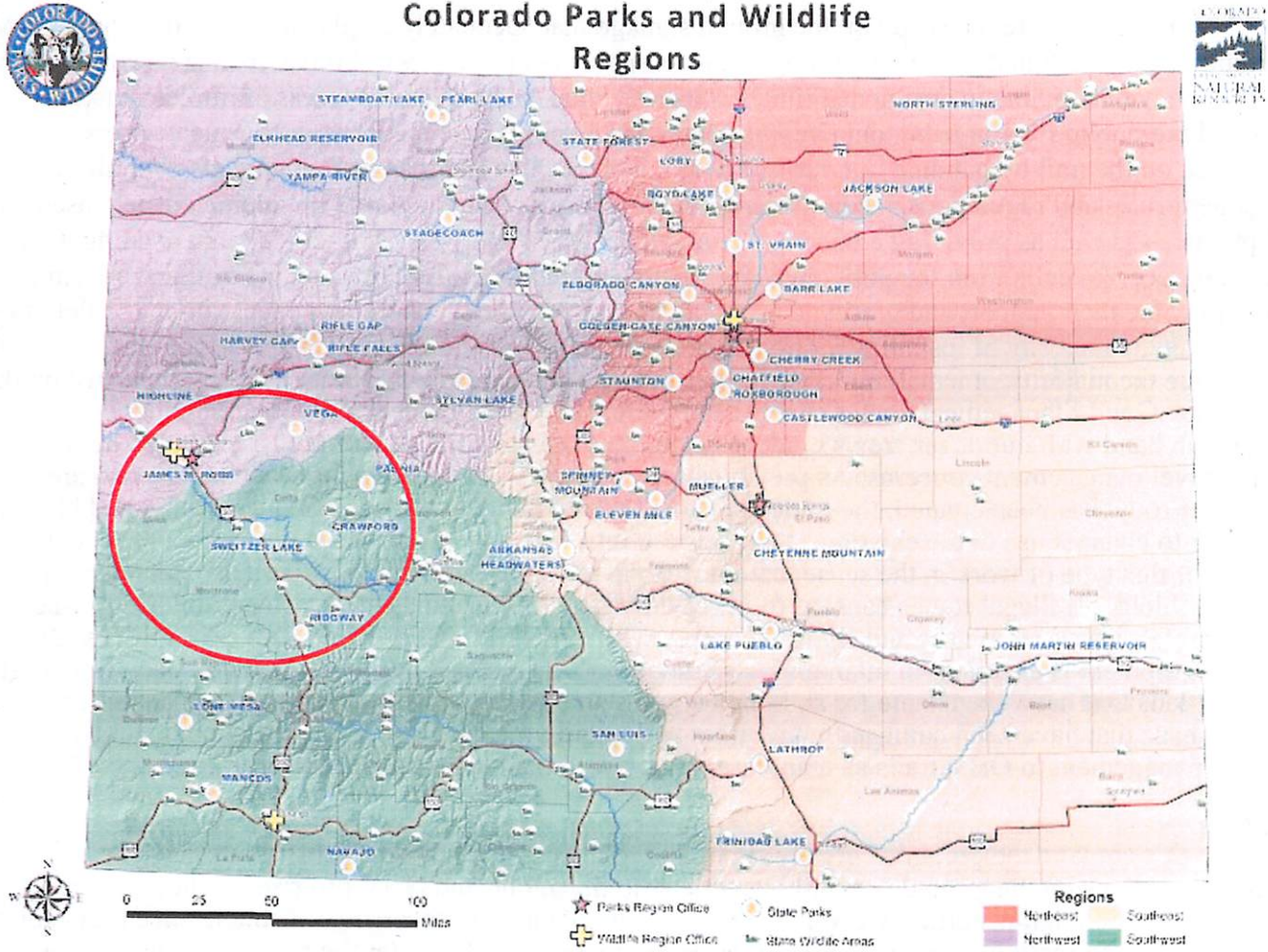
Having this crew on the ground is greatly beneficial to the public and OHV program as they can help relay information that is normally given out at our visitor center or main office. Though some users enjoy stopping for information at the developed sites, many recreationalists enter the forest without a second thought of seeking forest information and regulations. The crew often meets users on the trail that are not acquainted with the trail system, forest regulations, or OHV regulations. Our crew is well versed on all these practices and come with a wealth of knowledge to spread to the recreating public. They can provide trail information, hand out free Motor Vehicle Use Maps, provide guidance on where to purchase OHV permits as well as showing where the money goes. Once users are informed the money is going directly back to the work this crew is doing, users are pleased and offer many thanks to the crews for doing excellent work. Large OHV dollars at work stickers are placed on the dozers as well as the Trailheads at which we work.

Enforcement and Compliance Activities:

The Forest Service offers training to employees to become certified as a Forest Protection Officer (FPO) that is not their main duty, but instead a collateral one when applicable. With this certification employees can enforce forest regulations including compliance with OHV registrations. Our crews are the most likely to encounter OHV users without registration at the trail head or on the trail and this is the easiest way to enforce regulations as well as ensure compliance as they are in direct contact with the users. Our crews often report back to our LEO or supervisors with illegal travel information or compliance issues and if they are FPOs, can directly deal with the compliance issue on the ground. This crew's main priority is not enforcement, though it is a side task when users are encountered in the field.

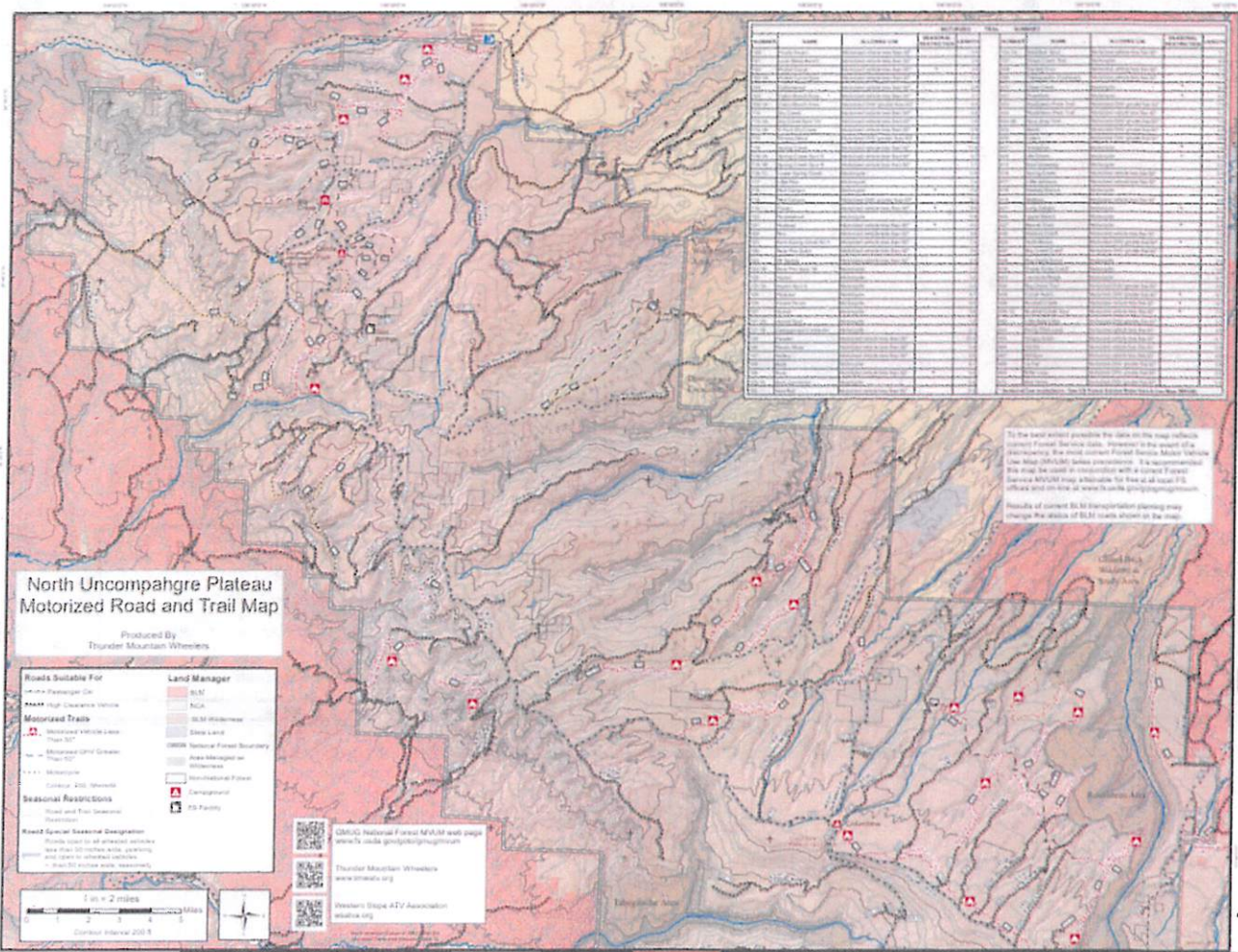
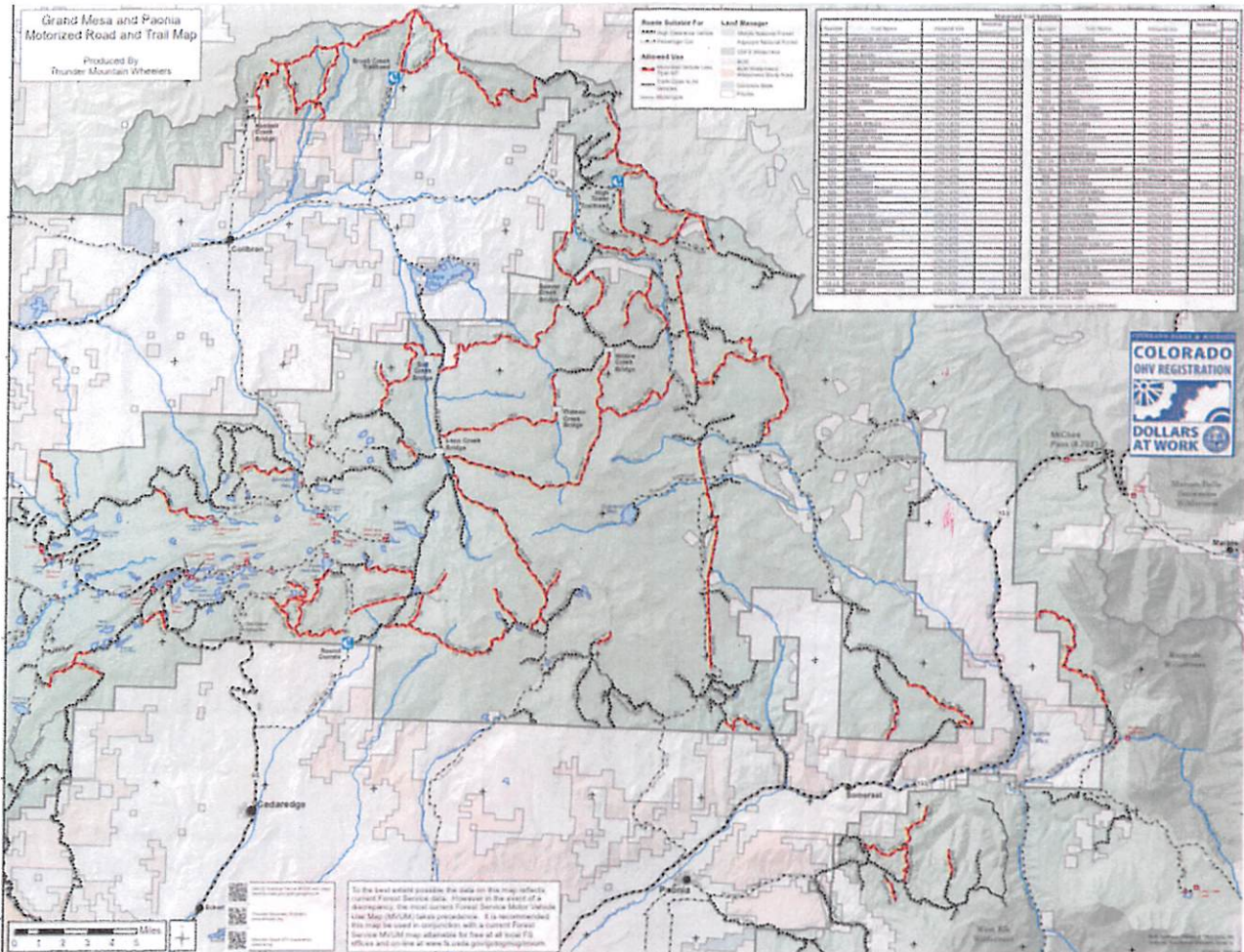
E-1 Vicinity Map & E-2 Project Site Map

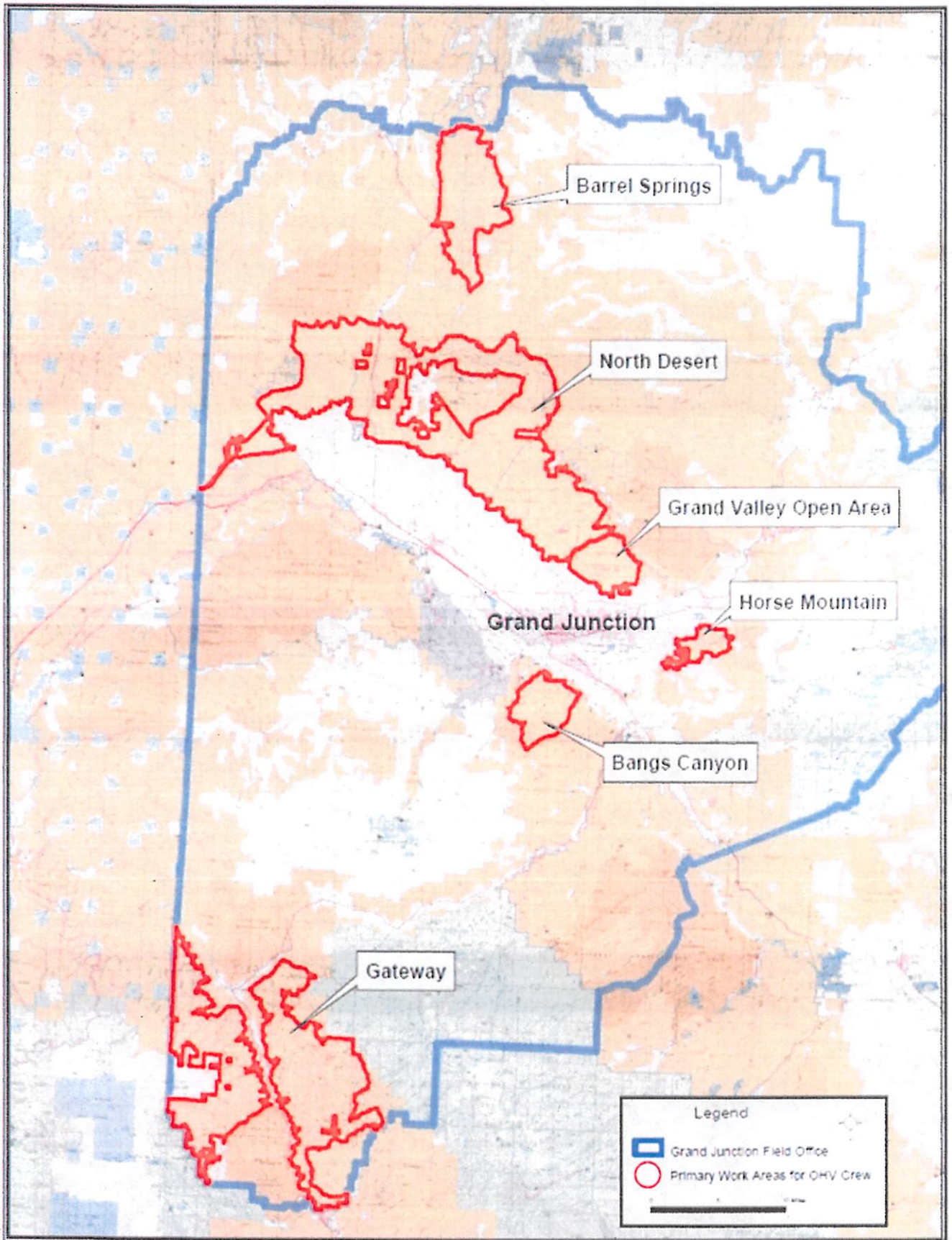
E-1 Vicinity Map: Please mark the vicinity where the project is located on the map below.

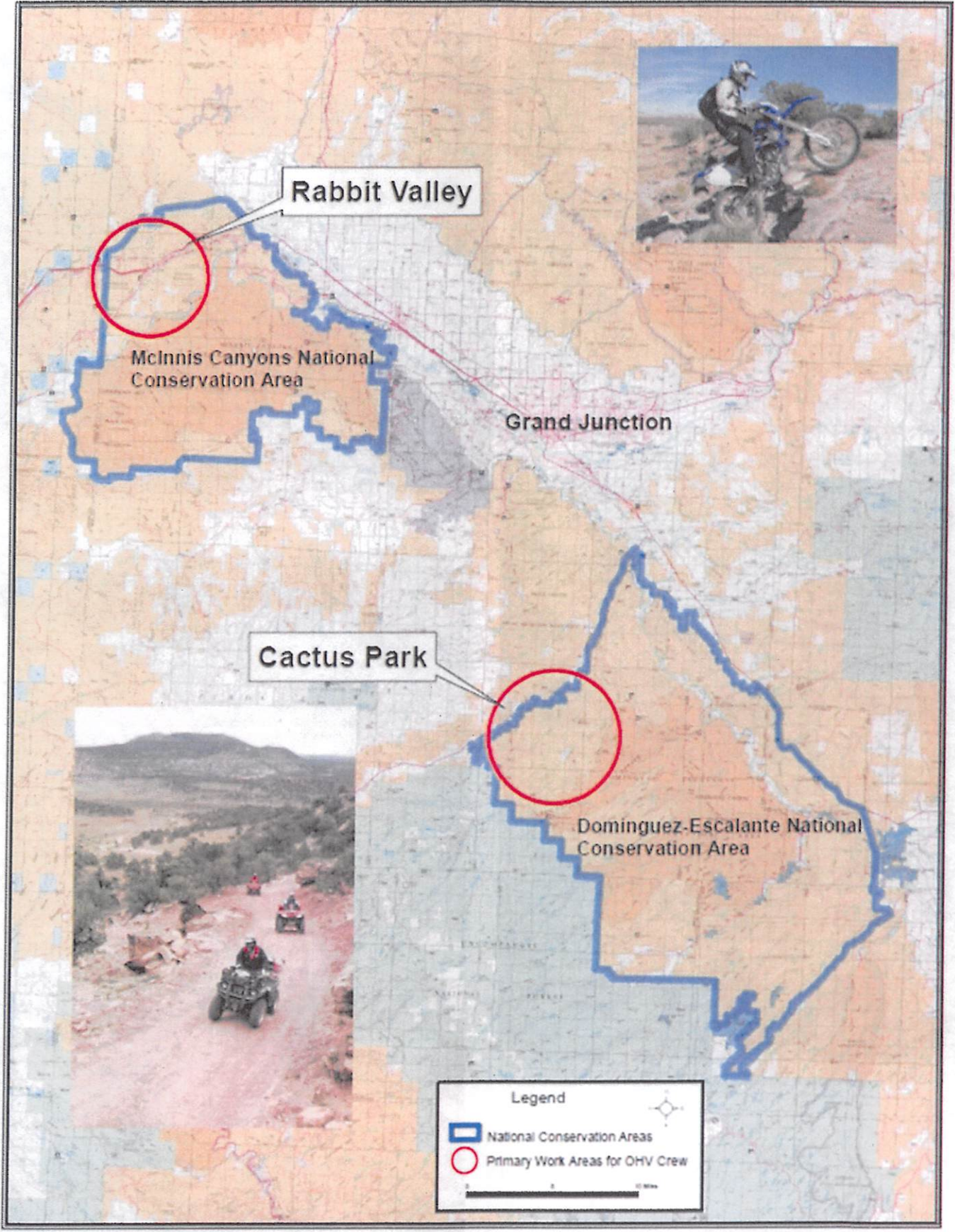


E-2 Project Map: Please provide a map identifying the specific trail-work area or project site.
(Make 12 copies to include in your application packet)

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.







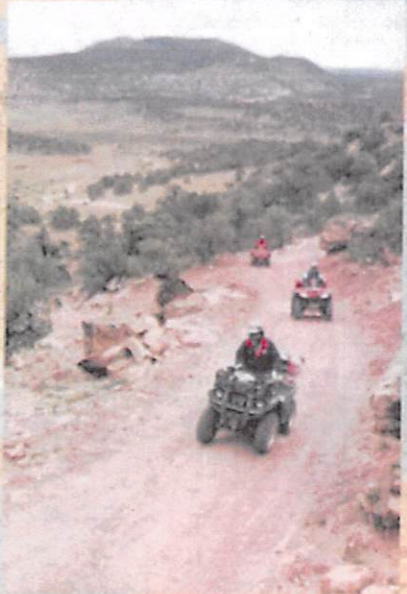
Rabbit Valley



McInnis Canyons National Conservation Area



Grand Junction

Cactus Park




Dominguez-Escalante National Conservation Area

Legend

-  National Conservation Areas
-  Primary Work Areas for OHV Crew

0 5 10 Miles



(F) Project Illustration

Photographs, Drawings, Engineering Plans, Diagrams



(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



November 25, 2022

OHV Grant Selection Subcommittee
Colorado State Parks OHV Program
13787 South Highway 85
Littleton, CO 80125

Re: Grant Proposal - USFS Equipment Operator

Dear OHV Sub-Committee Members,

Motorcycle Trail Riding Association (MTRA), a motorcycle club in Grand Junction, CO, supports the USFS's request for continued funding of an OHV equipment operator to perform trail maintenance and construction on OHV trails within the Grand Mesa, Uncompaghre, and Gunnison (GMUG) National Forests.

Quality OHV recreation opportunities are important to residents and visitors alike in western Colorado. Well-managed OHV trails allow recreationists to enjoy spectacular landscapes on the area's public lands, while protecting important natural and cultural resources. OHV recreation also brings money into the local economy, and makes the Grand Valley an even more desirable place to live. MTRA is especially interested in enhancing OHV recreation opportunities on the Uncompaghre Plateau and Grand Mesa.

The Grand Junction USFS has demonstrated the effectiveness of state-funded OHV trail development and sustainment by maintaining and signing OHV trails in the Grand Junction area over the past decade. This funding for an operator position will continue these efforts, allow for creation of new routes to better manage public usage and provide the ability to address major maintenance needs. Continued funding will thus provide ongoing benefits to OHV recreation in the Grand Junction area.

OHV recreation is critically important to the people and economies of western Colorado. For all of the reasons stated above, MTRA enthusiastically supports ongoing trail maintenance and clearly signed trail systems. An OHV equipment operator dedicated to these tasks would go a long way towards enhancing OHV recreation opportunities in western Colorado. Thank you for your thoughtful consideration of the USFS's grant application.

Sincerely,

David Clapp
President, MTRA

Thunder Mountain Wheelers.
PO Box 203
Delta, CO 81416
Nov. 18, 2022



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

Dear Mr. Metsa:

Please accept this letter from the Thunder Mountain Wheelers (TMW) club as an official letter of support for the Grand Valley Ranger District for their Equipment Operations grant funding program for 2024 from CPW.

We are strong advocates of the "Multiple Use" management philosophy of our Public Lands. We partner with Public Land Managers and other interested groups to encourage and practice the development and implementation of environmentally responsible methods for the construction, re-construction, preservation, and maintenance of ATV/UTV/OHV trails on the Western Slope of Colorado.

The Grand Valley Ranger District does an excellent job of working across multiple Ranger Districts on the Western Slope. They were able to hire 2 permanent seasonal equipment operators over the past year which allows them flexibility in getting work done. This grant would allow them to hire 3 equipment operator and 3 swampers. Having permanent seasonal operators ensures consistent work as their operators are coming back year after year and sharing resources between agencies which also ensures consistency. In addition to the 6 crew members, they are requesting funds to continue maintaining the equipment.

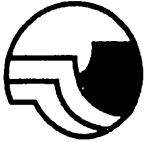
We look forward to working with the Grand Valley Ranger District in planning trail maintenance projects in conjunction with their heavy equipment program as well as the OHV trail crew. OHV recreation is important to the people and economy of western Colorado and TMW strongly supports ongoing trail maintenance completed with mechanical equipment. The heavy equipment program operation would go a long way toward enhancing OHV recreation opportunities in western Colorado.

Sincerely,

Lloyd J Liebetrau

Lloyd J Liebetrau
On behalf of TMW Executive Board

Using, Not Abusing, Our Public Lands



**MESA COUNTY
PUBLIC HEALTH**
Working Together for a Healthy Community

P.O. Box 20,000
Grand Junction, CO 81502-5033
(970) 248-6900
www.health.mesacounty.us

November 28, 2022

Tom Metsa
Off Highway Vehicle Program
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125

Dear Mr. Metsa:

I am pleased to offer this letter of support for United States Forest Service (USFS) Grand Valley Ranger District in their effort to fund a motorized trail program. Mesa County Public Health (MCPH) recognizes the need for residents to access public lands through trail systems. Trails are critical to outdoor recreation experiences in our region, an important quality of life component here.

MCPH continues its involvement in outdoor recreation through our own trails program. A main focus of that effort centers on improved access to the outdoors for all. We have partnered with the local USFS office to enhance such opportunities on federal lands. We recognize that many of the non-motorized trail activities such as biking, running and hiking would not be possible without the motorized access that this grant will partly fund. Additionally, many of the motorized trails on the Grand Mesa National Forest in Mesa County are shared with non-motorized users. In general, the maintenance of all trails represents an important effort to manage a resource that often goes underfunded and underappreciated. This grant would provide critical assistance to programs that have a genuine impact on the lives of Mesa County residents.

We hope that Colorado Parks and Wildlife can financially assist this endeavor and would greatly appreciate their generous support.

Sincerely,

Jeff Kuhr, PhD
Executive Director

Western Slope ATV Association

P.O. Box 4283
Grand Junction, CO
81502-4283

November 17, 2022

Colorado Parks and Wildlife
13787 South Hwy 85
Littleton, Colorado 80125-9712

Attn. Tom Metsa, OHV Program Manager
Re. Letter of Support – Forest Service – Grand Valley Ranger District

Dear Mr. Metsa:

Western Slope ATV Association expresses our support for the USDA Forest Service Grant Request for Operating Costs for the 2023-2024 Grant seasons.

WSATVA has 'partnered' with the Forest Service on a number of items of interest in the Grand Valley Ranger District. We enjoy an excellent working relationship with William Edwards, District Ranger, and those who directly work on building and maintaining trails for the use of the recreating public.

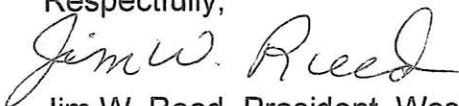
The Grant funds requested in the Forest Service Grant request will be used for 'Operating Costs' associated with building and maintaining the 350 miles of 50" or less ATV trails. These costs are used for Dozer Operators and Swampers as these ATV trails are built/maintained.

The use of these Operating Costs ensure that the recreating public enjoy safe and well 'signed' ATV routes.

Another significant contribution is the positive economic impact a well-maintained trail system brings to Colorado. People who enjoy the Colorado out-of-doors come to our State to use these trails.

Please give favorable consideration to the Forest Service Grant request for Operating Costs.

Respectfully,



Jim W. Reed, President, Western Slope ATV Association