

2012-2013 OHV GRANT APPLICATIONS

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 1	Deadman Trail Bridge	USFS – Gunnison Ranger District	Off-Highway Vehicle	\$90,000	\$108,000
Description	<p>The USDA Forest Service, Gunnison Ranger District would be responsible for the project. The project is located on Public Lands managed by the Forest Service. It is planned that work will be accomplished by an experienced Forest Service bridge contractor.</p> <p>The project location is located on the Grand Mesa, Uncompahgre & Gunnison National Forest, Gunnison Ranger District all within Gunnison County, Colorado. The project is east, southeast of Crested Butte, Colorado in the Cement Creek Drainage. The proposed bridge crosses Cement Creek.</p> <p>The grant funding would finance construction and installation of a prefabricated bridge, 6' wide x 52' long. Also funded by the grant would be a set of engineered abutments with concrete bearings, with a minimum 4' freeboard above the high water elevation. The bridge will accommodate all appropriate users of the Deadman Gulch trail including hikers, horses, mountain bikes and motorcycles. The approach will be armored and routed such as to prevent siltation and degradation to the stream course, while providing safe ingress and egress for trail users.</p> <p>The trail bridge construction contract would take place in field seasons 2013 and or 2014. The contract would be a 90 to 120 day Forest Service contract. The project would be fully completed by the grant project completion deadline agreed upon with Colorado Parks and Wildlife.</p> <p>The primary goal of this project is to protect natural resources by replacing a motorized trail stream ford and to provide a safer crossing of Cement Creek thus providing a longer use season for trail users.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 2	South Rampart Travel Plan Implementation	USFS- Pikes Peak Ranger District	Off-Highway Vehicle	\$199,870	\$444,120
Description	<p>We plan to employ a seasonal trail crew and utilize the Mile High Youth Corps for two weeks to accomplish improvements to our existing motorized trail system and assisting in executing the first stages of the South Rampart Travel Management Plan (SRTMP). These improvements will increase the quality of the motorized trails, provide clear and concise route signage, rehabilitate closed routes, and continue maintenance and compliance presence on motorized routes. These improvements will take place throughout the entire Pikes Peak Ranger District as well as portions of the South Park and South Platte Ranger Districts. This includes Teller, Douglas, and El Paso Counties. Project work will include but is not limited to: hardening of certain wet and muddy trail crossings with the use of concrete blocks, constant removal of hazard trees in the Hayman burn area, trail and bridge maintenance and construction, installation of vehicle width restrictors, building and maintaining fences/barriers, rehabilitation and closure of non-system routes not shown on the Motor Vehicle Use Map and routes identified in the SRTMP, continued installation of route markers and information kiosk stations. The crew will be responsible for public education and dissemination of information and enforcement of regulations during their ongoing weekend patrol and field work and will assist with the OHV Reserve Law Enforcement Officer that was trained in 2011 and 2012.</p> <p>Funds are needed for maintenance of the various OHV Trailheads on the district as well as contract pumping of the toilets at Wye campground (our only OHV campground), and the Rainbow Falls OHV Trailhead. Post and cable and other materials will be needed for enhancement of parking areas along roads 348,350A and 350B. We will work with Colorado Motorcycle Trail Riders Association.</p> <p>We plan to purchase and install surveillance cameras at strategic locations to help monitor and curb the continued vandalism and resource damage that occurs resulting in thousands of dollars in repair costs annually. This will assist in placing resources where they are needed the most.</p> <p>Supplies needed include but are not limited to: native seed, matting, straw, metal pipes and rails, post and cable, cement mix, chainsaw parts, fuel, personal protective equipment, signs and sign posts, fence wire and posts, and other supplies as needed.</p> <p>This grant will facilitate the implementation of the South Rampart Travel Management Plan (SRTMP). We intend to construct a new multi-use, 50" or less motorized trail, (OHV3 in the SRTMP) that will be 1.55</p>				

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	<p>miles in length. This will entail new tread construction and new signing and width restrictors. Implementation of dispersed camping along Road 348 will begin, requiring the installation of post and cable. High priority closures and rehabilitation may include roads 348F, 349, 327 and others.</p> <p>We also plan to construct a 0.25 mile multi-use, 50" or less connecting trail. (OHV9 in the SRTMP) between Rd. 350 and Rd. 332B in the Rainbow Falls riding area and this will require the purchase and installation of a new bridge across Trout Creek. Post and cable will be necessary to block social routes and close hill climbs in riparian areas for the planned re-opening of Route 322A.</p> <p>All of the above project work is necessary to protect resources, control erosion, maintain 100 plus miles of trails, enhance public education and make for a safer, more sustainable for future generations of OHV enthusiasts and others. Work may start in the fall of 2012 and be completed by fall 2014.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 3	Kelly Flats OHV Trailhead and Road Improvements	USFS – Canyon Lakes Ranger District	Off-Highway Vehicle	\$185,407	\$260,880
Description	<p>The Canyon Lakes Ranger District (CLRD) of the Arapaho-Roosevelt National Forest (ARP), located along the northern Front Range has more than 600 miles of forest roads. One of our most popular is Kelly Flats 4WD road, 10.52 miles long and part of a network of OHV roads and trails concentrated north of the Poudre River Canyon. People come from across the state to drive it, and members of local OHV clubs already volunteer many hours each year for its maintenance. The trailhead is located near mile marker 97 along Highway 14, 25 miles west of the junction of Highway 14 with Highway 287, in Larimer County.</p> <p>Currently the trailhead is an eroded dirt turnout off Highway 14 with no facilities, and the road has numerous drainage problems that cause flooding and closures during spring runoff. We propose significant improvements to the Kelly Flats trailhead, and road, to provide a parking/staging area, prevent flooding and road closures, and repair existing resource damage.</p> <p>Our district has partnered with the following clubs—Big Thompson 4 Wheelers, the Mountaineers, Horsetooth 4-Wheelers Cruiser Club, Northern Colorado Trail Riders, and Trailridge Runner 4WD Club Inc. – who are all committed to improving the trailhead and road. They will supply significant labor for road repairs, but CLRD will ultimately be responsible for the project's completion.</p> <p>We propose to surface the trailhead with CDOT Class 6 road base gravel to create a parking/staging area including the following features:</p> <ul style="list-style-type: none"> • ATV/motorcycle concrete loading/unloading ramp • parking spaces: 10 for trailers, 10 regular size, one van-accessible, and overflow parking • 24' wide x 200' long entrance/exit road • 14 parking sites for vehicle air-down • revegetation with native seed • buck & pole perimeter fence & barrier rock • Highway sign to identify site • 2-panel information kiosk <p>On the road, we propose to recondition the entire length of road with ditches, rolling rip reconstruction/ construction, lead out ditches and water bars. At 15 identified problem areas we will excavate 3-6 inches, compact subgrade, place geotextile, put wash rock and native mix on top of geotextile, and compact surface coarse for final betterment. In addition, we will be constructing 5 culverts along the road. Work would take place in the field season 2013.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 4	COHVCO OHV Workshop	Colorado Off-Highway Vehicle Coalition	Off-Highway Vehicle	\$33,200	\$36,900
Description	<p>The Colorado Off-Highway Vehicle (COHVCO) is a volunteer organization whose mission is to represent, assist, educate, and empower OHV recreationists in the protection and promotion of off-highway motorized recreation throughout Colorado. Correspondingly, COHVCO promotes sustainable trails, Trail etiquette and responsible use of natural resources. COHVCO is a no-profit corporation.</p>				

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With only about 4 year's absence, COHVCO has hosted an annual OHV Management Workshop since 1987. The workshop provides an educational forum with a combined audience of off-highway vehicle recreationists, land management decision makers, recreation planners, resource specialists and leadership representatives from volunteer recreational enthusiasts and conservation organizations statewide. The local Forest Service, BLM and State Parks and Wildlife offices will be directly involved once a location is identified.

During the summer of 2013 COHVCO will again host a 3 day educational workshop within Colorado for the purpose of improving working relationships to increase partnerships and resources among the US Forest Service, BLM and the Division of Parks Wildlife and other stakeholders. Topics are, to a degree dependent upon the location of the workshop and local travel management issues. However, educational objectives always include federal state and local management issues including system development, cooperative relationships discussion of new and critical developments in law and regulation.

Hold statewide workshop in Colorado on relevant OHV topics:

- Event planning and conference expenses including food and beverage, meeting space and program budget are based on technical information and equipment rented or purchased provided through hired professional consultants, service providers, trainer/field technicians & instructors.

Examples of Topics:

- Understanding of the role of the OHV recreationist in providing stewardship of the land and resources particularly through the relationships between land mangers and other stakeholders.
- How best to understand the OHV program's grant process; correspondingly, to continue to raise the quality of grants and to minimize problems in grant writing.
- Review the role of the new Division of Parks and Wildlife and its impact on OHV recreation while developing a better understanding of the relationship between Wildlife, hunting and OHV recreation.
- Review and evaluation of law enforcement pilot program and Colorado Trail Patrol and effectiveness.
- Review of changes to state and federal law and regulation.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 5	Silverthreaders ATV Purchase	Silverthread Outdoor Recreation Club	Off-Highway Vehicle	\$15,000	\$15,000
Description	<p>WHO? The Silverthread Outdoor Recreation Club is a non-profit organization that does volunteer trail maintenance on ATV Trails and Jeep Roads in the Divide District of the Rio Grande National Forest through yearly volunteer agreements. The Silverthread OHV Club has two Adopt-A-Trail trails. They are Cross Creek Trail (FS 812) and Lake Fork Trail (FS 836). We had over 1000 man hours in trail maintenance in 2011. We have over 100 members.</p> <p>WHERE? The work we do is on all the ATV Trails and jeep roads in the South part of the Divide District of the Rio Grande National Forest office in Del Norte, CO. We help maintain about 150 miles of trails in Rio Grande County. They are all on National Forest Land.</p> <p>WHAT? We are using volunteer's machine to do the work now from May to October. We would like to purchase two ATVs with beds to haul dirt, rock, and gravel in to help in the maintenance of the trails. This would improve the trails considerably as now we do not have means to do this. The ATV's were priced at \$7500 each. We clear trails of down trees, fix drainage problems, move rocks out of the trail, and repair signs. It is important to keep the trails clear, so riders won't go around obstacles and damage the terrain off the trail.</p> <p>WHEN? We work on the trails from May to October. It is a never ending job because of the dead trees and water on the trails. We will start in May of 2013 and go from year to year.</p> <p>APPLICATION SCOPE OF WORK: We need these ATVs to do a better job of maintaining the trails</p>				

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	as off road trails are very important to our area. We have a very large number of people in our area riding ATVs during the summer and this is a good income for our businesses. We help the Forest Service clear and maintain about 150 miles of ATV trails in our area. We have over 1000 man hours of trail maintenance in 2011 with over 100 club members. We have been told by several individuals that we have the best trails in Colorado. We are striving to keep them in the best condition we can. It would help us considerably to do this with the purchase of the 2 ATVs.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 6	Thunder Trails Project	USFS – Norwood Ranger District	Off-Highway Vehicle	\$205,775	\$232,127
Description	<p>The Thunder Trails Project will expand OHV riding opportunities by creating 18 miles of new motorized single track trail on the Norwood Ranger District, Uncompahgre National Forest (GMUG). The project is located just three miles south of the town of Norwood in the west end of San Miguel County. The trails will be designed for motorcycle and mountain bike use but will also be open to equestrian and foot travel. The primary objective of the project is to create new single track trails in an area that is completely lacking in any trail opportunities. A secondary objective is to address travel management and resource issues within the project area that, unless addressed, will adversely impact the new trail system.</p> <p>The project will:</p> <ul style="list-style-type: none"> • Construct 18 miles of new motorized single track trail. • Construct a new trailhead parking area that will accommodate about 10-15 vehicles and 2-3 trailers. Trailhead facilities will include a kiosk, signing, loading ramps(s), wheel stops, and perimeter fencing. • Install 9 chokepoints at trail intersections with Thunder Road to prohibit full-sized vehicles and ATVs from encroaching onto the new trails. Wing fences (average 200 feet) will be installed on either side of each chokepoint. • Install 5 OHV cattleguards at trail intersections with existing range fences. Bypass gates will be installed adjacent to the cattleguards to provide equestrian access. • Decommission 8 nonsystem routes by ripping/recontouring the first 300 feet, installing boulders, fencing or gates, installing signs, and reseeding, as necessary. • Rehabilitate 2 mud-bogging areas by recontouring, installing boulders, signing, reseeding and fencing, as necessary. • Purchase 2 trail motorcycles and associated safety equipment and apparel to enable our Norwood District trail crew to efficiently provide essential trail maintenance on the new trails. • Project design and layout will be initiated by Forest Service personnel during the summer of 2012. OHV funds will be used to implement the project the next two field seasons with project completion by December 31, 2014. 				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 7	Royal Gorge OHV Crew	BLM- Royal Gorge Field Office	Off-Highway Vehicle	\$61,000	\$67,500
Description	<p>WHO? The Bureau of Land Management (BLM), Royal Gorge Field Office is the government agency responsible for the project. The project will fall under the responsibility of the recreation staff using existing staff and seasonal employees to perform the outlined work.</p> <p>WHERE? The project would take place on lands managed by the BLM, Royal Gorge Field Office with a focus on the lands that fall under the Arkansas River Travel Management Plan, the Fourmile Travel Management Plan, and the Gold Belt Travel Management Plan (see map 1). Major trail systems that receive high amounts of OHV use and fall within this area include Fourmile, Texas Creek and Penrose Commons. Other popular areas that would be included in this project are Seep Springs, Shelf Road, Kerr Gulch and Turkey Rock.</p> <p>WHAT? The project would fund one, two person crew to work for the BLM, Royal Gorge Field Office. The</p>				

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project would fund the crew for twenty six weeks of time during the peak recreation season and would be responsible for the ongoing maintenance, monitoring and improvements to the vast designated route network managed by the Royal Gorge Field Office. These travel plans cover over 250 miles of designated routes that are open to motorized use that will benefit from the project. While implementing and maintaining the travel management plans the crew would also be charged with making public contacts/educating the public about the changes in the area relating to designated routes, Tread Lightly ethics, and answer any questions that they may have. The crew will also be responsible for coordinating and working with volunteers, clubs, and other agency crews on the implementation of these travel plans.

The BLM crew would work closely with both the Salida and San Carlos crews coordinating patrol schedules and teaming up on projects and focused visitor contacts at popular trailheads during the peak use season. As part of the existing inter-agency agreements the Salida crew would continue to patrol BLM managed lands in the Fourmile area and the San Carlos crew would continue to assist BLM with focused maintenance needs. The two person crew would be stationed in Canon City starting work in mid-April to match the season of use in the region.

The project would also include providing funding for one week of youthcorps to assist with restoration and stabilization of non-designated routes and the hiring of an outside consultant on an as needed basis for project oversight and advising.

Travel management implementation and maintenance tasks includes;

- Installing/repairing travel management signs
- Maintaining system trails
- Decommissioning/rehabilitating non-system routes
- monitoring use
- provide maps and disseminate information to the public
- educate the public about Tread Lightly ethics and rules and regulations
- stock maps in kiosks
- inform BLM staff and Law Enforcement about violations
- make management recommendations to BLM staff
- make other improvements to OHV management as needed

The project would also fund the following travel management related items on an as needed basis such as;

- signing materials
- rocks/boulders
- fencing materials
- seed for rehab
- printing of brochures
- vehicle lease
- Rental of heavy equipment
- One week of youthcorps for route rehabilitation/stabilization

WHEN?

If funding is approved, seasonal staff would start in April 2013 and would work for approximately 6 months.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 8	Gunnison BLM OHV Crew	BLM – Gunnison Field Office	Off-Highway Vehicle	\$40,500	\$64,500
Description	This proposal is to fund a two person crew for 6 months out of the BLM Gunnison Field Office. The crew will spend all of May and June at Hartman Rocks Recreation Area completing 44 of trail maintenance on motorized single track trails, visitor education contacts and dispersed campsite maintenance. The crew will then spend all of July and August working on the Alpine Loop conducting regular maintenance at 2 OHV staging area, 11 toilets, and 12 interpretive pull-offs; conducting visitor information and education contacts; and installing travel management signing. In September and October the crew will split their time between				

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the Lake City and Gunnison areas conducting late season OHV trail maintenance at Hartman Rocks, travel management plan implementation, and OHV visitor information and education with hunters. Travel plan implementation will be focused in the Cochetopa Park Area. The goal is to sign approximately 75 open motorized routes and 50 closed routes. The crew salary, UTV gas, UTV repairs and maintenance, signing material and cleaning supplies would be provided by the grant. The Gunnison BLM Field Office would provide crew supervision and support, UTV and ATV training, seasonal orientation training, a truck and gas for the truck.

This proposal is being submitted by the BLM Gunnison Field Office located in Gunnison, Colorado. The Bureau of Land Management (BLM) is a federal government agency under the Department of Interior. The BLM Gunnison Field Office will be the responsible party for this Project.

The Gunnison Field Office is approximately 600,000 acres with lands that spread from above Lake City in the south to Crested Butte in the north and to Cimmaron in the west and Sargents in the east. The Gunnison Field Office has several heavily visited recreation areas. Those areas include the Alpine Loop, Gateview Road, Hartman Rocks, Cochetopa Canyon, and Oh Be Joyful. Recreation use in the Gunnison Field Office ranges from OHV use to rock climbing. The majority of the motorized use takes place in the Alpine Loop, Hartman Rocks and in dispersed areas surrounding Gunnison during the 4 months of hunting season. The Gunnison Field Office lacks staffing capacity to adequately manage visitor use and visitor demand, especially in these key areas. The project will benefit OHV users with better maintenance of trails and facilities as well as increased positive information and education contacts.

The Alpine Loop is a 65 mile popular OHV route and Backcountry Scenic Byway near Lake City. Ninety-nine percent of Alpine Loop visitors drive ATVs, UTVs, motorcycle, jeeps or 4X4 vehicles. Visitation is very high and sometimes unmanageable with use over 200,000 visits each year. The Alpine Loop draws visitors from all over the United States. This project offers an opportunity to provide visitor education and information along this popular route. The popularity of the Alpine Loop is due to scenic beauty, historic mining sites and the thrill of adventure. The Alpine Loop route is rough and narrow with cliff edges that drop hundreds of feet. Our hope is that field presence and education will help with OHV driver courtesy, OHV driver "do's and don'ts", as well as historical education to make the Alpine Loop safer and more enjoyable for users.

Hartman Rocks is an 8300 acre recreation area just south of Gunnison. This is multiple use area with all user groups recreating together in the same area. Use includes motorcycling, mountain biking, ATVing, rock climbing, bouldering, camping, rock crawling, cross-country skiing, snowmobiling, and hiking. Motorcycles are allowed in 44 miles of motorized single track trails. Four-wheel drive and ATV use is allowed on 45 miles of roads in the area. In addition there is a one-mile closed loop motorcycle terrain park. Visitor use is high with use exceeding 50,000 visits per year. Hartman Rocks is most heavily used in the spring when all other areas are closed due to spring thaw and wildlife closures. This project will assist with regular trail maintenance but also allow for positive visitor contacts and education during the busy season at Hartman Rocks Recreation Area.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 9	GJFO Trail Design and Construction	BLM- Grand Junction Field Office	Off-Highway Vehicle	\$90,000	\$120,000
Description	<p>The BLM, Grand Junction Field Office (GJFO) is working to improve the overall motorized trail experience and connectivity in the Field Office. Currently GJFO has motorized trails that are in the process of being cleared for construction in 2012. Additional trails are expected to be designed and constructed in 2013, continuing our overall mission to provide motorized recreational opportunities in the Grand Valley. This grant funding would design approximately 17 miles of trail (to be constructed in 2014) and new construction of 24 miles of approved trails in 2013.</p> <p>GJFO is a federal land manager for 1.2 million acres of public land on the Western Slope. The work will be performed by BLM staff, Western Colorado Conservation Corp (WCCC), partners and cooperators. The responsible party will be the recreation staff of the GJFO.</p> <p>The overall project will focus primarily on motorized single-track, ATV and jeep trail construction in the field office. The areas include Castle Rock, North Fruita Desert (NFD), and Bangs Canyon Special Recreation</p>				

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Management Area's (SRMA). These project areas are in close proximity to Grand Junction, Fruita and Debeque which makes it extremely valuable for providing local recreation opportunities as well as socioeconomic benefits associated with tourism to those communities. All project work will take place on BLM administered lands and all actions will be approved through a public planning process in compliance with all applicable laws.

This application will specifically allow focus on design, layout and construction of motorized and multi-use single track trails.

- **Construction – Total Cost - \$61,000**
 - Bangs
 - ~ 10 miles (ATV, Rock Crawler and Single-track) - \$30,000
 - NFD
 - 3 miles (16 Road to Coal Gulch) - \$9,000
 - 2 miles (Highline Lake connection) - \$4,000
 - 6 miles of connectivity of NFD motorized trails - \$12,000
 - Castle Rock
 - 3 miles - \$6,000
- **Design – Total Cost - \$29,000**
 - NFD
 - 2 miles (Highline Lake State Park connection to NFD trails) - \$3,000
 - 6 miles (Backside trail to Edge loop) - \$12,000
 - 6 miles of connectivity of NFD motorized trails – \$9,000
 - Castle Rock
 - 3 miles mitigation - \$5,000
- **Construction and Design Totals - \$90,000**
 - Bangs – \$30,000
 - NFD - \$49,000
 - Castle Rock - \$11,000
- **Planning and Travel Plan Implementation:**
 - The project will consist of a new construction and installation of those travel management planning decisions.
- **Equipment /Materials/ Signs/ Youth Corps/Miscellaneous(30%of allocation)**
 - A major component of this allocation will be used to contact with Western Colorado Conservation Corp (WCCC) to construct the trail

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 10	The Total Trail Project	Western Slope ATV Association	Off-Highway Vehicle	\$136,000	\$228,500
Description	<p>The Western Slope Association is a non-profit recreational club that has been involved in the responsible recreation on public lands for the last twenty three years. We provide a valuable service to the USDA Forest Service (Grand Valley Ranger District) by indentifying place on local public lands that need to be maintained or repaired for various reasons. We work with the forest service and come to terms on what needs to be done, we then write a grant for the project and submit it. We have no employees, only volunteers. Club President (Steve Chapel) is the responsible person for the grant as listed in the grant paperwork.</p> <p>This project is primarily in the Grand Mesa N F with about ¼ being in the Uncompahgre N F. All of it is in Mesa County, south & east Of Grand Junction. Approximately 50 percent of grant will furnish funding to support two Trail dozer Crews. It pays Salaries & per diem of crews. It also pays for : Fuel for Dozers & ATV's, Repairs, camp trailer use for forest service, Geo-Grid mat, wooden posts, steel posts, signs, carsonite, width restrictors, wire, concrete, hardware, reflective tape, decals, WSATVA printed maps & funding (gas or mileage reimbursements) for WSATVA Trail Patrol and volunteer workers (involved in large work projects). On the ground work will start spring 2013, ending spring 2014. Miles of trail to be maintained will be approximately 50-75 miles and will be determined in 2013. This Grant will also pay for</p>				

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	the construction, engineering & placement of two ATV width bridges at a cost of \$15,000 each. One bridge is at a new location, the other will replace a bridge that was damaged in spring of 2011. Everything we do the 2013 season will be documented by a professionally produced video documentary and a five minute trailer of the video. Both will be used as an educational tool and sent around the country to show what OHV clubs do to improve public lands. The short version will be accessible from our website and we hope the long version will draw interest from OHV organizations and land managers alike.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 11	Captain Jacks Trail System	Colorado Motorcycle Trail Riders (CMTRA)	Off-Highway Vehicle	\$162,700	\$162,700
Description	<p>This grant will fund ongoing trail maintenance in the Captain Jacks Trail System and also assistance with placement of vehicle restrictors in the Pikes Peak Ranger District for the years 2013 to 2014. About ¾'s of this grant is devoted to the labor costs needed to accomplish this work.</p> <p>CMTRA is a non-profit volunteer organization of motorcycle trail riders in the Pikes Peak region. We have been in existence for 40 years and have worked closely with the USFS and sometimes BLM in maintaining multi-use trails in our region. The president of CMTRA, John Harris, is responsible for this project. Alternate is Steven Lang.</p> <p>The work will be done in the Pikes Peak Ranger District. We actively coordinate this work with the USFS. These are some of the most heavily used trail systems on the Front Range and are used by a wide variety of user groups. Work includes erosion control, retaining walls, signage, trailhead maintenance on the Captain Jacks trails. In addition we will assist in placing vehicle restrictors where needed in the District.</p> <p>Much of this labor is contracted labor and will be done during the field seasons of 2013 and 2014. We are fortunate to have a person with extensive experience building and maintaining trails to lead our contract labor crew. He oversees a crew of 3-5 workers during the field season to accomplish the trail work. Our club also has 2 volunteer work days per year working with the USFS on the trails.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 12	SCC PSINF Greens Creek Reconstruction	Southwest Conservation Corps	Off-Highway Vehicle	\$53,760	\$168,656
Description	<p>The Southwest Conservation Corps (SCC) will partner with the Salida Ranger District of the Pike/San Isabel National Forest (PSINF) to complete phase two of the SCC PSINF Greens Creek Reconstruction Project during the summer of 2013. The Greens Creek Trail (#1412) is a 6.89 mile, single-track motorized route in Chaffee County, beginning near Poncha Springs, CO and climbing 3000 feet to the Monarch Crest section of the Continental Divide Trail. Currently the trail is severely degraded due to poor design and years of high use and resulting erosion. Many areas are unsafe and inaccessible for all but the most expert of motorcycle riders. Continued use in the present state will cause additional damage to environmental resources and endanger the surrounding high-alpine ecosystems. SCC and the PSINF began phase one of the three-part reconstruction project in 2011. With funding from the Colorado OHV program, SCC will achieve phase two – eight weeks of reconstruction work along three miles of Greens Creek Trail – during the summer of 2013. Project outcomes will include reconstruction of targeted sections where drainage, erosion and braiding endanger the safety and sustainability of the trail. Key issues include:</p> <ul style="list-style-type: none"> • Tread reconstruction – steep areas have become severely cupped, exposing large roots and loose rocks, making them nearly impossible to navigate by motorcycle. SCC will install numerous rock check steps, armoring and 40-50 cubic yards of fill to establish a durable, benched tread surface. • Braiding and widening restoration – in an effort to avoid damaged sections, users have created numerous braided trails, widening the tread up to 12 feet in some areas. SCC will establish a single, sustainable route and rehabilitate social trails using natural barriers and native transplants. • Stream crossings and drainage reconstruction – insufficient drainage at multiple stream crossings and spring seeps has caused deep rutting, braiding and erosion which increases sedimentation in the adjacent watershed. SCC will reconstruct stream ford crossings to ensure proper drainage and install numerous rock water bars and drains to divert water off and 				

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	<p>away from the trail.</p> <p>SCC has a strong relationship with the PSINF and will work closely with Salida Ranger District personnel to maximize benefits to motorized users and the surrounding environment during this reconstruction project. The Greens Creek Reconstruction Project will address conflicts amongst local users by demonstrating the benefits of a sustainable motorized trail and educating the public on collaborative approaches to stewardship of public lands. SCC has employed youth and young adults in conservation work throughout South-Central Colorado for over 13 years and maintains strong partnerships with agencies, user groups and the communities in which we serve.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 13	SCC RGNF Trail Restoration	Southwest Conservation Corps	Off-Highway Vehicle	\$76,500	\$129,648
Description	<p>The Southwest Conservation Corps (SCC) will partner with the Rio Grande National Forest (RGNF) to complete twelve weeks of restoration work on 24 miles of highly-impacted motorized trails during the 2013 field season. SCC has partnered with the RGNF on numerous projects including multiple OHV trail maintenance and GeoBlock boardwalk construction projects. The RGNF has so many miles of OHV trails, and such a tight budget, that it is difficult to keep trails safe and sustainable. To mitigate resource and rider safety issues in several high-priority areas, SCC crews will complete maintenance and restoration work on the following three single-track motorized trails in the Divide Ranger District of the RGNF:</p> <ol style="list-style-type: none"> 1. Miners Creek (#803) – 5 weeks, 9.3 miles. Drainage and restoration work on upper portion of trail; close and revegetate social trails and braided sections; installation of 100 feet of GeoBlock boardwalks across boggy spring areas; install signs to prevent further resource damage; improve water crossings on lower section of trail; brushing and rock removal throughout length of trail. 2. West Bear Trail (#932) – 3 weeks, 4.2 miles. Drainage improvement along upper portion of trail; repair culvert damage; improve/harden water crossings; install signs; brushing and rock removal throughout length of trail. 3. Trout Creek Trail (#832) – 4 weeks, 10.4 miles. Re-establishment of tread on upper portion of trail; installation of 50 feet of GeoBlock boardwalks across several boggy spring areas; installation of signs and rock cairns; brushing and rock removal throughout length of trail. <p>The RGNF has identified the three trails above as high priority because their current condition presents a safety hazard to users and an environmental hazard to the surrounding ecosystems. Without resources and a mitigation plan, these trails may be impassable or closed to motorized use. Upon completion, these projects will improve the sustainability of 24 miles of OHV trails throughout the Divide District of the RGNF. In addition to completing 12 weeks of work, the SCC crews will be available to help educate the public about responsible use of motorized trails and promote a safe and sustainable trails system for OHV users on the RGNF.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 14	Castle Gulch Gates	USFS-Boulder Ranger District	Off-Highway Vehicle	\$8,000	\$9,190
Description	<p>Castle gulch is part of the Lefthand Canyon Off-highway-Vehicle (OHV) Area which is an existing facility located on Lefthand Canyon Road just 15 minutes northwest of Boulder in Boulder County. The project is located on national public lands and is managed by the US Forest Service, Boulder Ranger District. Castle Gulch is an off-shoot from the main system of the OHV area and offers both challenge to the motorized enthusiast as well as a less congested riding experience when compared to rest of the area. It also provides a loop opportunity out of the main OHV area and back again. The purpose of this project is to install two gates to address private land trespass that occurs along the Castle Gulch route (Forest Service Road 287.1). The gates further serve the user by directing him/her to the lower portion of the loop and back into the main portion of the OHV area again by keeping him/her on the legal portion of the route. For several years, users have trespassed over private land to reach the legal portion of the Castle Gulch route, causing conflict and tension with the private land owners. The Boulder Ranger District hopes to reduce these conflicts through the installation of these two gates. Signage has not proven to be effective. Furthermore, installing the gates would further implement the Lefthand Canyon OHV Area Travel Management plan which shows the portion of the route across private land as administrative use only and not open to the public. This is further illustrated by the absence of the portion of the road to be gated from</p>				

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	the District's motor vehicle use map. The Boulder Ranger District will be the responsible agency for this project. The project will be implemented in Spring/Summer of 2012.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 15	Lefthand Canyon Trailhead	USFS-Boulder Ranger District	Off-Highway Vehicle	\$150,900	\$195,900
Description	The Lefthand Canyon Off-highway-Vehicle (OHV) Area is an existing facility located on the Lefthand Canyon Road 15 minutes northwest of Boulder. The area is located on national public lands and is managed by the US Forest Service, Boulder Ranger District. The area offers a sustainable road and trail system with varying degrees of challenges for motorized enthusiasts of all types. The purpose of this project is to provide a staging area for motorized vehicles with trailered vehicles for the OHV Area. The project includes building a graveled parking lot with efficient loading and unloading areas, one restroom facility, waste receptacles, picnicking facilities and one education/information kiosk. Vehicles with trailers currently stage along Lefthand Canyon Road (County Highway 94), creating congestion and safety concerns along the busy County road. This project will provide a safer and more useful and efficient facility to pull in and park with trailers. It will also relieve congestion along the County highway in conjunction with offering easy and direct access to the road and trail network within the OHV Area. Likewise, this project will provide the only designated trailhead to access the formalized system of roads and trails in the Lefthand OHV Area. The Boulder Ranger District will be the responsible agency for this project. Design will occur in 2012 with construction and completion in 2013.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 16	Jenny Creek Motorized Trail Reroute	USFS-Boulder Ranger District	Off-Highway Vehicle	\$162,500	\$257,000
Description	The Arapaho and Roosevelt National Forests and Pawnee National Grassland, Boulder Ranger District (BRD), plans to reroute a section, approximately three-quarters of a mile long, of the Jenny Creek Trail, National Forest System Trail 808.1. The Jenny Creek Trail is an historic wagon road in subalpine forest, and is used by motorcycles, ATV's, and full-size 4X4 vehicles, in addition to nonmotorized visitors, particularly in the winter. The existing route and associated user-created routes, including stream, riparian, wetland, and subalpine forest habitats, will be restored and barricaded to prevent future motorized use. The three-quarter-mile section will be rerouted away from the stream, in drier, forested habitat so that the route will be more sustainable in the long term. The three major components of implementing this project consist of 1) barricading and restoring the current existing route and redundant user-created routes, 2) establishing a new route (reroute) in a more sustainable area, including cutting of associated hazard trees, and 3) repairing the stream channel so it can function properly. The project will be accomplished using a combination of USFS employees, volunteers, and contractors. The project area is located in Gilpin County, Colorado, west of the town of Rollinsville, and is near Rollins Pass and connects to the Rollins Pass/Moffat Road. Implementation is planned to begin in 2012 with cutting of trees for the reroute, including cutting hazard trees associated with the reroute. Reroute construction, instream work, and restoration of the existing route are planned for 2013.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 17	Porter Mountain Trail Reconstruction & Trailheads	USFS – Grand Valley Ranger District	Off-Highway Vehicle	\$76,265	\$92,315
Description	The overdue reconstruction of the Porter Mountain Trail in the Hightower area of the Grand Mesa National Forest on the Grand Valley District is the focus of this project. This trail is 3.2miles long and while in the area we would also reconstruct the Porter Cutoff trail which is 1.9 miles long. It is currently in poor condition and due to a timber sale has been unavailable to ride for several years. This trail has many steep areas and low area boggy spots making it in need of considerable maintenance and restoration to be safe and useful for a quality trail riding opportunity. Through an agreement with the logging operator several road improvements made during the timber sale that will be incorporated into the trail reconstruction. This construction will be accomplished by the USFS Grand Valley District trail dozer crew utilizing the Western				

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	<p>Slope ATV Association (WSATVA) trail dozer to efficiently create a sustainable, safe 4-wheeler trail providing access to a dramatic overlook on top of Porter Mountain as well as connecting to the adjacent Porter Cutoff trail. The cutoff trail then connects to the very popular Silver Spruce, High Trail and Monument trails in the Vega area. As the Project Supervisor I will personally supervise reconstruction of the trail utilizing effective techniques to improve the trail tread so that the trail will be able to accommodate heavy use in a sustainable manner. We would plan to initiate construction as soon as snow melt permits during the summer of 2013. The Trailhead Initiative portion of the project would be initiated in 2013, though completion of the project could slide into 2014.</p> <p>Trailhead Initiative: an additional focus of the project will be the creation of multiple Trailheads on the Grand Mesa. The Grand Mesa has a highly developed system of motorized OHV trails interconnected with Forest Roads that are open to and heavily used by OHV s. Signing and access to this system is not as highly developed and this project would rectify this failing. Using the trail dozer and crew we would create Trailheads with adequate parking and signing at the sites listed below (complete with Trail Maps and Travel Management Kiosks). See the attached Vicinity map for locations.</p> <ol style="list-style-type: none"> 1. Porter Mountain/Owens Creek Trailhead. 2. Park Creek Trailhead - 3. Round Corral Trailhead – renovate 4. Green Mountain Trailhead – at West end of trail 5. Mud Hill Trailhead 6. Bonham Trailhead 				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 18	Eagle-Holy Cross OHV Crew	USFS – Eagle-Holy Cross Ranger District	Off-Highway Vehicle	\$38,050	\$81,910
Description	<p>This grant application is for the 2013 season to fund 2-person GS 5 seasonal crew on ATV's. The Eagle-Holy Cross District (EHX) one of the largest on the White River National Forest and is comprised of approximately 652,000 acres, 186 miles of routes open to OHV's, 11 developed campgrounds, trailheads, lodges, and rental cabins. We are the home to world class skiing opportunities through our partners at Beaver Creek and Vail Resorts. The project area includes the entire open OHV system on the EHX district. We reside in both Eagle and Garfield Counties. We share many of our boundaries with the Bureau of Land Management Colorado River Valley Field Office and Colorado State Parks and Wildlife, Sylvan Lake State Park located south of Eagle within Eagle County. The program focus would enhance and maintain OHV opportunities district wide. The Crew would focus on education, visitor contracts, travel plan implementation, route maintenance, signs, youth corps, planning, resource protection and improvement, restoration rehabilitation, and interpretation of a National Historic Site (Camp Hale), and law enforcement when needed. The Crew would work a minimum of a 100 day season (May-September). The Crew would be Forest Service employees, wearing uniforms and driving a fleet vehicle. The Crew would be trained in OHV operation and maintenance, travel plan implementation, chainsaw certification, Forest Protection Officer, resource protection techniques, and communication techniques for making public contacts. We are currently working with partners to provide 2 ATVs for the Crew. State funding would be applied for:</p> <ul style="list-style-type: none"> • OHV Crew – 2 GS 5 for at least 100 days each equally \$30,800 (salary and related personnel costs) • Travel and training for the crew \$2000 • Fuel for 2 ATV's \$5250 <p>Federal funding would be applied for the supervision of the Crew, fleet vehicles, supplies, housing, and USFS specialized training. Partner would provide ATVs and maintenance.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 19	Ouray County Road 361 Reconstruction	Ouray County	Off-Highway Vehicle	\$90,031	\$112,908

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Description	<p>Ouray County Road 361 (CR 361) which runs over Imogene Pass (the second highest through road in the United States) between Ouray and Telluride in Southwestern Colorado provides access to a multitude of OHV trails within the Uncompahgre National Forest (UNF). Since taking over the road from the Colorado Department of Highways on May 24, 1984, the Ouray County Road and Bridge Department has taken on regular maintenance responsibilities including grading and yearly snow removal in the spring. Ouray County is governed by a 3 person Board of County Commissioners (Heidi Albritton, chairperson) with administration on a day to day basis by a County Administrator (Connie Hunt). The proposed project is located on CR 361, about 4 miles from the City of Ouray near Senator Gulch. The project would include replacement of an old retaining wall structure which has deteriorated and failed in recent years, greatly narrowing the useful width of CR 361 and making the road extremely hazardous for OHV's and other four wheel drive vehicles using the road. The replacement wall will be a Hilfiker wall similar to others constructed by the County in 2011 (please see pictures included in the application). By repairing the road, drainage will also be improved to reduce the risk of future damage to the new retaining wall. Engineering design, including quality control testing and construction management, will be paid for by the County as a match to the project grant. Construction of the wall and associated drainage improvements will be bid out to a private contractor by the county. Upon grant funding, the project would commence in the fall of 2012 or spring of 2013 depending upon weather.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 20	Flat Tops OHV Trail Crew	Blanco and Rifle Ranger Districts	Off-Highway Vehicle	\$59,792	\$83,329
Description	<p>The Blanco and Rifle Ranger Districts, White River National Forest, are seeking funding for an OHV grant to hire a (3) person motorized trail crew for the second consecutive year. District recreation personnel on each District are responsible for the planning and accomplishment of the project with the Blanco District taking the lead. The proposed project will fund the following:</p> <ul style="list-style-type: none"> • Personnel Cost - \$ 53,001.90 Personnel costs are for a three person OHV Trail Crew made up of seasonal employees for 110 days each. State grant funding would be used towards the crews' salary, compensation and benefits, travel, per diem including funding to attend the Colorado Off Highway Vehicle Coalition (CORVC) workshop in the summer, uniforms and personal protective equipment. • Project Materials and Supplies - \$ 3,000.00 Project materials and supplies funding include signs, trailhead information and education materials. • Equipment - \$ 3,760.00 Equipment funding includes hand tools such as shovels, bars, pulaskis; chainsaw chain, repairs and maintenance; ATV/Motorcycle repairs and maintenance; and SWECO fuel. <p>Federal funding will be applied towards providing transportation to and from the work site (truck and trailer), ATV fuel and maintenance, interpretive sign design and fabrication, orientation and specialized training (chainsaw certifications, law enforcement, seasonal orientation etc.) needed to successfully carry out the duties of the position. The crew would be hired for 5 months for the summer season of 2013 (May thru September) and would provide a presence along existing and newly designated Off Highway Vehicle (ORV) routes, provide maintenance, construction and reclamation activities, install travel management signing and directional markers, enforce state ORV regulations and be a point of contact to assist with partnership of local ORV clubs to maintain and identify opportunities related to motorized use. The project is located on the more than 500 miles of motorized routes on the Blanco Ranger District east of Meeker and Rifle Ranger District and north and east of Rifle in both Garfield and Rio Blanco Counties. The project area extends from Yellowjacket Pass to Ripple Creek Pass to the north of the White River east of Meeker. It also includes on the south side of the White River the area from the Hay Flats/Big Mountain east through Bar HL Park to Meadow Lake, Blair Mountain and on to the Heart Lake area north of Glenwood Springs. The forests long term goal is to be part of the Good Management Program and have a long term ORV trail maintenance crew.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 21	Wagon Wheel Trail Pilot Program	Rio Blanco County	Off-Highway Vehicle	\$100,862	\$135,207

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Description	<p>The implementation of this trail system involves inter-jurisdictional cooperation between Rio Blanco County, the Towns of Meeker and Rangely, the Meeker and Rangely Chambers of Commerce, U.S. Forest Service, Bureau of Land Management, and local enthusiasts. This project is located in Rio Blanco County, in the Northwest corner of Colorado. Lands included in this project are located in the White River National Forest and on public lands administered by the Bureau of Land Management. The name of this trail system is the Wagon Wheel Trail, and the individual trails will be named according to geographical location. The purpose of this project is to provide increased recreational opportunities through unique, satisfying, and sustainable OHV experiences in Rio Blanco County and Northwest Colorado. The long term goal for this project is to complete a trail system which will comply with US Forest Service and Bureau of Land Management travel plans, while providing connectivity to multiple counties, similar to the Paiute ATV Trail system in central Utah. Completion of the initial phase of this project will require an inventory of trails, mapping, creation and implementation of educational resources, creation of a marketing campaign, and development of rules, regulations and enforcement by volunteers or paid law enforcement personnel. This trail system will consist of approximately 250 miles of trails with varying levels of difficulty. Work on this project has already begun. However, implementation, education, trail creation and signage will begin in the summer of 2012. This phase of the project will be completed during 2012.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 22	Poughkeepsie Gulch Public Safety Project	San Juan County	Off-Highway Vehicle	\$51,650	\$67,450
Description	<p>The Bypass Route is County Road 58A, will provide an alternate route for inexperienced drivers and stock vehicles to go around this technically challenging Obstacle, This will provide more access to this area for the OHV community.</p> <p>San Juan County has identified areas, at the beginning of road and at the end of the road, which will need some reconstruction. This is what will be required to reopen County Road 58A for public access the following is a breakdown of the estimated costs.</p> <p style="text-align: center;"><u>Poughkeepsie Gulch Road Bypass (For Wall Area) and Public Safety Project</u></p> <p>This is a breakdown of the estimated costs and hours and equipment needed to perform this construction road work project on San Juan County road #58A Poughkeepsie Gulch.</p> <p>Surveying and Engineering: 1,200.00. This would be part of County in kind.</p> <p>Mobilization of needed Equipment for the drilling, blasting, road excavation equipment; Air compressor, air track drill, 315 excavator, D6R tractor, jackleg drills and all supplies need to perform the drilling excavation and blasting and road rebuilding and drainage. The transport of fuel and personal and supplies to the work site 12 miles from Silverton of which 5 miles is four wheel drive only roads. Estimated Mobilization Cost \$4,500.00.</p> <p>Drilling equipment needed and the estimated costs and time needed to complete the rock drilling phase of this project.</p> <p>450/600 cfm Air Compressor, rent for two weeks or 80 to 100 hours, \$6,000.00 Unless contractor has a lesser rate as part of bid. The air compressor may want to be rented for a month.</p> <p>Contractor may not need the air track drill and only want to use Jackleg and or Jack hammer drills. The Contractor would be responsible for all drilling supplies such as drill steels, bits, air and water hoses etc. Estimated cost of drilling supplies, \$7,000.00.</p> <p>Blasting supplies needed for this project, Estimated only All blasting will be done by a Certified Blaster.</p> <p>800lbs. or ANFO at \$2.00 per pound: \$1,600.00. 600lbs. of dynamite or higher explosives: \$3,000.00. Blasting caps, igniters, booster, Primer cord, fuse etc.</p>				

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<p>Total estimated cost of blasting supplies, \$6,000.00.</p> <p>Estimated LABOR cost for Contractor, 3 employee's at \$40.00 per hour at 150 hours. Plus extra worker for the contractor a few extra hours would be \$19,300.00.</p> <p>Rental of a CAT 315 sized excavator to remove blasted road and use to rebuild road. This would also be part of the Contractors bid, Estimated costs: 30 hours x \$200.00 per hour \$6,000.00.</p> <p>San Juan County IN-Kind on project for Equipment, usage, Labor. Supervising and Oversee the Project Supply surveying as needed.</p> <p>D6R tractor, hours on road work and mobilization: \$9,600. Pickup trucks: \$1,500.00. Culverts: \$1,000.00. Labor, 20 hours, signs, road closures, etc:\$1,200.00. Overseer and Supervisor with Contractor: \$1,000.00. Total Estimated San Juan County In-kind \$14,300.00.</p> <p>Volunteer Support: Funds to obtain the new signing of the road, WS4W will help install as needed.</p>					
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 23	SLVFO Good Management	BLM - San Luis Valley FO	Off-Highway Vehicle	\$99,900	\$180,380
Description	<p>The purpose of this project is to implement the San Luis Valley Field Office's new Travel Management Plan (TMP) on approximately 500,000 acres of public land managed by BLM in Saguache, Rio Grande, Alamosa and Conejos counties of the San Luis Valley over a multi-year period. Implementation of such a large plan is a bit like leapfrog, in that staff simultaneously monitor and enforce work previously done, conduct current-year project work, inventory and plan future projects, and provide invaluable presence on the ground and visitor information services to the recreating public. BLM started implementing its new TMP in the summer of 2010, primarily focused on closing unauthorized routes in the most sensitive areas first, though increasingly moving to more systematic, standard Travel Management Implementation throughout the Field Office's 23 Travel Management Planning Subunits. This grant request seeks to advance the Field Office to the next phase of Travel Management implementation by providing for "positive" signing of motorized system routes and increased public access information and maps, typically placed on kiosks at major portals to public lands. Specifically, this grant request will fund; part of the salary for two year-round student youth hires who will conduct signing on 50 roads, installation of approximately 50 kiosks, Travel Management monitoring, compliance, inventory and planning, and provide visitor information services to the public; partial salary for our Law Enforcement Ranger for compliance and enforcement activities; production of 100 Travel Management road signs for 50 roads; production of 50 kiosks for installation at major portals to public lands in the San Luis Valley; production of 38 Access Map signs for installation in the kiosks; and purchase of 2 motorcycles and Personal Protective Equipment for the trail/travel management youth crew.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 24	OHV Skills Development Course	Joseph Blake Treadway	Off-Highway Vehicle	\$61,500	\$111,500
Description	<p>BLM Uncompahgre Field Office constructed a multi-use recreation site and OHV staging area within the Peach Valley Recreation Area in Montrose County (see E-1 & E-2). A two acre Skills Development Course will be constructed to simulate a variety of trail obstacles that an ATV or dirt bike rider might experience on the surrounding trail system. The Skills Development Course will consist of a variety of rock, log, and sand obstacles on hilly terrain with tight turns, and a fenced perimeter with gates to allow for administrative access. BLM engineering staff will be responsible for the site layout and drainage controls to ensure the site is constructed sustainably. The Uncompahgre OHV Crew will be responsible for the design and construction of the Skills Development Course and will utilize volunteer labor and the Delta Correctional</p>				

OHV GRANTS

	Crew to accomplish the construction. This project would begin in the Spring of 2012 and be completed by Fall of 2012.																																																																																																																																																																																		
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost																																																																																																																																																																														
Project Number 25	Divide's OHV Trail Crew & Staging Areas	USFS - Divide RD/ Rio Grande NF	Off-Highway Vehicle	\$99,975	\$117,000																																																																																																																																																																														
Description	<p>The Rio Grande National Forest draws nearly 1 million visitors annually to its 1.86 million acres, which include four wilderness areas and over 1,300 miles of trails available to various users. Of these visits, it is OHV use and hiking, respectively, are the two greatest demands, each garnering nearly 25% of the forest recreational uses. The Divide Ranger District has 758 miles of trails, and of these; 115 miles are motorcycle trails and 187 miles are ATV trails. These trails interconnect to miles of 4x4 roads which give the OHV users spectacular views and many different experiences on public lands. The Rio Grande National Forest is located in south central Colorado and surrounds the San Luis Valley. The counties that are within the Divide Districts boundaries are Rio Grande, Hinsdale, Mineral and San Juan counties.</p> <p>The grant will fund 4 OHV trail crew members that are forest service seasonals. They will work on the district's 187 miles of ATV motorized trails and 115 miles of motorcycle trails. The crew will perform trail reconstruction and maintenance, signing, law enforcement, and public contacts. Divide District is asking for money to lease a mini excavator, purchase 1 ATV, and training for FPO (law enforcement). The completed trail work would meet the forest service goals of trails to standard for 2013 accomplishments.</p> <p>The motorized crew for 2012 is only funded by the COHVCO grant. No forest service money will be allocated for trail work. For 2013 the forest service funding to maintain motorized trails will be nonexistent. The only funding would come from grants that would fund a motorized trail crew to do the trail work. The Divide District's main goal is to keep motorized trails open, safe and keep resource damage to a minimum.</p> <p style="text-align: center;">The Divide District's trails are listed in the table that is provided below.</p> <p style="text-align: center;"><i>DIVIDE DISTRICT TRAIL INVENTORY</i></p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Trail Name & Number</th> <th style="text-align: center;">Mileage</th> <th style="text-align: center;">Designed Use</th> <th style="text-align: left;">Trail Name</th> <th style="text-align: center;">Mileage</th> <th style="text-align: center;">Designed Use</th> </tr> </thead> <tbody> <tr><td>Dry Creek #700</td><td style="text-align: center;">8.38</td><td style="text-align: center;">ATV</td><td>American Gulch #705</td><td style="text-align: center;">6.55</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>South Rock #702</td><td style="text-align: center;">1.92</td><td style="text-align: center;">ATV</td><td>Palisade #761</td><td style="text-align: center;">2.05</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Alamosa Rock #703</td><td style="text-align: center;">5.39</td><td style="text-align: center;">ATV</td><td>LaGarita SD #787</td><td style="text-align: center;">11.88</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Bear Creek #709</td><td style="text-align: center;">4.59</td><td style="text-align: center;">ATV</td><td>Salt Canyon #791</td><td style="text-align: center;">4.80</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Benino #786</td><td style="text-align: center;">5.19</td><td style="text-align: center;">ATV</td><td>Embargo # 792</td><td style="text-align: center;">5.88</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>LaGarita SD #787</td><td style="text-align: center;">49.14</td><td style="text-align: center;">ATV</td><td>LaGarita Ck. #793</td><td style="text-align: center;">6.60</td><td style="text-align: center;">Motor cycle</td></tr> <tr><td>LaGarita CK. Cutoff #792</td><td style="text-align: center;">3.94</td><td style="text-align: center;">ATV</td><td>LaGarita Cutoff#793.1</td><td style="text-align: center;">1.39</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Groundhog #795</td><td style="text-align: center;">2.83</td><td style="text-align: center;">ATV</td><td>Cathedral #794</td><td style="text-align: center;">3.72</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Perry Creek #796</td><td style="text-align: center;">8.18</td><td style="text-align: center;">ATV</td><td>Groundhog #795</td><td style="text-align: center;">3.43</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Middle Alder #797</td><td style="text-align: center;">5.02</td><td style="text-align: center;">ATV</td><td>West Alder #798</td><td style="text-align: center;">4.62</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>West Alder #798</td><td style="text-align: center;">1.39</td><td style="text-align: center;">ATV</td><td>Alder Bench #799</td><td style="text-align: center;">6.46</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Cross Creek #812</td><td style="text-align: center;">4.69</td><td style="text-align: center;">ATV</td><td>Miners Ck #803</td><td style="text-align: center;">8.82</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Fern Creek #815</td><td style="text-align: center;">6.00</td><td style="text-align: center;">ATV</td><td>Pole Ck #820</td><td style="text-align: center;">3.07</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Lost Trail #821</td><td style="text-align: center;">6.50</td><td style="text-align: center;">ATV</td><td>West Lost #822</td><td style="text-align: center;">6.93</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Trout #831</td><td style="text-align: center;">6.58</td><td style="text-align: center;">ATV</td><td>Trout #831</td><td style="text-align: center;">3.80</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Tewskberry #842</td><td style="text-align: center;">6.09</td><td style="text-align: center;">ATV</td><td>Big Park #845</td><td style="text-align: center;">11.00</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Castle Rock #846</td><td style="text-align: center;">3.55</td><td style="text-align: center;">ATV</td><td>Main Beaver #847</td><td style="text-align: center;">2.27</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Castle Rock Cutoff #846</td><td style="text-align: center;">0.91</td><td style="text-align: center;">ATV</td><td>Deadman Loop #854</td><td style="text-align: center;">4.59</td><td style="text-align: center;">Motorcycle</td></tr> <tr><td>Wolf Creek #849</td><td style="text-align: center;">8.73</td><td style="text-align: center;">ATV</td><td>East Fk. 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	<p>The second request by the district is for reconstruction of two staging areas for truck and ATV trailers on Forest Service Road #520.</p> <p>These areas exist on the ground as informal parking for all forest users and for dispersed camping. The staging area would be near Crooked Creek and the Ute Creek Trailhead. The plan would establish formal ATV staging areas. They would be signed as ATV parking, fenced off and have OHV interpretative signs within the parking areas. Forest Service Road #520 is used by fisherman, horse users, hikers, 4x4's and OHV users (ATV & dirt bikes) and large motor homes. Road #520 has access to wilderness, lakes, motorized trails, scenic 4x4 byway to Stony Pass to Silverton, Co. and 3 campgrounds. There are user conflicts along the road and in dispersed areas with multiple users. Having these staging areas would alleviate many of these conflicts and give the OHV enthusiast a place to congregate.</p> <p>The Divide Districts goals for completion for both projects would be November 30, 2013.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested^A	Total Cost
Project Number 26	Salida Ranger District Route Inventory	USFS - Salida RD	Off-Highway Vehicle	\$58,942	\$67,602
Description	<p>In 2010 the district completed route inventory efforts on approximately 261,000 acres on the west and south areas of the district. This effort was funded through State OHV funds and was a huge success. This effort included project oversight by AECOM but included coordination and support from the Salida Ranger District Staff, State OHV crews, volunteers from High Rocky Riders, Sidewinders and representatives from COHVCO. This collaborative effort allowed AECOM to work in three separate inventory teams each day which led to the inventory of twice as much of the district as originally planned and resulted in more routes and acres covered than any other district during the 2010 season. The Salida Ranger District is a popular regional destination for OHV use and, as this use grows, the Salida District recognizes the need and importance of proactively managing this use and system to provide quality OHV riding opportunities now and into the future. The two remaining areas to be inventoried are of the highest use for motorized recreation because of topography and year-round use. These lands are primarily within Chaffee County but also include sections of Park County. The Salida Ranger District would like to request funds to complete route inventory on approximately 160,000 acres on the east side of the district. This effort would complete inventory efforts completed in 2010 and finish this important exercise for the entire Salida Ranger District. Local communities benefit economically and environmentally from well-conceived systems of roads and trails. The elimination of unnecessary or redundant non-system roads and trails lowers maintenance costs. Above all, a thorough evaluation of road and trail systems will provide the best experience available to motorized recreationists and will create a direct benefit to non-motorized recreationists whose access often depends on motorized routes. Inventory efforts could begin as early as the Spring of 2013 depending on weather and snow conditions. The two areas where inventory will be completed are lower in elevation and usually dry up prior to the higher elevations on the west side of the district.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 27	Rampart Trail Construction II	USFS - South Platte RD	Off-Highway Vehicle	\$382,240	\$396,090
Description	<p>The USFS will be the responsible party for this project. All activity will occur on the South Platte Ranger District of the Pike National Forest within the Rampart Range Motorized Recreation Area of Douglas County. Environmental analysis work will be conducted by qualified contractors and reviewed by Forest Service Biologist for accuracy and completeness. Cultural resource surveys will be completed by Forest Service personnel.</p> <p>This project will essentially complete all required environmental analysis work to complete trail work as identified in the Rampart Range Recreation Area Motorized Trail Plan signed in 2005. New single track trail already designed and approved will be constructed utilizing Youth Corps. Based on past experience, approximately 10-12 miles of new trail should be completed in 10 weeks. In addition to this hand crew, a mechanized piece of equipment will be utilized to construct new single track where the terrain allows. This will allow another 15-20 miles of single track trail to be open by the end of 2013.</p> <p>Based on survey windows for plants and birds, biological surveys will begin in June of 2013 and be completed by August of 2014. Construction of trails will be completed during the summer of 2013. Another important part of this project will document the process that has been used to plan, design, and</p>				

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	implement a project of this scale. This information will be available and shared to all interested parties. This document is planned to be incorporated into a national "how to" publication being developed by the National Off-Highway Vehicle Conservation Council.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 28	BLM Kremmling OHV Trail Crew	BLM - Kremmling FO	Off-Highway Vehicle	\$80,000	\$107,000
Description	<p>The BLM Kremmling Field Office is a federal agency administering lands within Grand, Jackson, Summit, Larimer and Eagle Counties.. Seasonal trail crews are needed to provide a presence for maintenance, monitoring and education while implementing travel management decisions and providing a consistent workforce to manage the North Sand Hills Special Recreation Management Area(SRMA). The Kremmling Field Office is located in north central Colorado and is responsible for managing 378,000 acres of public lands that are recreated on year round and are within a two hour drive from major population centers in Colorado and Wyoming. In addition to the Resource Management Plan Revision with Travel Management Decisions for the entire management area that will need to be implemented, travel decisions already in place require signage and maintenance. Road and trail designations will require signing meeting the Colorado Interagency Sign Standards on over 700 miles of routes, the restoration of unsustainable non-system routes, identifying and implementing maintenance and monitoring needs and schedules while providing onsite information and education to motorized enthusiasts that visit BLM administered lands. Work would be within the spring/summer/fall field seasons beginning in 2013. It is estimated that it will take 2 to 3 years to fully sign designated routes with additional sign maintenance needs in future years. Routes that have been designated for decommissioning will require specific materials and tools to complete tasks.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 29	2013 RRMMC Trail Maintenance	Rampart Range Motorized Management Committee	Off-Highway Vehicle	\$195,100	\$210,100
Description	<p>The Rampart Range Motorized Management Committee (RRMMC) is an all volunteer, non-profit service organization who will manage the project. The RRMMC Liaison Officer will be responsible for coordinating with the US Forest Service and managing volunteers and sub-contractors. This project will be performed on multi-use trails located throughout all six districts of the Pike and San Isabel National Forest. Work will be performed on the Rampart Range, West Creek, Rainbow Falls, Wet Mountains, Rainbow Trail and Four Mile trail systems. This project consists of the following activities:</p> <ul style="list-style-type: none"> • Purchase new Sutter 500 Trail Dozer, flat bed trailer and cargo trailer. • Perform modifications necessary to prepare new equipment for use. • Coordinate with Land Managers to develop a seasonal operating plan. • Identify and prioritize trail maintenance needs. • Schedule, coordinate with USFS and implement eight volunteer "Work Parties" to perform trail maintenance. • Contract with heavy equipment operator. • Obtain required Insurance. • Perform the following tasks utilizing a Sutter 500 Trail Dozer to provide trail maintenance necessary to provide a safe and enjoyable trail experience. <ul style="list-style-type: none"> ○ Maintain approximately 1.5 miles of trail each work day. ○ Build or maintain approximately 30 drainage structures per day. ○ Fill in rain ruts as encountered. • Purchase fuel. • Perform maintenance and repairs. • Administer grant. <p>Due to weather conditions in the Pike and San Isabel National Forest, trail maintenance is seasonal in nature and can only be performed for approximately 9 months (March through November) each season. Tasks other than trail maintenance can commence in fall 2012 when the contract has been signed, and are scheduled to conclude December 31, 2013.</p>				

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	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 30	Responsible Recreation Campaign	Responsible Recreation Foundation	Off-Highway Vehicle	\$250,019	\$320,019
Description	<p>WHO? The Responsible Recreation Foundation (the Foundation) is a 501(c)(3) non-profit entity that works with off-highway vehicle (OHV) enthusiasts and clubs, land management agencies, and the non-motorized recreation community to promote responsible OHV recreation through educational programs, user contacts, web site, marketing, advertising, and science related to sustainable trail systems and resource protection and mitigation.</p> <p>The Responsible Recreation Campaign employs a full-time program coordinator with assistance from a seasonal trail head outreach specialist and volunteers. All activity is accomplished under the supervision of a Foundation director and a program manager/administrator. A steering committee provides ongoing recommendations and support. The committee is made up of members from the land managing agencies as well as proponents of both motorized and non-motorized recreation.</p> <p>WHERE? The Responsible Recreation Campaign is a state-wide program that works with all of the federal and state land managing agencies, both at the state and field office levels. OHV enthusiasts and clubs throughout the state have come to rely on the program as a one-stop- resource of information on motorized recreation in Colorado. People from other states rely on the Stay The Trail web site for information regarding Colorado OHV opportunities.</p> <p>WHAT? The grant is being requested to allow continuation and enhancement of the Responsible Recreation Campaign, the mission of which is to reinforce and highlight responsible OHV use and discourage and mitigate inappropriate or unauthorized use and resource damage. Using the Stay The Trail motivational messages in educational outreach and via the media, the campaign will promote individual stewardship of public lands. The primary elements and deliverables include:</p> <ul style="list-style-type: none"> ○ A full-time project coordinator and an hourly seasonal associate with associated personnel costs, including salary/wages, benefits, taxes, cell phones and Wi-Fi, computers/printers/software, audio/visual equipment, office supplies, education/training, PPE/riding gear, travel expenses and miscellaneous operating expenses. ○ Expenses for taking the Stay The Trail Educational Trailers and other outreach tools to about 50 events around the state annually, including fuel, supplies, space rent, volunteer expenses, per diem food expense, lodging, parking, and other miscellaneous expenses – this includes trailhead outreach, trade shows, club meetings and events, agency events, workshops, and non-motorized recreation outreach. ○ Maintenance and enhancement of the Stay The Trail web site and social media sites, including up-to-date maps showing legal riding areas and routes, events calendar, news, brochures, videos, agency contacts, OHV related links, Tips, FAQs, requests for presentations and events. ○ Multi-media marketing and advertising to reach targeted audiences as determined by the Stay The Trail Steering Committee and its Marketing Sub-committee. ○ Outreach materials, such as - maps, brochures, decals, stickers, posters & backers, videos, promotional materials, including costs for development, graphic design, printing, mailing, and other delivery methods. ○ Vehicle insurance, equipment, maintenance, parts, supplies and storage. ○ Costs for grant administration, <p>WHEN? This is an on-going program of the Responsible Recreation Foundation that began about seven years ago. It has been enhanced and improved over time relying on experience and support from the Board of Directors, Foundation staff, the Stay The Trail Steering Committee, and numerous individuals and clubs. This proposed grant would allow the program to continue through 2014 and into 2015.</p>				

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	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 31	Travel Management Signage	Responsible Recreation Foundation	Off-Highway Vehicle	\$80,000	\$135,000
Description	<p>WHO? The Responsible Recreation Foundation is a 501(c)(3) non-profit foundation that works with off-highway vehicle (OHV) enthusiasts and clubs, land management agencies, and the non-motorized recreation community to promote responsible OHV recreation through educational programs, user contacts, ethics, and science. The Responsible Recreation Foundation employs a part-time program manager who has provided both project management and grant administration duties for four prior travel management signage grants. All activity is accomplished under the supervision of a Foundation director.</p> <p>WHERE? The Travel Management Signage project is a state-wide effort that works with all of the federal and state land managing agencies and OHV clubs, both at the state and field office levels. The goal is to get the best signage possible installed in the field to allow users to quickly and easily relate the new Motor Vehicle Use Maps and other agency maps to the designated motorized use trails in the field.</p> <p>WHAT? The grant is being requested to augment the limited funds available to the land management agencies for installing travel management signage in the field to implement the new Travel Management Plans being adopted in all of the National Forests and on Public Lands in Colorado. Funds from the grant will be used to purchase fiberglass sign posts, numbers, letters, and "open to/closed to" strip stickers. Some unique signs are occasionally needed and might include wood posts and metal plates. Some project management costs are included.</p> <p>WHEN? Funds from this proposed grant would be used during the 2013 field season.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 32	Colorado Trail Patrol	Responsible Recreation Foundation	Off-Highway Vehicle	\$96,180	\$151,733
Description	<p>The Responsible Recreation Foundation (the "Foundation") is a 501 (c) (3) non-profit entity that works with off-highway vehicle (OHV) enthusiasts and clubs, land management agencies, and the non-motorized recreation community to promote responsible OHV recreation through educational programs, user contacts, ethic, and science.</p> <p>The Colorado Trail Patrol program is an existing program that employs a full-time program coordinator that trains and engages enthusiasts and local OHV clubs as volunteers in the field. The coordinator also conducts field observations and adds observations to the reporting database. Program awareness is conducted via social networking sites as well as through contacts with OHV clubs, and various user groups. Program coordinator activity is accomplished under the supervision of a Foundation director and a part-time program administrator. A steering committee will provide ongoing recommendations and support. The committee is made up representatives from the federal and state land management agencies, and the motorized community.</p> <p>The Colorado Trail Patrol program is designed as a state-wide program that actively engages volunteers in the areas they visit and recreate in. The key aspect of this is to rely on local knowledge and experience and to continue to encourage "ownership" of these areas as it pertains to peer-compliance and trail condition monitoring in cooperation with the appropriate land management agencies. The program manger will travel the state to hold trainings, attended OHV related events to recruit volunteers, meet with agency personnel, and perform trail monitoring as needed and when a deemed reasonable.</p> <p>The Colorado Trail Patrol program is designed to provide volunteer-based peer compliance and a trail condition-monitoring regime within the OHV community in Colorado. Volunteers are trained in appropriate</p>				

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monitoring and reporting techniques for travel management regulations, resource damage, and visitor contacts. The idea is to positively engage and promote “ownership” of OHV opportunities and aid federal and state agencies through the community monitoring itself and trails around the state. Compliance issues and trail condition notes will be entered into a database that is currently hosted through coloradotrailpatrol.org and the coordinator will review and forward issues and trail reports to the relevant agencies and/or organizations.

An example of this may be in areas where there is a questionable access or downed trees blocking the trail, the Colorado Trail Patrol coordinator will bring the appropriate agency in to a cooperative effort to correct that situation, whether it is increased enforcement or targeted trail maintenance needs. If a club has that particular trail adopted, they will also be contacted regarding downed trees and coordinate with the appropriate agency to alleviate the situation.

This program also provides a smooth mechanism for reporting illegal activity to the appropriate agency. As we have seen in the pilot program, the OHV community is excited for an easy way to report the trail maintenance issues as well as “bad-apples” in an effort to keep trails in sustainable condition.

In the pilot program phase of the program has been received well from both volunteers on the ground and agency personnel at the local and state-wide level. Feedback has shown that there is a need for a state-wide program because it not only allows the community to get involved, but it allows for a sense of ownership and pride for Colorado’s OHV trails when the community can help sustain the OHV trail they enjoy. Agency personnel like the program because they can better allocate their resources and personnel and have a better understanding of what is actually on the ground.

In the pilot program phase the Colorado Trail Patrol utilized online surveys to research what was working and what was not working in the program and used the findings to enhance the program and make necessary changes and cutbacks where needed. This process will be continued within this grant cycle. We will be exploring the option to hold online web conference based training, making improvements to the online database, and maintaining a consistent conduit of communication with volunteers.

The additional benefit of this program is that all OHV Trail Crew data can also be logged into the database and tracked more easily and efficiently than the current process.

This is an on-going program of the Responsible Recreation Foundation that began as a pilot program under the Responsible Recreation Campaign and was continued through the recent Law Enforcement Pilot Program in 2011. Several hundred individuals have received training within a the past few months, and the program will continue to rapidly grow given a chance to subsist throughout a full OHV season. The concept has been enhanced and improved over the last couple of years through experience and support from the federal agencies, Colorado State Parks, RRF Board of Directors, Foundation staff, the Stay The Trail Steering Committee, and numerous individuals and clubs. This proposed grant would allow the program to continue through 2013 and into 2014.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 33	Basalt to Gypsum Singletrack	USFS - Aspen & Sopris RD / White River NF	Off-Highway Vehicle	\$104,500	\$146,500
Description	<p>The White River National Forest is the most visited National Forest in the United States. It is comprised of five Ranger Districts. The recently combined Aspen and Sopris Ranger Districts will take the lead on this project. The Basalt to Gypsum Singletrack project occurs on both the Sopris and the Eagle-Holy Cross Ranger Districts. The Recreation Staff on the Aspen and Sopris Ranger Districts will lead the NEPA, trail restoration and reconstruction, trailhead improvements, and parking area design and construction. We will be assisted by other Forest Service resources, including engineers, specialists, and range technicians.</p> <p>The Basalt to Gypsum project area includes trails and trailheads on both sides of the Red Table Forest Service Road 514, all located on, and managed by the White River National Forest. All project work will occur in Eagle County. Trails that have been recently designated through the Travel Management process, as open to motorized, include 1913.W1H, 1913.W1B, and 509.2N. Reconstruction, reroutes, and</p>				

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restoration work will be performed on these system routes. Trails that were not designated as system routes open to motorized include 1913, 1913.2, 1913W.1A, N514W, N6046, N6045, N266, N613, N203, N204, 464W.3, 464W.2N. These non- system routes on National Forest will be analyzed for inclusion into our system, with emphasis on creating a logical and sustainable North-South route that connects National Forest roads and trails in the Basalt area with Forest and BLM roads and trails in the Gypsum area.

Improvements in the Red Table Area are long overdue. The goal of the Basalt to Gypsum Singletrack project is to create a sustainable motorized trail system, linking the communities of Basalt and Gypsum. Incorporating existing routes, including old logging roads and social trails, that have not yet been identified as legal system trails, with existing routes and newly designated trails, the project aims to provide a logical motorized system. The Basalt to Gypsum Singletrack Project will:

- 1) Provide a designated parking area at the entrance to the Red Table Forest Service Road 514.
- 2) Continue maintenance and reconstruction on motorized system trails in the Red Table Area, improving these trails to standard and restoring non-system routes.
- 3) Work toward designating new routes that provide a North-South link on National Forest and BLM routes, connecting off-highway routes between Basalt and Gypsum.

Upon notification of grant award, we will begin the NEPA process, including public scoping. Specialists will visit the area in the Fall of 2012. Biological Analyses will be performed over the Winter and into the summer of 2013. At the completion of the NEPA process, non-system trails may be designated as system motorized routes. Further reconstruction on these routes may be needed before designation. The NEPA process will also allow restoration to begin on those routes that are determined unsuitable. Reconstruction and reroutes on newly created system routes, as a result of the 2011 Travel Management, will begin in the Fall of 2012-this will occur even if we do not receive a grant. In the summer of 2013, reconstruction and reroutes will continue on system routes, bringing 6 miles of trail up to standard.

The National Environmental Policy Act establishes policy and goals for the protection, maintenance and enhancement of the environment and provides a process for implementing these goals within the federal agencies. With each new project that occurs on National Forest, some level NEPA is completed.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 34	Pinkerton-Dutch Trail Maintenance Project	Southwest Conservation Corps	Off-Highway Vehicle	\$83,250	\$99,342
Description	<p>The Southwest Conservation Corps (SCC) is requesting funding to aid the Columbine Ranger District of the San Juan National Forest to implement trail maintenance on the Pinkerton-Flagstaff Trail (#522) and the Dutch Creek Trail (#516). At a total of 18 miles, these two trails are major corridors to 48 miles of motorized trail in the Hermosa drainage. The drainage is one of only two areas designated for OHV use on the district, and contains a total of 110 miles of the trail in an area of approximately 90,000 acres.</p> <p>Due to substantial erosion damage and braiding of the trail, both trails have significant safety concerns for both motorized and non-motorized users. Severe trenching, ponding water, and downed trees have caused these trails to become unstable in several sections, resulting in significant resource damage. A crumbling retaining wall along Dutch Creek Trail has damaged a ten foot section of trail, creating serious safety and resource protection issues. This request will help SCC work with the Forest Service to repair these safety issues and reconstruct these trails to a sustainable level.</p> <p>This grant would employ an eight person crew for a period of twelve weeks during the summer of 2013. The crew would perform trail maintenance activities such as; brushing corridor, removing down trees, tread and drainage improvements, closing off and restoring illegal trails, building and repairing erosion structures, and reconstructing the damaged retaining wall.</p> <p>The Forest Service supports this grant application and our prioritization of this trail, and believes placing an SCC Crew on this project is critical to improving trail conditions and recreational opportunities. Due to the volume of work assigned to the Columbine Trails Program, they are unable to complete these repairs and reconstruction activities without our involvement and grant support.</p>				

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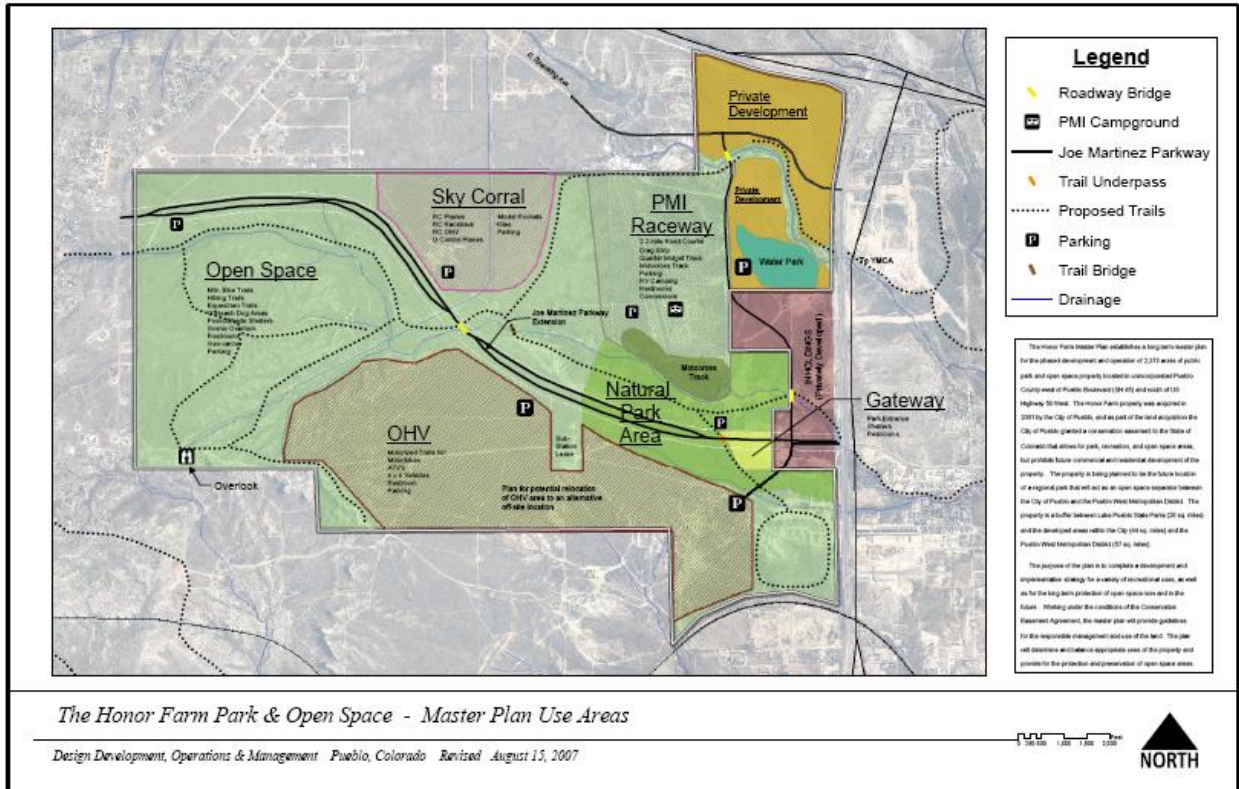
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 35	Buford/New Castle Parallel Route	USFS - Rifle RD	Off-Highway Vehicle	\$48,460	\$74,434
Description	<p>The Rifle Ranger District of the White River National Forest is proposing to construct an eight mile multiple use trail that parallels FR245 (otherwise known as the Buford / New Castle Road). In May of 2011, the Travel Management Plan for the White River National Forest was released. Due to an engineering study in 2006, that highlighted several safety concerns, FR245 was recommended for closure to unlicensed vehicles use (Please see Attached Documentation). The reason for this proposal is to provide a safe, alternate unlicensed motorized route to access hundreds of miles of open motorized routes across the flat top mountains. The Rifle Ranger District is currently working with the local ATV/UTV club, White River Trail Runners, to identify and construct an 80" motorized route that begins at the West Elk Trailhead and extends to Triangle Park providing access to unlicensed vehicles. The Construction is planned to begin in the spring of 2012 with a completion date of fall 2014. From Triangle Park, unlicensed motorized recreationists can continue west to Coulter Mesa, north to Hiner Springs and east to Cliff Lake, Meadow Lake and beyond, providing access to over 485 miles! This connection is important to the motorized communities of Garfield, Rio Blanco and Eagle Counties and visitors to the White River National Forest.</p> <p>Representatives from the club, volunteers, and employees from the Rifle Ranger District are seeking funding opportunities to enhance the 8 mile multiple use trail by:</p> <ul style="list-style-type: none"> • Adding drainage controls devices • Hardening sections of trail in unstable soil conditions • Purchasing and installing regulatory and directional signs • Purchasing and installing ATV/UTV cattleguards • Conducting volunteer events <p>State funding would also be applied to purchase safety equipment, fuel for operating machinery, tools, assistance from the Western Colorado Conservation Corps during the summer of 2013 and supplies for volunteers participating in work events. Federal funding will be applied towards supervision of the work completed to forest service standard for constructing sustainable motorized trail, a new interpretive display and kiosk at trailhead, and any specialized training needed.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 36	Alpine OHV Ranger Program	USFS - Ouray	Off-Highway Vehicle	\$ 20,400	\$ 44,800
Description	<p>The Alpine OHV Ranger Program is a collaborative partnership between Ouray County, Ouray Ranger District, Uncompahgre National Forest (GMUG). This project that will provide OHV management on over 70 miles of four wheel drive roads that traverse the spectacular San Juan Mountains of southwest Colorado. The project will begin in June of 2013 and be completed by September 30, 2013. This grant request is to fund the following items:</p> <p>Salary for 75% of seasonal Forest Service OHV ranger's season (70 days) to serve as an "OHV ambassador" during the summer of 2013 within the project area. The ranger's primary duties will be to provide education and information to trail visitors, (trail/road conditions, travel management, OHV registration requirements, and local history/geography), promote safe and courteous driving/riding etiquette. The Alpine Ranger will also inventory and maintain trail kiosks and signs, offer road side services (the Ranger will be equipped with a SPOT receiver and FS radio for communication needs), and First Responder medical attention in case of an accident.</p> <p>Purchase 6 metal kiosks frames (1 panel each, steel, with roof). Volunteer help will install these at the entrances of several OHV routes. Purchase 2 informational panels for 2 of the kiosks. (Because of the cost of these panels, we hope to find additional funding to purchase the balance needed for the remaining kiosks) Until the remainder of the professional panels can be purchased and installed on the kiosks, the FS will provide maps, signs, information, rules and regulations as a temporary display.</p> <p>Purchase the signs, hardware, and posts for approximately 20-30 travel management signs and 10-15</p>				

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	informational/directional signs for OHV routes in the project area.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 37	Big Bend OHV Track	Colorado Parks & Wildlife	Off-Highway Vehicle	\$ 97,612	\$ 265,039
Description	<p>We are the Arkansas Headwater Recreation Area (AHRA) one of Colorado's State Parks. We are in the Division of Parks and Wildlife, Department of Natural Resources. AHRA's employees and volunteers will perform the project work; the park manager (Rob White) will be responsible for the project. The Big Bend OHV tracks are located on 52 acres of BLM public lands (Royal Gorge Field Office) and Colorado Parks and Wildlife –AHRA property in Chaffee County. Big Bend OHV tracks can be reached from numerous County Roads or just off of Highway 285, and are approximately 9 miles outside of Salida. We would like to enhance the OHV rider's experience by constructing support facilities and improving the track's condition to include:</p> <ul style="list-style-type: none"> • Provide materials to construct a campground on recreation site land • Purchase a water tank and pump • Purchase a pedestal BBQ grill • Provide some of the service and maintenance to the tractor used to maintain the tracks. <p>The work will be performed early in the spring so as to be in place for the summer season. The water tank and BBQ could be in place by March. We would start on campground in early February and would have it finished by May.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 38	Northwest Colorado Motorized Route Inventory	BLM - White River/Little Snake Field Offices	Off-Highway Vehicle	\$ 130,000	\$ 130,000
Description	<p>The United States Bureau of Land Management (BLM) White River (WRFO) and Little Snake Field Offices (LSFO) wish to conduct a motorized route inventory covering the entirety of each field office. The WRFO and LSFO are located in northwest Colorado primarily within Rio Blanco and Moffat Counties, and partially in Routt and Garfield Counties. Travel management planning remains a high priority for the BLM, and northwest Colorado is one of the last remaining parts of BLM jurisdiction in the state to complete this process for motorized recreation. There is increasing interest and recognition of the unique opportunities for motorized recreation in northwest Colorado as evidenced by the recent emphasis on OHV tourism planning in this region, and a complete inventory would greatly facilitate this process. Overall, the intent of the inventory process is to compile a comprehensive inventory of all motorized routes which can then be used as the basis for completing Travel Management Plans (TMP) for both WRFO and LSFO. While some GIS data on travel routes exists, there are a large number of unknown routes that need to be inventoried, assessed and mapped. In total, we estimate approximately 8,000+ miles of motorized routes (roads, primitive roads, and trails) within the two Field Offices, of which approximately 6,000+ miles remain to be inventoried. Due to staff limitations and budget cutbacks we do not have the internal capacity to conduct the needed inventories in the foreseeable future. As such, if awarded an OHV grant, we intend to hire a qualified contractor to perform the inventory over a three year period, beginning in the Spring of 2013.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number 39	Pueblo OHV Park	City of Pueblo/Parks and Recreations Dept.	Off-Highway Vehicle	\$ 1,058,346	\$ 1,112,346
Description	<p>The City of Pueblo, through its Honor Farm Property Enterprise (managed by the Parks and Recreation Department) is proposing a one of kind and sorely needed OHV project for Southern Colorado, the creation of Pueblo OHV Park. This project was conceptualized in the Honor Farm Master Plan created in 2008. If the ultimate vision is realized, the City of Pueblo proposes nearly 2,000 acres of OHV park/trails, plus an OHV trailhead, campground, and ancillary services (convenience/gas station, sales and repair shop, etc.). This is on the grounds and adjacent to Pueblo Motorsports Park which already includes a National Hot Rod Association (NHRA) sanctioned drag strip, 2.2 mile Sports Car Club of America (SCCA) sanctioned road course, Quarter Midget Association (QMA) sanctioned quarter midget oval, and non-functioning motocross track and .25 mile dirt oval. If completed, this will be one of the largest and most diverse motorsports parks</p>				

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in the country, complimenting other significant outdoor recreation resources in the area (Lake Pueblo State Park – due south of the property, and Arkansas River), contributing to both local and regional use, providing year round recreation opportunities, ultimately stimulating economic development and sales tax generation through economic impact to an economically depressed region.



To accomplish the development of the badly needed Pueblo OHV Park, the City of Pueblo proposes a multi-year phased project developed in partnership with the State of Colorado OHV Program. Proposed phases of development include planning, land acquisition, capital development, and management, enforcement and mitigation. The City proposes this project be broken into three phases with several sub-phases progressing concurrently.

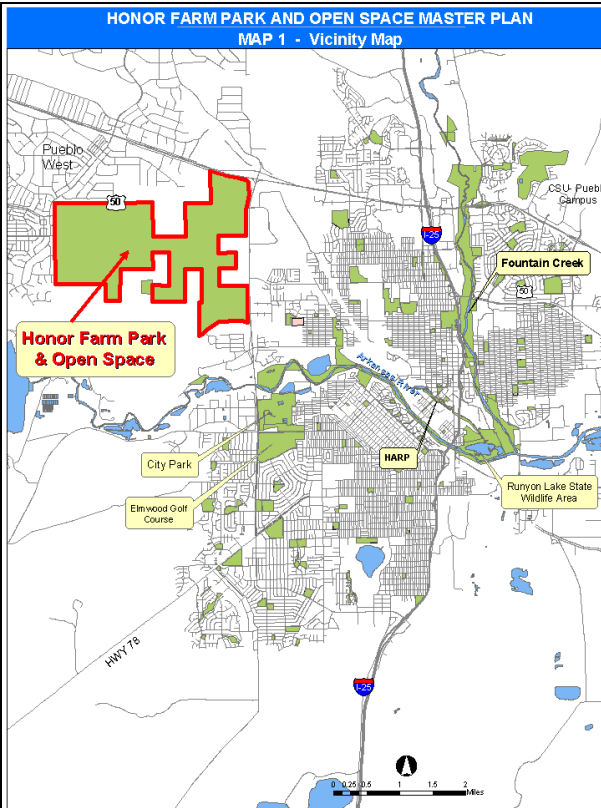
Pueblo OHV Park Phased Scope Matrix

Phase	Year	Planning	Land Acquisition	Capital Development	Management, Enforcement and Mitigation
0	2012	Complete OHV Trails Plan as a part of PMP Business Development Plan (non-grant funded).			
1	2012–2013		a. Acquire in-holdings – 431 acres	a. Access Control - Fencing and Signage b. Operating equipment	a. Trail building/management team creation b. Enforcement and Education creation c. Environmental mitigation
2	2013–2014		Acquire State Parks property – 900 acres south of Honor Farm	a. Trailhead Development	a. Begin fee-based use of Pueblo OHV Park b. Active

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					management and enforcement/ education of Honor Farm Trails begins c. Trail building and mitigation continues
3	2014–2015			a. Campground development	a. Active management and enforcement/ education of State Parks Trails begins b. Trail building and mitigation continues
<p>TRAILS/OHV PLAN</p> <p>The most important component of this project will occur prior to the grant award, it is folded into a larger project the City plans to complete in the spring of 2012, the completion of a Business Development Plan. This plan will be paid for from City funds and will include major scope items including a detailed trails plan, OHV trailhead plan, and identify other related business items that may occur on the property including redevelopment of the motocross track, a commercial campground, and a fueling and convenience store. It will also address all environmental protection components of this grant.</p> <p>PHASE 1</p> <p>To get the Pueblo OHV Park underway, the proposed first phase of this project will entail acquisition of in-holdings, securing and signing the perimeter of the property, creating a trail building/management team responsible for trail development, clean-up of dumping locations and minor environmental issues (tires, trash, broke down cars) and establishing an enforcement team to begin the education process of renegade riders.</p> <p>The City of Pueblo is a Home Rule Municipality that is the county seat and the most populous city of Pueblo County, Colorado. The population was 106,595 in the 2010 census. Pueblo is situated at the confluence of the Arkansas River and Fountain Creek. Pueblo is the heart of the Pueblo Metropolitan Statistical Area and an important part of the Front Range Urban Corridor.</p> <p>The current city of Pueblo represents the consolidation of four towns: Pueblo (incorporated 1870), South Pueblo (incorporated 1873), Central Pueblo (incorporated 1882), and Bessemer (incorporated 1886). Pueblo, South Pueblo, and Central Pueblo legally consolidated as the City of Pueblo between March 9 and April 6, 1886. Bessemer joined Pueblo in 1894.</p> <p>Construction project work will be completed by a combination of City and private contractors.</p> <p>The proposed Pueblo OHV Park and Pueblo Motorsports Park resides within the Honor Farm Property, which is managed by the City of Pueblo Parks and Recreation Department. Creighton Wright is the Director for the Parks and Recreation Department and is ultimately responsible for this project. The Honor Farm Advisory Committee is a citizen committee chaired by Doug Hunter. The Advisory committee provides advice and assistance to the Director and City Council.</p>					

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The Pueblo OHV Park is uniquely located on the City of Pueblo Honor Farm Property – generally comprising of the southwest corner of the Pueblo Blvd/US HWY 50 intersection. The property makes up approximately two linear miles south of the intersection on the western side of the road. The property is generally one mile wide and two miles deep, carrying it to the boundary of the Pueblo West Metropolitan District. It is highly visible and within the urban interface, between the City of Pueblo and Pueblo West Metropolitan District in an area that has historically had tremendous informal and unmanaged OHV use.

The Honor Farm Property was acquired by the City of Pueblo in 2001, and conservation easement was established on the property as part of the acquisition process that allows for park, recreation, and open space areas, but prohibits commercial and residential development.

The Honor Farm Property is located at 3733 N. Pueblo Blvd. Pueblo, CO. 81005, within City limits in Pueblo County, Colorado. The property is a 2,373-acre area roughly bounded by U.S. Highway 50 West on the north, Pueblo Boulevard (SH45) on the east, Purcell Boulevard on the west, and Lake Pueblo

State Park on the south. Our project is part of the Royal Gorge Field Office territory.

Two regional trails, the Front Range and American Discovery trails are to the south of the Honor Farm and run through the Nature Center on the Arkansas River and go to Lake Pueblo. These trails are bicycle/pedestrian trails. Pueblo Motorsports Park is listed on www.staythetrail.org but unfortunately, all current riders are considered to be trespassing as the City does not sanction the unplanned and unmanaged use that is occurring. This project's goal is to secure the perimeter of the property and pay for staff/rangers to monitor riders and ensure they follow established rules, policies and procedures. No off-highway drives are listed on www.trails.com for Pueblo County. All off highway drives are to the northwest of Pueblo County, with the closest trails being the Independence Trail and the Shelf Road and Phantom Canyon Trail to the northwest, Hermit Pass Trail to the west and the Medano Pass and Great Sand Dunes Trail to the southwest.

All work will be performed on the Honor Farm Property at the address and location listed above. The City of Pueblo Parks and Recreation Department is responsible for the land the project is on and will be the manager of this project.

The goal of the Pueblo OHV Park is to offer a quality OHV program for Southern Colorado recreational riders and increase tourism creating a positive economic impact for the City of Pueblo and region.

Pueblo OHV Park Outcomes:

1. Offer OHV riding 7 days per week, 345 days per year. (Closed on Christmas, New Years, Thanksgiving and bad weather days)
2. Offer hours 8:00 a.m. to 8 p.m. during peak season and 10:00 a.m. to 5 p.m. during the winter.
3. Offer a minimum of two loop trails in year 1 with a goal of 3 miles per loop trail.
4. Create an informational kiosk at the trailhead identifying trails, requesting compliance to stay on trails and providing Park brochures/maps.
5. Provide Park brochures/maps and distribute to a minimum of five riding clubs.
6. Create a web page on Pueblo Motorsports Park webpage with links from the Parks and Recreation Website, with information related to days and hours of operation, information on fees, and directions.
7. Write a minimum of three news releases and submit the articles to the local newspaper, radio,

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- television and OHV magazines.
8. Make presentations to the Chamber of Commerce, City Council and Board of Supervisors.
 9. Provide Rangers and maintenance staff to provide ongoing education related to master plan and policies.
 10. Install signage and post and cable fence to secure the perimeter of the property.
 11. Involve the public through the implementation of 3 public input meetings through the master planning effort.
 12. Create and disburse a multiyear plan to transition the use of the property from renegade, unmanaged use to managed fee-based use. This plan will identify development of planned amenities and the expected schedule.
 13. Create, build and develop a relationship with public safety personnel to assist with safety, security and rescues on the property. Specific partnerships include City of Pueblo Fire and Police Department, Pueblo County Sheriff's Office and Lake Pueblo State Parks Rangers.

Management, oversight, project management and other in-kind service

There are certain outcomes that are identifiable, yet not quantifiable at this time. Some of these include general program management and oversight, capital project management and engineering and other operational services including fleet maintenance, storage of equipment and supplies, and other administrative duties including bill payment and payroll. While these costs and expectations are attributable to this program only portions of these costs will be included as In-kind for grant purposes.

Specific Activities to be completed: PHASE 0

1. City to pay for a consultant team to complete a master plan to include advice on where and how to create loop trail systems, trail heads, security, financing, capital needs and operations – **(Estimated cost of \$55,000 to be paid by the City of Pueblo)**

Specific Activities to be completed: PHASE 1

The first phase of the project is critical as it sets the foundation for the eventual management and operation of Pueblo OHV Park. Each step in this phase must be funded for the ultimate success of the project. Acquisition of the in-holding property is critical to provide contiguous riding opportunities. Acquisition of the trailhead property is necessary to build the trailhead in the next phase of development. Fencing and signing the property is critical to begin access control and funnel people onto the trails and through an eventual pay station. Creating the trail building team is critical to begin creating trails, clean-up and mitigation of dump sites, and monitor and repair vandalism (fence cutting) and graffiti. Finally, creating the Park Ranger program is critical to begin education and light enforcement of repeat offenders, and to build partnerships with public safety organizations.

LAND ACQUISITION

1. Purchase 431 acres of in-holdings

CAPITAL DEVELOPMENT

1. Hire contractor to fence and sign the perimeter of the property with a post and cable system

MANAGEMENT, ENFORCEMENT AND MITIGATION

1. Create trail building and management team
 - a. Hire 2 (1.25 FTE) part-time employees to create, restore and maintain trails.
 - b. Purchase tools and equipment necessary for maintenance
 - i. 2 Polaris/Razors
 - ii. 1 tractor with cab
 - iii. 1 Rock Rake
 - iv. 1 Landscape box
 - v. 1 Disc
 - vi. 1 Chain saw
 - vii. 2 two-way radios
 - c. Purchase operating materials and supplies for maintenance
 - i. Miscellaneous trash bags, first aid supplies, uniforms, fuel, hand rakes, fence repairs, signage replacement, etc.
2. Create enforcement and education team
 - a. Hire 1 FT and 1 PT (.625 FTE) Rangers to provide year round coverage and education

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- b. Purchase tools and equipment necessary for maintenance
 - i. 1 Four-wheel drive crew cab pick-up truck equipped for enforcement
 - ii. 1 Fire/med skid for light fire fighting and rescues
- c. Purchase operating materials and supplies for maintenance
 - i. First aid supplies, uniforms, fuel

Specific Activities to be completed: Phase 2 (Future phase)

Phase 2 activities are necessary to begin the fee-based management and operation of Pueblo OHV Park. Major projects include the creation and development of a Ranger station and trailhead including restrooms and picnic areas. This phase will also include the funding and operation of the Ranger station and starting active management of OHV use on the property. It is expected that OHV management and enforcement activities will continue from Phase 1. Finally, as a means of expanding OHV opportunities, acquisition of State Parks property due south of the Honor Farm Property is necessary.

LAND ACQUISITION

1. Purchase State Parks land south of Honor Farm Property to include in Pueblo OHV Park

CAPITAL DEVELOPMENT

1. Hire contractor to build trailhead including Ranger/pay station, restrooms, picnic areas, and parking.
2. Hire a contractor to control access to environmentally sensitive areas of property, primarily the Northwest Corner.

MANAGEMENT, ENFORCEMENT AND MITIGATION

1. Begin fee-based use of Pueblo OHV Park
 - a. Create a Ranger station payment program
 - i. Hire 1 OHV Coordinator (.75 FTE) responsible for coordinating between maintenance, Rangers, and Ranger station attendants. They will serve as the business manager for OHV.
 - ii. Hire 3 (1.875 FTE) PT attendants
 - iii. Purchase operating supplies
 - iv. Utilities for Ranger station
2. Begin active management and enforcement of the Honor Farm Trails.

Specific Activities to be completed: Phase 3 (Future phase)

Phase 3 expands on the previous two phases with the greatest outcome being the development of a "ride-in/ride-out" campground and managed riding on an additional 900 acres of land, including the highly desirable "bowl" area on the State Parks land. At this phase, an active public relations campaign will occur driving people to the facility.

LAND ACQUISITION

None

CAPITAL DEVELOPMENT

1. Build and develop an RV camping area with hookups including electrical, water, sewer, restrooms and dumping station. It is envisioned that the campground is due north of the OHV trailhead and "ride-in/ride-out" access would be permitted.
2. Based on need and the trails plan, consider implementation of interior facilities including scenic overlooks and picnic areas, vault toilets and trail nodes.

MANAGEMENT, ENFORCEMENT AND MITIGATION

1. Continue all previous management, enforcement and mitigation activities. Consider increases in level of service as necessary based on the demand and use.
2. Begin active management and enforcement of State Parks property due south of the Honor Farm Property.
3. Create, develop and disburse information for a public relations campaign identifying the resource and encouraging use.

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Phasing Project Schedule							
Phase	Year	Planning	Land Acquisition	Capital Development	Management, Enforcement and Mitigation		
0	2012	Start: January 2012 End: July 2012					
1	2012–2013		<u>In-Holdings</u> Start: July 2012 End: Feb. 2013	<u>Access Control</u> Start: July 2012 End: Dec. 2012 <u>Operating Equipment</u> Start: July 2012 End: Aug. 2012	<u>Trail Building/ Management</u> Start: Sept. 2012 End: ongoing <u>Enforcement and Education</u> Start: Aug. 2012 End: ongoing <u>Environmental Mitigation</u> Start: Apr. 2013 End: Aug. 2013		
2	2013–2014		<u>State Parks Property</u> Start: July 2013 End: Feb. 2014	<u>Trailhead Development</u> Start: Aug. 2013 End: Dec. 2013	<u>Fee-based use of Pueblo OHV Park</u> Start: Apr 2014 End: ongoing <u>Honor Farm Managed OHV Trails</u> Start: Apr. 2014 End: ongoing <u>Trail building/ Enforcement/ Mitigation</u> Ongoing		
3	2014–2015			<u>Campground development</u> Start: Aug. 2014 End: Dec. 2014	<u>State Parks Managed OHV Trails</u> Start: Apr. 2015 End: ongoing <u>Trail building/ Enforcement/ Mitigation</u> Ongoing		
	Project Name		Project Sponsor		Grant Type	Amount Requested	Total Cost
Project Number 40	Rangely Rock Crawling Park		Rangely Rock Crawling Club		Off-Highway Vehicle	\$80,000	\$80,000
Description	<p>WHO? The Rangely Rock Crawler Club and their mission: “Build a strong, active, family-orientated, rock crawler club. Develop, promote and maintain the RANGELY ROCK CRAWLING PARK. The Rangely Rock Crawler Club will be performing the work. The Rangely Rock Crawler Club representative who will responsible for the project is M. Ed Stewart.</p>						

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	<p>WHERE?</p> <p>The Rangely Rock Crawler Park is located on the South to South West side of Rangely Colorado and the Project is located within the 565 Rock Crawler Park. The Rock Crawler Park is located in Rio Blanco County. The BLM Field Office for Rio Blanco County is located in Meeker, Colorado, White River Field Office: 220 East Market Street, Meeker, Colorado 81641.</p> <p><u>List of existing trails</u></p> <p>This list can also be found on the Rangeley Rock Crawlers Club website: www.rangelyrockcrawlers.com</p> <p>Playground, Willies Way, Poison Ivy, Rangely Bridge, Devils Crack, Fire Cracker, Crackasaurus, Stegosaurus, Poison Ivy (easy), Tuit's Way, Trampoline Hill, Chain Breaker, Washing Machine Hill, Raptor, and Megasaurus.</p> <p>The BLM White River Field Office and the Rangely Rock Crawler Club is responsible for the land that this project is on.</p> <p>WHAT?</p> <p>The Rangely Rock Crawler Club would like to expand on the existing trail system within the 565 acre park by adding more trails, educating Rock Crawler Club Members, and dust control during their events. The Rangely Rock Crawler Club if awarded the grant will purchase a 4000 gallon water truck to help mitigate the dust at the Rock Crawler Park during events. The Rangely Rock Crawler Club will also purchase an AED (Automatic Electronic Defibrillator) and train its members in the use of the AED; and several Club members will get their First Aid/CPR Certification. The club will also mark, coordinate and develop Ten (10) miles of new trails in the park along with signage while working with the BLM White River Field Office. The project will start May of 2012 and completion of the project will conclude in May 2014.</p> <p>WHEN?</p> <p>The Rangely Rock Crawler Club has already started the planning stage of their Scope of Work. The project will start in May of 2012 and be completed May of 2014. The Project timeline is two (2) years.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-1	San Carlos Trail Crew	USFS – San Carlos RD	Off-Highway Vehicle	\$80,000	\$100,172
Description	<p>The US Forest Service San Carlos Ranger District and the Royal Gorge Field Office of the Bureau of Land Management will partner to hire a three person Forest Service trail crew to maintain motorized trails on public lands in the greater Canon City area. The crew will start in May 2013 and work through October 2013. BLM trails in the Penrose Commons, Seep Springs, The Gulches, and Texas Creek areas will be maintained early in the season. As trails in the high country open the crew will move to motorized trails in the Wet Mountains, including the network above Pueblo Mountain Park, trails in the Lake Isabel area, and the Rainbow Trail in the Sangre de Cristo Range. Grant funds will enable us to again contract the Mile High Youth Corp to work with the trail crew. We will also continue our partnership with Arrowhead Trails, Inc. performing machine reconstruction of the Rainbow Trail. The trails included in this proposal area provide a variety of terrain for ATV and motorcycle use, from low-country canyons to timberline vistas. Managers at the Forest Service and BLM are committed to providing safe and rewarding experiences for trail users. The crew will apply Forest Service trail standards to assure quality work. We are requesting funding assistance to meet these goals. Grant monies will help us maintain a Morrison trail dozer, and other trails-related equipment, and also finance work with clubs and volunteers that support our mission. The trail crew will perform a critical function in providing land stewardship education and awareness; make public contacts for law enforcement and responsible trail use; service information boards and signs; and demonstrate trail maintenance techniques to volunteers and service groups.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost

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Project Number GM-2	Pikes Peak OHV Trail Crew	USFS- Pikes Peak RD	Off-Highway Vehicle	\$80,000	\$ 173,400
Description	<p>The U.S. Forest Service falls under the Department of Agriculture, and is responsible for managing approximately 191 million acres of public land in the form of National Forests & National Grasslands. Each National Forest is broken down into more manageable pieces called Ranger Districts. The Pikes Peak Ranger District (PPRD) manages approximately 260,000 acres of the Pike National Forest around the Pikes Peak region (including the towns of Colorado Springs, Woodland Park, Divide, West Creek and Monument, Colorado).</p> <p>This project will be located in the counties of El Paso, Teller, Douglas and Park within the State of Colorado. The specific location involved is the entire Pikes Peak Ranger District and small portions of the South Park & South Platte Ranger Districts (where they border the PPRD). Although all routes open to OHV use will be addressed within this project, the primary trail systems to be addressed will be the 717 trail system north of Divide, CO, the Rainbow Falls trail system adjoining trails off of Rampart Range Rd., the Captain Jack's trail system in the Gold Camp Rd. area, and the Cedar Mountain riding area including parts of the South Park Ranger District. The work will be administered by the OHV program manager and a group of seasonal workers. We will start this project sometime around April 2013, when the vast majority of our seasonal work forces is hired. This seasonal work force will be employed from approximately April of 2013 through November of 2013. Personnel costs will cover part of the OHV coordinator's salary as well as the seasonal work forces' salaries and associated costs, including but not limited to: training, travel, background checks, lump-sum annual leave payout, and unemployment compensation insurance. Some of the payments may occur after the November terminations of seasonal employees. With each agency vehicle that this seasonal work force uses, there come a cost of maintenance and upkeep of the vehicle in the form of Fleet Costs, As long as the seasonal work force continues to use these vehicles, the PPRD will incur an expense to utilize these crew vehicles, in the form of FS WCF EMIS (Forest Service Work Capital Fund Equipment Management Information System). These fleet vehicles will be utilized within the project, from approximately April of 2013 through November of 2013.</p> <p>This is a continuing "Good Management" effort to have seasonal personnel proactively managing the OHV use on the district, with a "boots on the ground" approach. We will be funding the salaries of a Core OHV Trail Crew dedicated to public contacts and assistance, field presence, weekend patrols, visitor education, maintenance of existing OHV trails, travel management signing and protection and restoration of forest resources. This crew will ensure compliance with the State OHV Registration Program and provide OHV information to the public. Contacts will be initiated in official agency capacity by Forest Protection Officers providing maps, flyers, and pamphlets with verbal explanations to OHV enthusiasts and other visitors regarding rules and regulations. Handing out OHV route maps, Motor Vehicle Use Maps and other types of detailed information will help support the Forest Service Travel Rule and encourage responsible land use ethic. This crew will also perform trail maintenance in terms of: route marker installation, trailhead information and educational signing, route clearing, basic fence construction, motorized camp cleanups, general resource protection (i.e. extinguishing abandoned campfires), trailhead facility maintenance (i.e. basic cleaning and upkeep of the Rainbow Falls toilet from a previous grant). Although the main focus of this crew will be heavily used on OHV areas on the Pikes Peak Ranger District, connecting routes onto the South Park & South Platte Ranger Districts will be served as well (crossing district boundaries). Members of the crew will also provide assistance to educational outreach programs (Stay-the Trail, related OHV community events). Significant sign & route marker installation will occur as needed to keep users on the designated routes. It is estimated that there is approximately 600 miles of interconnecting travel benefiting from this project. The PPRD has over 300 miles of motorized routes, which need re-signing just about every year.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-3	Colorado River Valley OHV Crew	BLM – Colorado River Valley Field Office	Off-Highway Vehicle	\$ 85,000	\$ 85,000
Description	<p>The Colorado River Valley Field Office (CRVFO) (formally the Glenwood Springs Field Office) will hire and outfit and Off-Highway Vehicle (OHV) Trail Crew to work on Bureau of Land Management (BLM) public lands adjacent to 11 communities (Eagle, Gypsum, Glenwood Springs, Carbondale, Rifle, McCoy, Aspen, Silt, New Castle, Basalt, and Wolcott) within 5 counties (Eagle, Pitkin, Garfield, Routt, and Mesa). The CRVFO has over 1,500 miles of routes on 550,000 thousand acres of BLM lands. The OHV Trail Crew will</p>				

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	<p>work from late March through early December. While the OHV crew works throughout the CRVFO on motorized trails, the six most popular OHV riding areas are:</p> <ul style="list-style-type: none"> • Bocco Mountain – 1,388 acres with 17 miles of trails • Gypsum Hills – 16,930 acres with 104 miles of trails • Hardscrabble – 20,000 acres with 131 miles of trails • Hubbard Mesa Open OHV Area- 3,000 acres with 60 miles of trails • McCoy Area – 6,303 acres with 22.4 miles of trails • Red Hills Gypsum – 14,520 acres with 85 miles of trails <p>Develop, maintain and improve OHV trails, trailheads, parking and support facilities; reconstruct OHV trails and related facilities; produce, install and maintain signage for OHV trails and support facilities; develop, deliver, and provide education and rider ethics training to the OHV riding community; maintain, supply and operate facilities owned by the USDA Forest Service and BLM that are used by OHV recreationalists; implement approved federal Travel Management Plans; and provide a field presence for visitor contacts, compliance and enforcement by authorized Good Management programs. Hire Rocky Mountain Youth Corps to construct and maintain motorized trails; attend the COHVCO OHV Workshop; outfit the OHV crew with personal protection equipment; maintain dirt bikes and ATVs used by the OHV crew; purchase signs and signing materials needed to install and maintain directional, interpretive and regulatory signs; produce maps for popular OHV areas.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-4	Grand Lake Trail Crew	USFS - Sulphur Ranger District	Off-Highway Vehicle	\$99,411	\$99,411
Description	<p>The Grand Lake Trail Crew is a 4 person trail crew which makes its home on the Sulphur Ranger District (SRD) of the United States Forest Service. The SRD is part of the Arapaho National Forest located in Grand County on the west side of the Continental Divide approximately 2 hours west of the Denver metropolitan area. The district spans from the summit of Berthoud Pass on the southeast boundary, follows the summit of the Continental Divide north to the boundary with Rocky Mountain National Park which comprises the northeast boundary, then extends west to the summit of Parkview Mountain which marks the northwest boundary, and then extends south to the summit of Ute Pass which comprises the southwest boundary. The district has approximately 80 miles of multiple use motorized trail, and over 300 miles of multiple use roads, available for motorized enthusiasts. The crews primary area of emphasis is the Grand Lake Trail System which is located on the north end of the district just west of US Highway #34 near the town of Grand Lake approximately 90 miles west of Denver. The trail system lies within a large area commonly known as "Stillwater Pass", which extends from US Highway #34 west to Colorado Highway #125, and North of US Highway #40 to the summit of Willow Creek Divide and east to the Rocky Mountain National Park boundary. The area encompasses approximately 150,000 acres of mountainous terrain consisting of mixed lodgepole pine and spruce and fir forests. The area ranges in elevation from 8,500 feet at the Idleglen staging area to over 12,000 feet on the summit of Parkview Mountain. The Grand Lake Trail System contains approximately 190 miles of OHV open routes winding through beautiful mountain forests offering spectacular scenic alpine vistas. The system consists of 46 miles of multiple-use motorized trails including 11.4 miles of motorized single-track as well as 154 miles of OHV open roads.</p> <p>The Grand Lake Trail crew is responsible for; maintenance, construction and reconstruction of trails, trail clearing, construction and maintenance of trailhead facilities, installation of kiosks and bulletin boards for user education, installation of trail and travel management signs to inform, direct, and regulate trail users, construction of buck-n-rail fence for travel management purposes to regulate users and to prevent resource damage, patrolling and cleaning OHV camping areas, extinguishing unattended campfires, distribution of trail maps and education materials, and field presence during peak use times (Weekends, Holidays, Hunting Seasons, Special Events, etc..) to provide information, education, assistance, and compliance for the State OHV registration program, as well as, enforcement of Forest Service rules and regulations. Additionally, with the ongoing mountain pine beetle epidemic we are experiencing region wide on National Forests, the GLTC has been, and will continue to be, utilized significantly for hazardous tree removal along trails, in and around trailheads and facilities, and in and around dispersed campsites utilized by forest visitors adjoining the Grand Lake Trail system. It is for this reason I have added additional work days for this crew to this grant request specifically to address hazard tree removal.</p> <p>The large majority of grant funds (over 80%) will be used to fund salary for personnel assigned to the Grand Lake Trail Crew. Funds will also be used to train and certify members of the crew in chainsaw operations, motorcycle and ATV operations, level 2 law enforcement, CPR and 1st Aid, and other required skills as necessary. Remaining funds will be used to purchase, lease, rent, and maintain equipment and/or</p>				

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	<p>materials and supplies to support the crew and associated projects. This includes funding vehicles and fuel, utility trailers, motorcycles and ATV's, and other tools, equipment, and personal protective gear.</p> <p>Funds requested in this grant are to be utilized during the field season of 2013 beginning in early April and continuing into late November 2013. Nominal reserve funds will be held over to cover permanent employee benefits during furlough months until June of 2014. (Timeline = April 2013- June 2014).</p> <p>The Grand Lake Trail System (GLTS) has become one of the most popular and intensely used motorized trail systems in the State of Colorado. Because the trail system is immediately adjacent to Rocky Mountain National Park, The Arapaho National Recreation Area (surrounding Lake Granby), The Bowen Gulch Protection Area, The Never Summer Wilderness, and the town of Grand Lake, and due to its close proximity to the Front Range metropolitan area (less than 2 hours drive), this trail system attracts an incredible amount of OHV enthusiasts annually. Based on road counter tallies and use surveys, it is estimated that the area is visited by approximately 20,000 OHV enthusiasts annually. The trail damage and subsequent maintenance requirements of such an intensely used trail system are substantial. Grant Funding for the Grand Lake Trail Crew through the Colorado State Parks Good OHV Management Program is critical for maintenance of the (GLTS) and our ability to continue to provide motorized recreation opportunities in this area. The (GLTS) spans a very unique and diverse ecological area with motorized trails circumventing many very unique places. These unique areas are a significant part of what attracts users to this trail system. Congressionally designated areas like the Never Summer Wilderness, Bowen Gulch Protection Area, Arapaho National Recreation Area, and Rocky Mountain National Park have stringent management prescriptions that are clearly defined in their respective legislations. As land managers, it is paramount that we ensure the protection of these special areas and meet the intent of the defining legislation. It is extremely challenging to provide OHV riding opportunities in close proximity to such ecologically sensitive areas. The Grand Lake Trail Crew is what sustains our ability to continue to provide OHV opportunities on the (GLTS) and throughout the adjacent area.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-5	Statewide OHV Trail Crew	USFS - Sulphur Ranger District	Off-Highway Vehicle	\$184,484	\$184,484
Description	<p>Project Objectives: In a joint partnership between Colorado State Parks and the USDA Forest Service, Arapaho National Forest, Sulphur Ranger District; fund operations for a motorized trail crew that maintains trails on Forest Service, Bureau of Land Management, and State owned land throughout Colorado. The program is administered by the USDA Forest Service, Arapaho National Forest Service, Sulphur Ranger District and funded through a grant from the Colorado State Parks OHV program.</p> <p>Project Scope: The scope of work includes trail clearing and maintenance, trail construction, and reconstruction, and land stewardship on public lands throughout the state of Colorado. The crew will assist hosting agencies in multiple trail maintenance and travel management tasks including but not limited to; trail clearing, construction of trail structures and drainage features, new trail construction, trail reconstruction, trail rerouting, installation of trail and travel management signs to inform, direct, and regulate trail users, construction of buck-n-rail fence for travel management purposes to regulate users and prevent resource damage, making visitor contacts to provide information, education, assistance, and compliance for rules and regulations, enforcement of Forest Service rules and regulations when on National Forests, supervision of volunteers on trail related projects and events, and participation in the State sponsored OHV management workshop.</p> <p>2011 was the seventeenth consecutive season the Statewide OHV Trail Crew program was funded by Colorado State Parks and administered by the USDA Forest Service. The crew consists of three skilled trail maintenance professionals who perform work on multiple-use motorized trails throughout Colorado. The Statewide OHV Trail Crew is available to work on all public lands within the state including; Bureau of Land Management, State Forests and Parks, and National Forests.</p> <p>All projects and venues are considered, and selected, based on their merit with regard to benefits to motorized recreation. Projects that leverage crew time through the use of volunteers, local staff and crews, and coordinated events are favored. The Statewide OHV</p>				

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Crew performs much of their work utilizing modified motorcycles with custom chainsaw racks and Pulaski mounts. The crew is capable of clearing over 100+ miles of trail in a single day depending on the total number of blow down trees needing to be removed. This crew is trained and equipped for many types of trail maintenance and trail construction projects.

The Sulphur Ranger District of the Arapaho National Forest is the "home" unit for the crew. SRD staff is responsible for the hiring, training, supervision, scheduling, and other administrative tasks associated with the program. Miles Miller is the program manager and primary contact person. Tom Metsa with Colorado State Parks, in coordination with the State of Colorado Off-Highway-Vehicle Subcommittee provides program funding. Venue assignments, as well as, crew training and evaluations, are coordinated from the home unit. The criteria for determining the schedule, venue selection, and itinerary for the crew are as follows; (These are not absolute requirements, but locations that can best meet these conditions are favored during project review and selection).

1. Housing. Host Units are to provide bunkhouse space for up to four crew members, or will secure other acceptable lodging at the Forest's or Resource Area's expense. (The intent is to reduce program costs by not charging commercial lodging to the program.)

2. Supervision/Coordination/Liaison. Host units are to provide the orientation, planning, and supervision necessary to effectively manage the crew's trail maintenance activities. This is a very experienced crew needs minimal direct supervision. They need some clear direction and support to help with the logistics of work assignments. They need to know upon arrival what is expected of them, (i.e. what the project is, where it is located, travel time, directions, housing arrangements and location, etc...).

3. Scope of the Work. The crew's primary duties are trail maintenance and clearing, trail construction and reconstruction, trail structure construction, making public contacts, and working directly with coordinated volunteer groups and events. We encourage managers to have logistics for large projects completed prior to the crew arrival. (i.e. Projects like bridge and turnpike construction, have materials and tools on site, and work parties available to assist with the project). General trail maintenance, including removal of deadfall and major obstacles (4+ inch rocks, avalanche debris etc.), and/or installation of water drainage features is the crew forte and will require no additional assistance. Other acceptable work assignments such as sign maintenance and replacement, gate installation, and trailhead work should not exceed 40% of the time allocated to any one unit. All work will be performed on trails managed primarily for motorized use or on trails where motorized use is a recognized activity.

4. Work Schedule. The normal work tour is eight ten-hour days per pay period, with six days off. Each host should plan on using the crew for a full eight day work assignment, including travel time. They travel to each assignment on a Wednesday and return home the following Wednesday (please see the attached work schedule). You may request a work period that best suits your needs. Overtime should be kept to a minimum, and there should be no overtime on regularly scheduled work days. Overtime may be authorized for the crew for a ninth day out of every fourteen if the host unit is willing to cover the additional salary costs, but only for project work as described in item #3. The program will cover some nominal overtime costs if unforeseen conditions arise. Forests/Districts should not plan for this crew to be a component of the pre-planned fire suppression program. Fire training is not provided to the crew as a part of the program.

The Statewide OHV Trail Crew has been an invaluable resource to public land managers across the State who manage OHV open areas. The funding from Colorado State Parks has been the primary factor in the success of the program, helping to provide quality OHV opportunities since the inception of the program in 1992. For this reason Colorado State Parks decided to institutionalize the Statewide OHV Trail Crew into the Good OHV Management Program in 2002. This Program is one of the four original programs to be institutionalized. It is apparent with declining budgets and dwindling workforces within the Forest Service and throughout all levels of government that we must work together with our partners, volunteers, and cooperators to continue to provide high quality multiple-use trail experiences in Colorado. Our ability to maintain the level of existing opportunities for OHV enthusiasts is dependent on supplemental funding from

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	<p>partners like Colorado State Parks supported through the OHV registration program.</p> <p>The large majority of grant funds for this program are used to fund salary for personnel assigned to the Statewide OHV Trail Crew and Per Diem for travel. Funds are also used to purchase and maintain tools and equipment and/or materials and supplies to support the crew and the program. Funds are also utilized to fund and maintain fleet vehicles (truck, trailers, ATV's, and motorcycles), including fuel, which support the program.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-6	GJFO Good Management Grant	BLM – Grand Junction Field Office	Off-Highway Vehicle	\$105,000	\$185,000
Description	<p>The BLM, Grand Junction Field Office (GJFO) Good Management grant is primarily used for travel management planning and implementation including compliance, education, communication and partnering with the public and local groups.</p> <p>The 2013 GJFO Good Management Grant will primarily fund implementation of the CTTM which will be in its initial stage; the implementation will have a five year timeline. The implementation strategy for the CTTM follows a set of management guidelines known as the “4-Es”. All management actions generally fit within these four areas: engineering (design and maintenance of roads and trails); education (use of informational signs, brochures, maps and personal contacts); enforcement (use of law enforcement personnel to enforce travel regulations) and evaluation (system of monitoring to determine if objectives are being met). The following is the anticipated workload for 2013:</p> <ul style="list-style-type: none"> • Program Maintenance <ul style="list-style-type: none"> ○ Once condition assessments are complete (described in planning) problem areas will be identified and prioritized for corrective maintenance. These areas will include existing routes that have one or more of the following situations: parallel and/or cross stream channels which support riparian communities; that have multiple drainage crossings; that utilize dry washes; or mapped “fragile soils”. Corrective maintenance will include erosion controls, waterbars, culverts, trail hardening, trailhead improvements and other maintenance as appropriate. ○ A major component of this allocation will be to staff/crew wages. • Enforcement and Visitor Contacts <ul style="list-style-type: none"> ○ OHV staff along with other agency personnel and volunteers will be outfitted with appropriate safety gear and will focus time and attention on high use areas for enforcement, education and visitor contacts. ○ A major component of this allocation will be to staff/crew wages including a portion of commissioned law enforcement officer salary. • Planning and Travel Plan Implementation <ul style="list-style-type: none"> ○ During the interdisciplinary route designation process (planning effort), sensitive resources were identified requiring additional survey work or mitigation measures and priorities were established for the types of survey work and under what conditions, these areas will get immediate attention as time and funding will allow. Non-system routes will be decommissioned and possibly rehabbed in accordance to the travel management plan. ○ All route designations will be reflected on the ground with management actions. System routes will be clearly signed and managed. Closed or administrative routes and change in use or season of use will be signed on the ground with corresponding web and print media. ○ Condition assessments will be conducted for all system roads and trails in the planning area on a priority basis in accordance with BLM current standards and guidelines. Maintenance intensities and route objectives will be defined as part of this process that will provide appropriate intensity, frequency and type of maintenance activities that should be taken to keep the route in acceptable condition. ○ Monitoring will be implemented to determine if planning objectives are being met, required adjustments will be made as necessary within the principles of adaptive management. ○ A major component of this allocation will be to staff/crew wages. • Equipment/Materials/ Signs/ Youth Corps/Miscellaneous <ul style="list-style-type: none"> ○ OHV staff along with other agency staff and volunteers will be sent to necessary safety trainings and OHV workshops. ○ Staff motorcycles, ATVs and other equipment will be kept in top running condition with routine maintenance and immediate repair if necessary. 				

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	<ul style="list-style-type: none"> ○ Currently, GJFO staff includes one motorcycle trainer and one ATV trainer made possible through previous Good Management Grants. These individuals will continue to be a regional and statewide resource, with all applicable training materials being charged to current year grant funding. ○ Purchase of a stand behind mini skid steer (Ditch Witch) with implements to benefit the construction of single track and ATV trails on the western slope has been added as a special funding request above the Good Management Grant allocation. Further information about this special request is described below. <p>In addition to the work described earlier, that will be funded through the standard allocation of the Good Management Grant, an increase is requested in the amount of \$25,000 to purchase a mini skid steer with implements that will complement the use of the skid steer that was purchased through a previous Colorado OHV grant. With this machine the Bureau of Land Management will be able to construct some single track, and ATV trails cheaper and in less time. This machine will be operated by BLM employees and volunteers.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-7	G.M. Gunnison Trail Crew 2013	USFS – Gunnison Ranger District	Off-Highway Vehicle	\$87,000	\$103,500
Description	<p>The USDA Forest Service, Gunnison Ranger District would be responsible for the project. All of the project area is on Public Lands managed by the Forest Service. It is planned that work will be accomplished by a four or five person trail crew. Volunteer groups or organizations may also help project accomplishment. The project area is located in the Grand Mesa, Uncompahgre & Gunnison National Forest, Gunnison Ranger District within Gunnison, Hinsdale and Saguache Counties, Colorado. Work will be accomplished during the summer and fall of 2013. The money received from the Good OHV Management Program (GMP) fund will support a four or five person crew in four primary areas. First, it will support routine maintenance of the district's motorized trails (both light and heavy maintenance). Second, will be continued maintenance and follow-up monitoring of our recently reconstructed trails. (i.e. Horse shoe Creek, South Quartz Creek, Double Top, Canyon Creek, etc.) Third, the crew will help implement sign plans and check or monitor trail signing and travel management signing on motorized trails. Fourth, the crew leader and crew will continue to implement and improve the district's motorized user education program and education program. The crew has and will continue to provide motorized user education in Taylor Park or other locations such as the Cement Creek or Pitkin areas on both the 4th of July and Labor Day holiday weekends. The crew will continue to work with Colorado parks and Wildlife and the "Stay the Trail" trailer on those weekends or when otherwise possible. The trail crew leader and one other trail crew member will also perform Forest Protection Officer (FPO) duties when necessary or assigned. Also for 2013 the Ranger District is requesting an additional \$7,000 to purchase a new motorized Walk-behind Rubber Track Carrier or Transporter to replace an aging Honda Power Carrier that was purchased by the district in the early to mid 1990's.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-8	Routt OHV Trail Crew	Timberline Trailriders, Inc.	Off-Highway Vehicle	\$80,000	\$80,000
Description	<p>The applicant is a not-for-profit Colorado corporation that has been in existence since the late 1970's. It is comprised of nearly 100 families who enjoy motorized recreation on Forest Service lands. We have annually cleared all trails of downfall at the beginning of the riding season for the last 35 years. We have worked with the Trails Committee in obtaining grants for projects on the Routt National Forest since 1998.</p> <p>This grant is to fund the operation of a 3 person motorcycle mounted trail crew that patrols the trails on the Routt from late June through October. They perform trail maintenance, trail improvements and projects, attend to signage and perform compliance checks of the users.</p> <p>The equipment is owned by the Applicant so replacement funding and some maintenance and operational funding is retained by the Applicant (some things are more easily acquired privately than through Forest Service procedures). The Forest Service provides the crew, the supervision, the vehicle, and pays for much of the operational expenses including maintenance and equipment</p>				

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	<p>for the crew.</p> <p>The items generally to be accomplished by the crew:</p> <ul style="list-style-type: none"> • Provide four month motorcycle-mounted trail crew for Routt NF. • Clear all system trails of fallen trees on a regular basis. • Clear drainage systems on all system trails as needed. • Do trail construction or improvements as directed by the district. • Assist the youth corps on trail projects as required. • Provide visible patrol during weekends and check for violations and failure to have stickers. • Assist in patrolling during the hunting seasons as weather permits. • Be available for joint projects in other districts of the Routt National Forest. • Maintain and install signage in connection with all system trails. 				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-9	Columbine Good Management OHV Project	San Juan National Forest	Off-Highway Vehicle	\$90,300	\$134,500
Description	<p>This grant application has been generated by the Columbine Ranger District of the San Juan National Forest, a land management unit of the USDA Forest Service. All work will be performed by a seasonal mechanized trail crew of 3 GS-4s and 1 GS-5 Trail Crew Leader. The crew will report to the Trails Foreman, Don Kelly for guidance on trail maintenance and reconstruction priorities. If the opportunity exists to assist with OHV trail related kiosk and sign placement work, they will perform these tasks too.</p> <p>The Columbine Ranger District of the San Juan National Forest is located in La Plata, San Juan, Hinsdale, and Archuleta Counties, in southwestern Colorado. The Ranger District is made up of approximately 720,000 acres with 606 miles of multiple-use, motorized, wilderness, and Americans with Disabilities Act (ADA) trails. Work will be performed on designated system motorized single-track and two-track trails on the District. Please refer to the attached maps.</p> <p>Through this Good Management Program application, we wish to continue on-the-ground Travel Management implementation and designation process for motorized trail use. The Columbine RD has been awarded 5 OHV grants since 2006, and has a proven track record of on-the-ground best management practices in OHV grant implementation and motorized trail management.</p> <p>The crew funded by this grant application will open (log out) and maintain approximately 95 miles (70%) of the 135 miles of the designated motorized single-track and two-track OHV trails found on the Ranger District. The crew will also perform trail maintenance, reconstruction, sign placement (as required), and monitoring on designated system trails. The crew will also perform heavy maintenance and reconstruction, and site stabilization and rehabilitation on approximately 13.5 to 20 miles (10% to 15%) of trail during the field season. We will clear and maintain the remaining 40 miles (30%) of trail with the aid of cooperative groups, trail adopters and the district trail crew. All work will be performed to USFS OHV single-track and two-track trail standards.</p> <p>The Columbine RD also plans to utilize a crew from the Southwest Conservation Corps (SCC) as an additional labor force for a period of 4-weeks for our heavy maintenance and reconstruction efforts on our motorized trail network.</p> <p>The goal of the Columbine RD Trails Program is to improve the recreational experiences of motorized trail users, mitigate resource damage, and increase voluntary compliance thru engineering and education, sign placement, route improvement, without changing the diverse character of the OHV trail system. This grant will also address visitor contacts and education, as well as law enforcement activities through funding the Trails Foreman, who also serves as a Forest Protection Officer.</p> <p>Grant funds will also be utilized for the purchase and upkeep of materials and supplies. Please refer to the attached Project Budget form. Execution of this grant would occur during the 2013 field season, and operate for +/- 100 days from May thru October.</p> <p>Note: This grant application will not attend to the work addressed in the Southwest Conservation Corps</p>				

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	grant application. The scope of work needed on the Pinkerton-Flagstaff and Dutch Creek Trails will require extensive on site efforts the Columbine Good Management OHV Application is not structured to address.				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-10	Grand Valley OHV Trail Crew	USFS – Grand Valley Ranger District	Off-Highway Vehicle	\$93,000	\$119,600
Description	<p>This grant award will provide funds for personnel, training, signage, and necessary equipment for a four person OHV crew split between the Uncompahgre Plateau with approx 1100 miles of interconnected roads and trails designated for motorized travel and the Grand Mesa with approx 450 miles of roads and trails open for motorized use. The crews will operate out of the Grand Valley Ranger District (USFS) Recreation shop and will work a public contact focus - four ten hour days/Friday thru Monday staying on the Forest at Work Stations throughout the summer recreation use season. A significant portion of the crew's workload will be to educate users about Stay the Trail, and registration compliance through personal contacts, provision of strategically located kiosks with maps and information, and trail signing. The OHV crew will maintain trails and provide protection of wetlands and other sensitive areas. The crew will also work with members of local OHV groups to repair larger problem areas on trails. The Western Slope ATV Association (WSATVA) has developed a robust trail project weekend focus and the OHV Crew will work with as many as 35 volunteers for a four day "weekend" and target needed trail projects in a specific area. The Crew will continue to expand the Volunteer Trail Patrol Program - training interested volunteers and will explore collaborating with the new Colorado Trail Patrol. These efforts should result in an increase in the number of public contacts on the trails - educating the public on safe and responsible riding practices. To assist the crew when they work with the ATV clubs and haul rock in their ATV trailer they need a 4-wheeler that has more pulling power than the older units we have in our fleet. We also are in need of a 4-wheeler trailer for the Uncompahgre crew to allow them to carry their 4 – wheelers and tools as our unit is in need of replacement.</p> <p>Then comes big-game season: The OHV Crew Grant provides the on-the-ground nucleus for an intensive patrol effort to provide education and enforcement during the big game hunting seasons. Using experienced Forest Personnel from the District to supplement we send teams out to contact camps as they set-up prior to the season - they provide travel management info both as brochures and in-person discussions about the need to "Stay the Trail" and no off route down game retrieval. Good records are kept reference the # of people contacted, type of vehicle used, knowledge of travel management restrictions, and their positive or negative impression of these efforts. After the season begins we continue to patrol focusing on hunters in the field – checking ATV registrations, checking areas which have seen travel management issues and responding to reports of travel management violations.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-11	Uncompahgre OHV Trail Crew	BLM- Uncompahgre FO	Off-Highway Vehicle	\$ 136,880	\$ 181,880
Description	<p>The BLM, Uncompahgre Field Office (UFO) Good Management grant funds the Uncompahgre OHV Trail Crew. The crew focuses on multiple use routes located on BLM/USFS lands within Montrose, Delta, San Miguel, Ouray and Gunnison Counties. The crew operates on the Gunnison Gorge National Conservation Area (GGNCA), the Dominguez-Escalante National Conservation Area (DENCA), the Uncompahgre Field Office (UFO), and portions of the USFS Uncompahgre National Forest. Additionally work will be performed with partners, cooperators, local and county government agencies as well as clubs and organizations.</p> <p>An emphasis is placed on educating users about Tread Lightly, Stay the Trail, and other stewardship programs through personal contacts, ATV and motorcycle safety trainings, maps and brochure development, information, and signing. Two crew members who are local teachers, one certified as a MSF instructor and the other as an ASI instructor, offer educational training classes to novice and advanced trail bike riders and ATV users in the GGNCA Peach Valley Training Site. Grant partner, Davis Service Center in Montrose, provide bikes and ATV's as well as support for the program that emphasizes proper riding techniques, safety, and trail ethics. The crew is also essential for customer service, working with local clubs, users and land owners, GPS/GIS work, inventorying trails and roads, trail maintenance,</p>				

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rehabilitation projects, signing, collecting use data, volunteer projects, implementing BLM and USFS travel management plans, assisting with permit compliance for events, and coordinating with BLM/USFS offices in Grand Junction, Gunnison, Montrose, Norwood and Delta on user information and joint trail maintenances and signing.

The BLM, UFO/DENCA/GGNCA is a federal land manager for over a million acres of public land on the Western Slope. The Western Slope has numerous opportunities for all types of motorized recreation for all skill levels and attracts visitors from local, regional, national and international markets.

The following is the anticipated workload for 2013:

- Continue ATV and Dirt Bike Trainings / Educational projects (~20 trainings) at Peach Valley Recreation Site
- Continue GPS inventory of roads and trails where data is needed
- Continue to sign and maintain signage (over~1000) on trails that have been designated in travel plans within the GGNCA, DENCA, and Dry Creek Area
- Maintain and construct trail (over~800 miles) and stream/canal crossing (~20) where needed, and install and maintain (~20) trail limiters
- Continue to work with the USFS to help maintain trails (~50 miles) where needed
- Continue to contact, educate and get feedback from users, clubs, organizations, and local business owners
- Continue to develop, improve, and print kiosks, brochures, and maps on motorized opportunities within the Dry Creek Area, DENCA, and GGNCA
- Continue to work on video footage to educate users on the trails and provide trail monitoring
- Continue to check, replace, and install new counters where needed (currently have 36 throughout the area)
- Continue upkeep on Peach Valley Recreation Training and Beginner Loop site
- Continue to upkeep existing staging areas and trailheads as well as possibly construct new sites to implement travel plans (if all necessary NEPS documentation is complete).

An increase is requested in the amount of \$56,880 to provide:

- Provide Law Enforcement support during high use times such as hunting season and Memorial Day to help enforce State and Federal Laws on public land
- Needed cultural and environmental clearances to construct new motorized trails identified in travel plans
- Provide extra funding to help purchase more supplies needed to implement travel management plans such as signs, fencing materials, etc.
- Provide extra funding for rising costs of vehicle repairs and fuel due to inflation
- Provide funding for the following extra equipment that is necessary for day to day OHV trail work:
 - 2-GeoExplorer 6000 Series GeoXT Handheld
 - These GPS units are used daily by OHV crew members to accomplish many tasks. They are used to lay out new trails, collect route inventories, map problem areas, collect sign inventory data, etc... The Trimble units that we are currently using are aging and are beginning to have problems entering text and connecting to their docks. We need to replace our current units in order to continue effective OHV management.
 - 1-Brother PT -9600 Label Maker
 - Currently the only way to label specific trail names or to provide specific route information is limited to the stickers or signs that we can purchase through our Sign Shop, Rockart, or from ASAP signs. This label maker would allow us to customize trail names and provide route specific information on the spot in the field.
 - RANGER RZR® 800
 - The Uncompahgre OHV Crew spends a large portion of their field season signing routes with their appropriate travel designations. Many of our routes are very rough and are punishing to our trucks and the crew members driving them. The Razor 800 would allow us to travel rough routes more efficiently while allowing crew members to carry many more signs and equipment than is possible on an ATV. The other benefit to having this particular machine is that it is 50" wide which would allow us to travel ATV routes where we would normally be required to use

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an ATV, motorcycle, or foot power to accomplish the route signing. This machine would be utilized in the Dry Creek Travel Management Area, Gunnison Gorge National Conservation Area, and to a lesser extent on the Uncompahgre Field Office.

The project timeline for most actions associated with this grant application are on-going. It is not anticipated that all the actions will be accomplished within the 12 month period, as the scope of the project is field office wide with multiple moving parts. UFO recreation staff will work with internal staff, partners, and cooperators to define priorities and work on the accomplishment of those priorities.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-12	Parks District Motorized Trails 2013	USFS - Parks RD	Off-Highway Vehicle	\$ 80,000	\$ 95,773

Description

With this grant application the Parks Ranger District of the Medicine Bow-Routt National Forest is requesting continued funding for our Good OHV Management Program grant status. With this successful application we will be working on our 6 th year of funding in the Good OHV Management Program. We will utilize funding from this grant to continue our partnership with the Northern Colorado Trail Riders in developing and maintaining motorized trails on the Parks Ranger District. We will hire a US Forest Service trail crew to be based out of Walden, Colorado to perform the work included in this application. We are also proposing to hire 1 week of Rocky Mountain Youth Corps to team up with our trail crew to work on reconstructing some areas of trail that have been damaged due to the high run off in 2011, and continued reconstruction of several turnpikes.

The location of the work to be preformed is throughout Jackson County. The Parks Ranger District has trails located in the Willow Creek and Snyder Creek areas on the South side of the district. Trails included in this area are: Snyder Creek Loop 1226.1, 1226.1A, 1226.1B, 1226.1C, 1226.1D, 1226.1E, Radial Mountain 1227, Illinois Ditch 1228, Illinois Pass M25, and Jack Park 1186. Several of these trails cross the Continental Divide and provide a connection with OHV trails located on the Sulphur Ranger District of the Arapaho National Forest. Trails listed above can also be linked with trail opportunities on the Colorado State Forest State Park. On the Western edge of the Parks District we will be continuing work on the Grizzly Helena Trail 1126, Percy Lake Trail 1134, and the Aqua Fria Trail 1229. On the North end of the District we will continue to improve trail riding opportunities in the Pinkham Mountain area on trails 1212, and 1217. All of the above listed trails are located on National Forest System lands and total over 130 miles of trails open to Off Highway Vehicles that also provide access to hundreds of mile of forest roads that are also open to OHV's.

Specifically work to be accomplished will include clearing trails of dead fall and blow down, routine maintenance of water bars, corridor clearing, armoring stream banks at stream crossings, new turnpike construction, and maintaining existing turnpikes. We will also plan a couple of weeks of heavy trail maintenance with a SWECO trail dozer to reestablish tread and address drainage concerns where needed. Trail clearing will be accomplished at least once a season on all of our system motorized trails. Routine maintenance will be performed on approximately 70 miles of prioritized trails during the season. Signing, visitor contacts, travel management work, and enforcement of existing State and Federal regulations will be on going throughout the summer and is not limited to the trail systems but also includes all of the open systems roads on our district. We will also continue with hazard tree removal at any remaining trail heads and trails that have not been treated. Maintenance and signing will be completed in accordance with US Forest Service standards.

An important component of this project will be continuing our visitor education efforts with State Consistent Signing, maintaining trailhead information and educational signing, contacting visitors and enforcing existing State and Federal regulations for the use of OHVs. We will continue updating and distributing information on the Motor Vehicle Use Maps, as well as travel management planning, signing and implementation.

All of the above work would be performed during the 2013 field season from May through October.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-13	Good OHV Management – Rampart Range	USFS - South Platte RD	Off-Highway Vehicle	\$ 137,202	\$ 149,162

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Description	<p>This Good OHV Management project will fund a 5 person trail crew to maintain the trail system within the Rampart Range Motorized Recreation Area, provide a new operations facility and help to fund a biological technician to help the crew improve system trails. This includes ~151 miles of trail, 5 developed trailheads, and 11 undeveloped trailheads. Approximately 20% of this funding will go towards patrolling to make visitor contacts and inform users of the rules and regulations. Many of these contacts are initiated to insure compliance with the State OHV registration program. The primary objective of the trail crew is to provide for a safe riding experience, improve the riding quality, and protect the resource from damage. This is done through the reconstruction and rehabilitation of the trails, enhanced user information, and the response to developing problems. Work to be completed includes maintenance, development, and improvement of the motorized trail system. Projects vary widely and include trail clearing, erosion control and mitigation, construction and building bridges or other water features. This crew will also be a source of information and education through public contact and sign installation. In a continuing effort to inform and educate the users of the area, we will design and install three kiosks at the developed trailheads of trail # 627/690, Sunset Point and Flat Rocks.</p> <p>While this program continues to grow and operations improve to provide the public with better system trails the program is outgrowing its old facility. All operations are currently housed and run out of an existing two place garage built by the CCC in the late 1930's. Not only is the facility small and inadequate today as well as for future growth, but it is located directly below the living quarters of the seasonal crew. While this provides a short commute in the morning for the crew it has also been identified as a safety hazard. For example, the garage is so cramped with ATVs, Tools, PPE etc... that moving items around and possibly tripping or worse is a constant obstacle (even with it being organized and kept clean). We propose a facility of simple steel construction approximately 30'x30' on a concrete slab. This shop would include two bay doors, a very small office space, and a basic bathroom (the crew is currently utilizing an old outhouse). The goal behind a larger and separate operations facility is to be able to safely and efficiently conduct the daily operations listed above.</p> <p>In addition, the District has a seasonal biological technician and certified inspector that identifies and mitigates the spread of noxious weeds throughout the district. This technician spent 160 hours and hiked more than 100 miles last season alone and found large concentrations of 9 different species of noxious weeds along the Rampart Range trail system and has taken measures to educate riders on how to mitigate the spread. The technician spends time along the Rampart Range system trails identifying problems including off-trail use, water erosion, fallen trees, deficient structures etc... There were even times when the technician has stopped unregistered riders from riding on the road. Not only does the technician inform us of these problems but provides us with coordinates and pictures in a very timely manner. The technician has a knack for identifying these problems and a passion to educate riders about spreading noxious weeds. The funding of approximately 40 days worth of salary will provide the biological technician to make a positive impact against noxious weeds and informing us of problems to help keep our trail system looking as natural as possible for the enjoyment of all motorized users.</p> <p>Specific projects for 2012 include:</p> <p>Maintain approximately 350 water control features (grade dips, water bars, and sediment traps), brush out and remove down trees (approximately 150 annually), and close/rehab approximately 2.5 miles of user created non-system trail. This work will be accomplished on the entire trail system and is required annually. Supervision of single track trail construction performed by Mile High Youth Corps. Kiosk installation to involve welding operations at three major trailheads. Sign installation at trailheads and intersections with improved visibility signs. Installation of approximately 20 directional road signs to trailheads, campsites and landmarks. Installation of approximately 10 motor vehicle use designation signs. Many projects are weather related and require immediate attention to keep the trail system open and safe. Unscheduled projects can also arise when visitor loads are at peak levels. The table listed below includes all trails which need an increase in seasonal maintenance.</p> <p>South Platte Ranger District matching / in kind funds:</p> <table style="width: 100%; border: none;"> <tr> <td style="padding-left: 20px;">Salary – Supervision / Engineering:</td> <td style="text-align: right;">\$5,750</td> </tr> <tr> <td style="padding-left: 20px;">Vehicles:</td> <td style="text-align: right;">\$4,280</td> </tr> <tr> <td style="padding-left: 20px;">Training:</td> <td style="text-align: right;">\$1,430</td> </tr> </table>	Salary – Supervision / Engineering:	\$5,750	Vehicles:	\$4,280	Training:	\$1,430
Salary – Supervision / Engineering:	\$5,750						
Vehicles:	\$4,280						
Training:	\$1,430						

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	Name	Number	Length	Maintenance Objectives	Difficulty
	Arrowhead	646	1.0	ATV	Easiest
	Trout Creek	649	6.2	ATV	More Difficult
	Long Hollow	650	5.5	ATV	More Difficult
	ROI TAN	653	.4	Single Track	More Difficult
	Gramp's	657	1.1	ATV	More Difficult
	Bar	673	3.4	ATV	More Difficult
	Flatrocks	674	4.1	ATV	More Difficult
	Cabin Ridge	675	4.0	ATV	Easiest
	Devils Slide	676	6.4	Single Track	More / Most Difficult
	Noddle	677a	5.1	ATV	More / Most Difficult
	Log Jumper	677b	6.6	ATV	Easiest
	Dutch Fred	679	2.4	ATV	More Difficult
	Loop	680	.8	ATV	Easiest
	Scotty's	681	6.9	ATV	More / Most Difficult
	Overlook	682	2.9	ATV	More Difficult
	Fern	683	1.3	Single Track	More Difficult
	Tomahawk	685	4.0	ATV	Easiest
	Garber	686	2.6	ATV	Easiest
	Beaver	688	1.2	ATV	More Difficult
	Power Line	690	7.7	ATV	More / Most Difficult
	Bear Creek	692	~3.2	Single Track	Most Difficult
	New Trail	787	~8.3	ATV	More Difficult
	New Trail	788	~4.8	ATV	More Difficult
	Skeleton	770	16	Singletrack	More/Most Difficult
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-14	State Forest Good Management Program	State Forest State Park	Off-Highway Vehicle	\$ 45,000	\$ 82,000
Description	<p>Colorado State Forest State Park is one of 42 state parks in the Colorado State Parks and Wildlife system. Colorado State Parks and Wildlife is a division of the Department of Natural Resources. In State Forest State Park there are currently over 80 miles of designated OHV roads and trails, which interconnect with extensive trail networks in both Routt and Roosevelt National Forests and Bureau of Land Management lands. Due to the degree of traffic and increasing annual visitation, these trails are well used. In combination with other factors, the majority of trails are in poor condition. This grant enables this park to continue our summer season program of trail maintenance, rehabilitation and re-vegetation (as necessary) to improve visitor safety and enjoyment as well as to provide a sustainable trail system. We were awarded "Colorado Off-Highway Good Management Program" Status for grant 2011-2012, and the funding provided through this grant is a will enable us to continue this program.</p> <p>In conjunction with Colorado State Parks Temporary Staff (one ranger, two resource technicians and a designated trails person), the work will be completed with Rocky Mountain Youth Corps, Mile High Youth Corps and Colorado State Forest State Park Volunteers. Colorado State Parks, specifically the full time staff, is responsible for the planning, coordination and implementation of this project. As in years past, we will focus on the following areas of concern:</p> <ul style="list-style-type: none"> • Clean drainage dips; • Assess and replace culverts; • Improve surface tread; • Replace and install new etiquette and directional signs; • Install and repair boundary fences at trailheads • Clear trail corridors and remove pine beetle kill hazard trees; • Evaluate trail conditions and conduct trail openings in the spring after snow melt and closures in the late fall/early winter; • Re-partner with the BLM to conduct patrols at the North Sand Dunes Special Recreational Area focusing on education and enforcement; 				

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	<ul style="list-style-type: none"> • Conduct re-routes and re-designs of existing trails to ensure that they are sustainable and comply with Colorado State Land Board requirements; • Conduct patrols focusing on providing trail information and education to visitors, as well as emergency services and enforcement as required. <p>The scope of the project entails the array of trails spread throughout the existing boundaries of Colorado State Forest State Park (see attached map), in Jackson County, Colorado. The Colorado State Land Board Leases the entire 71,000 acre parcel of Colorado State Forest State Park to the Division of Outdoor Parks and Recreation for the purpose of recreation management. Many of these trails are located at elevations surpassing 9,000 feet; thus, it is difficult to establish firm start dates for trail projects. In years past, we have scheduled trail projects to commence in June and end in late September. The major areas where projects are to be implemented are the following trails: Bull Mountain, Kiwi and South Canadian Route; Diamond Peaks and Bockman Trails; Montgomery Pass; Mendenhall Road; and North Sand Hills Special Recreation Area.</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-15	Dolores Trail Crew #9	USFS - Dolores RD	Off-Highway Vehicle	\$ 171,063	\$ 192,063
Description	<p>The Dolores Trail Crew Project is a requested by the Dolores Ranger district for funding to hire an 8-10 person trail crew. The district encompasses over 600,000 acres of federally owned public lands in southwest Colorado. Specific to motorized recreation, we provided almost 150 miles of single-track shared-use trails (open to motorcycles); and approximately 107 miles of routes designated for ATVs.</p> <p>In order to protect natural & cultural resources, meet federal trail standards, ensure user safety, and provide quality experiences, annual maintenance and reconstruction to any trail system is essential. The Dolores Trail Crew focuses their efforts on maintenance if our shared-use trail system, with a goal of maintaining at least 110 miles of single-track trail each year. Specific maintenance tasks accomplished by the crew include: cleaning water diversion structures, clearing deadfall, trail reconstruction, signing trails to standard, and working with trail partners. In addition to program maintenance duties, our crew also conducts visitor/user contacts, provides education and information, and assists law enforcement with trail related issues. A majority of their work is accomplished from May-October.</p> <p>To ensure we have at least one Forest Protection Officer (FPO) on our trail crew, funding from this project will convert of our crew boss position from a seasonal to a permanent part-time position. FPOs have limited law enforcement credentials and provide the opportunity (if needed) to issue citations to (trail) violaters of National Forest rules and regulations. Having a permanent FPO pn our trail crew provides the ability to address a situation instantaneously rather than days later, assuring responsible use of our trail system while assisting overburdened agency law enforcement programs.</p> <p>Our success and accomplishments over the last <u>eight</u> consecutive years hopefully will continue to qualify us for the, "Good Management Program".</p>				
	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-16	OHV Trail Crew -Good Management	USFS- Ouray RD	Off-Highway Vehicle	\$115,255	\$80,000
Description	<p>WHO: The Ouray Ranger District (grant applicant) is one of five ranger districts that make up the GMUG National Forest and manages 400,000 acres on the Uncompahgre Forest. Within the district's boundary there are over 555 miles of trails (263 miles of motorized trails, and 292 miles of non motorized trails). The Grand Mesa, Uncompahgre and Gunnison National Forests are a combination of separate National Forests located on the western slope of the Colorado Rockies. These three combined Forests cover 3,161,912 acres of public land in the central and southern Rocky Mountains, an area that lies south of the Colorado River.</p> <p>This grant will fund a 6 person OHV trail crew who will be under the supervision of the Ouray District's Trails Coordinator.</p> <p>WHERE:</p>				

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All of the project work will be on Forest lands on OHV system trails. The majority of this work will occur on the southern end of the Uncompahgre Plateau as it has the highest density of OHV trails on the district. Most of these trails fall along Hwy 90, Divide Road, South Divide Road, and the Delta Nucla Road. These trails fall within Ouray and Montrose County with Montrose being the largest town and closest in proximity to the bulk of the trails. The other area that the crew will be working in is the Mountain Division, which is east of Montrose and covers the Big Cimarron and Little Cimarron country. Most of these trails are accessed off of Owl Creek road, Big Cimarron Road, and the Little Cimarron Rd. The counties having jurisdiction in this area are Montrose and Hinsdale.

Following is a list of trails that will be worked on in the 2012 field season:

Uncompahgre Plateau: **ATV trails** - *Rim, Forty Seven, Love Mesa, Cottonwood, Dry Creek, Cry Creek Spur, East Fork Dry Creek, Spring Creek, Traver, Parallel, East Bull, Dented Door, Roubideau Pack, Cabin Bench, Moore Mesa, Picket Corral, Cabin Bench, Ashley, Roatcap, Bucktail Creek, ZK Spring*

Mountain Division: **ATV trails** - *Wilson Creek, Stealey Mountain N., Lou Creek, Old Owl Creek, Spalding Park, West Fork, Cowboy Lake, Fox Creek*

Uncompahgre Plateau: **Motorcycle Trails** - *Bear Pen Spur, Aspen, Paradox, Forest Fence, Hornet, Powerline, Grays Creek, Lower Spring Creek, Buck, Buck Spur, Red Canyon, Clear Creek, Little Red, Roundabout*

Mountain Division: **Motorcycle Trails** – *Wilson Mesa, Nate Creek, Alpine, Bilk Creek*

WHAT:

The trail crew's first priority of work will be clearing the trails from downed trees that came down during the winter to provide users access to the trails. With over 263 OHV trail miles, the crew is split into two working groups so more ground can be covered and expedite the work. Clearing the trails involves bucking trees, pruning, cutting hazard trees, and addressing any other trail issues that would pose a safety threat to the public or is causing resource damage.

After clearing, maintenance work will start by installing and or reconstructing water bars, rolling dips, tread repair, and hardening water crossings. Trails are prioritized by what we find when we do our initial clearing. Those in the most need of maintenance are addressed first. Signs will be replaced as needed.

An important aspect of the trail crew's job that is often overlooked is their interaction with the public when they are out working. They are the FS ambassadors in providing trail users with an array of information such as: explaining general forest rules and regulations, travel management information, trail locations, handing out MVUM maps, explaining trail use and signing and answering questions.

WHEN:

This work will begin in the spring of 2012 as soon as the ground conditions permit travel. The lower trails on the Uncompahgre Plateau will be worked on first because they normally dry out before the trails in the Big Cimarron country. Our objective is to get all of these lower trails open by mid June. We normally start work on the high country trails in late June to mid May. Although the length of the field season is always weather dependent, work can continue into November if we have a late fall.

	Project Name	Project Sponsor	Grant Type	Amount Requested	Total Cost
Project Number GM-17	Upper Arkansas Motorized Trail Crew	USFS - Salida RD & Arkansas Headwater Recreation Area	Off-Highway Vehicle	\$83,000	\$83,000
Description	<p>This successful multi-agency will continue to repair and improve existing motorized trails as well as develop new travel routes within the Upper Arkansas River Valley. The trail crew will continue to conduct educational activities that will promote benefits of multiple-use, Tread Lightly and Stay the Trail OHV practices and feel it is essential as the Upper Arkansas River Valley continues to grow as a popular motorized recreation destination because of the variety of challenging motorized travel routes. Continued emphasis will be to provide for public safety, resource protection and user satisfaction on approximately 200 miles of single and double track trails located on United States Forest Service, Colorado State Parks and Bureau of Land Management lands.</p> <p>WHO? The United States Forest Service and the Colorado Parks and Wildlife - Arkansas Headwaters Recreation Area will be the government agencies responsible for this project. We will utilize existing staff and seasonal employees to perform the work as well as continuing support to Bureau of Land Administered lands working with Royal Gorge Resource Area staff.</p>				

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WHERE?

Lands managed by the United States Forest Service (USFS), Salida Ranger District, Bureau of Land Management (BLM), Royal Gorge Resource Area and Colorado Parks and Wildlife, Arkansas Headwaters Recreation Area (AHRA) in the Chaffee and Fremont counties. This collaborative effort will continue to complete maintenance projects on our popular trail systems which receive resource pressure due to high motorized use. Historically, most of our trail maintenance and visitor contacts occur in the vicinity of our major trail systems. It is our intention to focus our efforts in the Fourmile Travel Management Area, Big Bend Motocross Track, AHRA administered land, USFS administered trails systems, Texas Creek Travel Management Area and Cotopaxi vicinity BLM administered areas. As demonstrated in years past, the trail crew will respond to trail systems in need of immediate maintenance in order to open and provide a safe visitor experience.

WHAT? (*Project Scope for Good Management Crews*)

Develop, maintain and improve OHV trails, trailheads, parking and support facilities; reconstruct OHV trails and related facilities; produce, install and maintain signage for OHV trails and support facilities; develop, deliver and provide education and rider ethics training to the OHV riding community; maintain, supply and operate facilities owned by the USDA Forest Service and BLM that are used by OHV recreationalists; implement approved federal Travel Management Plans; and provide a field presence for visitor contacts, compliance and enforcement by authorized Good Management programs.

WHEN?

Historically our seasonal staff would start mid April and we feel it is important to start at this time in order to clear our motorized trail systems of hazardous conditions. The season tends to end in October because of snow.