

MONTANA **WINTER 2019** TRAIL RIDER NEWS

THE OFFICIAL NEWSLETTER OF THE MONTANA TRAIL VEHICLE RIDERS ASSOCIATION



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Meet your new editor

Hello All,

Last summer Bob announced in the Montana Trail News that he was making the Fall edition his last as the editor of Montana Trail News and was asking for someone to take his volunteer role over from him. I sent Bob and Mona a short email with a few questions about the role. I have no evidence and no proof of this, but I suspect that my email with questions generated an email exchange between Mona and Bob titled "FISH ON!" (LOL). Mona set the hook deep so that I couldn't slip away and so here I am your current Editor of the MTVRA quarterly newsletter.

My name is Carl Siroky, and I was born June of 1963. My native Montana blood comes from my dad's side parents who (legally) immigrated from Czechoslovakia and homesteaded in Roy Montana in the early 1900s. My grandparents on my mom's side settled in Sheridan Montana and spend their years in Alder, Sheridan, and the Big Hole area. My parents owned a ranch near Roy for many years then when I was quite young we moved to western Montana where my parents bought a smaller farm in the beautiful Mission Valley north of Missoula, near Charlo.

After high school I worked in Billings as a machinist, welder, automotive mechanic. I spent some time and money (plenty of each) at MSU to earn my BS in Mechanical Engineering then my bride Kristi and I headed north and west to start my work in an oil refinery at Ferndale Washington, north of Seattle. We spent the next ten years working and living in in Ferndale, then transferring to a refinery in the Bay Area of California for a couple years before returning to Billings in 2002. We had a short relapse of insanity and left Montana transferring with the job to Houston Texas in 2009 but regained some sanity and returned to Billings after a year. I now work at the CHS Laurel Refinery as a member of the management team in the Maintenance department.

In 2002 when the opportunity arose to leave the Bay Area of California for a good job in Billings Kristi and I didn't hesitate. We came "home" to Montana be in closer proximity to our family and to raise our two sons Grayson and Dylan in Montana.

Soon after returning home we bought dirt bikes for the boys, Kristi, and I. Then soon thereafter we bought a camper and started enjoying the great Montana outdoors spending weekends and vacations camping (camp-n-rides). We were some of the regulars camping and riding the Little Belt Mountains, Pipestone, Elk Basin, and Big Horn Mountains. We joined MTVRA and participated in the State Rides as soon as we found out about the group. We have a deep appreciation for everything this group has done to limit the public land take-aways and help keep our awesome trails open over the years. Montana has some of the best trail and outdoor recreation experiences of any of the states, in my opinion.

Anyway, that's enough about me (more than anyone should have to know). I do appreciate this opportunity to serve as your newsletter editor. My intent is that I contribute as editor in a manner that makes this newsletter interesting and helpful to you its readers and continues to strengthen MTVRA in serving the needs of the MTVRA members and the off-roading community in Montana.

If you have any suggestions to improve this newsletter, please don't hesitate to send them my way.

Carl Siroky, CarlSiroky@Hotmail.com, 406.698.9775, Billings, Montana

Electronic Network

Attention: Members if you are not receiving email news, please send in your email addresses. The cost of producing the newsletter, shortage of volunteers, and the real time lag in getting information to you in a timely fashion make the electronic network an important tool now and for

the future. We promise we will not deluge you with excess notices. All news releases sent to MTVRA will be reviewed for importance to Montana before sending out. To be added to the network, simply email mona.ehnes@gmail.com and ask to be added.

MONTANA TRAIL RIDER NEWS

Is published by the Montana Trail Vehicle Riders Association. Opinions expressed herein are not necessarily those of the MTVRA or its officers. Your editorial or news contributions would be appreciated. Carl Siroky, Editor.

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What's in My Toolbox?

By Russ Ehnes

The Side-by-Side (SxS) has become the fastest growing mode of transportation in OHV recreation and if you've tried it, you understand why. The ability to talk with one another, the level of comfort (even luxury), and the safety they offer is unparalleled. Of course, the actual level of safety for the driver and passengers depends on the use of seat belts, wearing the proper protective gear and responsible operation.

Another aspect of safety is being prepared for whatever happens on the trail. Having the right tools along with you on a ride can mean the difference between an inconvenience that can be quickly overcome and the end of your ride and potentially being stranded many miles away from your vehicle and needed help. This article is based on my experiences from the past ten years of SxS riding. Many (maybe most) of these good practices I'm sharing are from experiences that have taught me the hard lessons in life.

I carry two tool boxes with me in my SxS. The first, which I call my Mechanical Box contains tools for completing emergency mechanical work on the vehicle when a breakdown happens while out on the trail. The second, which I call my Recovery Box contains the equipment needed for taking care of the unknown challenges that come up when out on the trail.

In my Mechanical Box, I try to carry every tool I need to work on my machine while I'm working on it in the shop. It's a good idea to use this toolbox for maintenance and repairs even in the shop. This will allow you to figure out what your toolbox is missing and since every vehicle is different, it's tough to have a concise list for everyone.



The "Recovery Box", is a waterproof 28-inch waterproof carpenter's toolbox. This box contains a variety of items for vehicle recovery and the unexpected challenges trail rides can serve up. In my opinion, it contains a lot of stuff all trail riders should consider taking with them in their SxS on the trail. It's a box that can be easily moved from vehicle to vehicle and is easy to secure with a single strap.

For vehicle recovery, hands-down, the most important items in the box are the two steel winch stakes, the strap used to connect the top of the front stake to the bottom of the back stake, and the hammer to drive the stakes in the ground. About nine out of ten times when you have in a bind that requires a winch to get out of, there's nothing in the right place to attach the winch cable to!

Other stuff in the Recovery Box:

- A snatch block, which can either double the pulling power of your winch or change the direction of the pull on the cable; Handy either way.
- A 6' sling strap and clevis for attaching the winch cable to trees, or other anchor points. This can keep you from killing the tree or damaging your winch cable.
- Two tow straps or ropes with hooks on each end. These are great for the times you need to pull a high centered vehicle or, tipped vehicle. They are also a must for pulling a non-running rig back to the truck. Why two? Well, I've never had a strap that was too long but I've sure as heck had a strap that was too short! Along the same lines, I also carry about 100' of 2,500 lb. Mule Tape strap in case someone is a long way down the hill.
- I carry a cheap two-piece emergency snow shovel I bought at the farm supply store for 20 bucks. I'll admit that I've never dug a high centered SxS out of snow drift with it and it would be excruciating to do so but I have used it many times to dig enough snow to get at the rear hitch or front bumper to attach a strap or winch cable.
- Tire plugs, plug tools, and a 12-volt compressor will solve about 90 percent of the flat problems you'll ever encounter. On longer trips in remote areas I also carry a spare wheel and tire, a jack, and a lug wrench.
- If you ride in the mountains of Montana, you know fallen trees are a major problem these days. Even if a trail has been recently cleared, there's a good chance the wind will blow down new trees. I carry a chainsaw, bar oil, extra saw fuel, and a saw file



MTVRA Thanks Bob Walker

By Carl Siroky

Earlier in 2018 Bob Walker notified the MTVRA Board that he was going to make the Fall-Winter 2018 edition of the Montana Trail Riders News his last.

Bob Walker In his retirement Bob has gone "Volunteer Full Engagement" in several trail recreation organizations. He volunteers his time to an array of trail recreation organizations, both motorized and non-motorized, and to the department of Fish, Wildlife & Parks which manages your OHV grant program as well as snowmobile and RTP. He holds an appointed position on your OHV Advisory Committee to assist FWP with the OHV grant program. He holds an elected position as Chair of the Montana Trails Coalition, an organization that brings all statewide and some regional trail organizations together to address fiscal and programmatic needs of trails in Montana. Bob finds that he is now busier now than ever working nearly full time on challenging issues in support of our Montana trails.

As Bob finishes the role of volunteer editor for the Montana Trails Newsletter well, his parting statement to the readers and all MTVRA members is: "I have enjoyed working with and helping the MTVRA as a program manager and volunteer since 1991. I will continue to be a champion for motorized and non-motorized trails and recreation."

So, Bob on behalf of all MTVRA members, thank you for all the volunteer work you have done putting this newsletter together since 2012 along with your constant dedicated years of support to MTVRA members. In addition, "Thanks" for your career-long investment in supporting the development and maintenance of the trails we have in Montana, everything you have done and will continue to be involved in is greatly appreciated. I have a sense we will be hearing more from you about the work you are doing as a "volunteer". And remember to take the time to enjoy the trails you have worked so hard and dedicated so much time to improve and protect!

in the box and use them frequently. I also carry a folding pruning saw for small trees and for clearing branches because it's a lot quicker and handier than getting at the chainsaw.

- I also carry a first-aid kit in the recovery box even though my own rigs all have one in the cab. Occasionally I'll grab my recovery box when I'm riding along in someone else's SxS and don't want to be without one.

Of course, there are other things that I keep in the storage areas of all my rigs like toilet paper, sunscreen, bug spray, rain gear, and survival basics like matches and a space blanket.

Bottom line is it's best to be prepared for whatever might come up.

Montana Trails are 2-Way Traffic

From: Mona Ehnes, MTVRA

All Montana OHV trails are two way traffic. You should expect to meet oncoming riders so be aware, slow down, and keep an eye out for that new little rider just beginning to enjoy the family sport we all love!

The RTP BIG Grant, 2018

By Mona Ehnes

The first Recreational Trails Program (RTP) Big Grant was awarded to MTRVA in 2014. The work done on this first Big Grant award is now referred to as Phase I. Based on the results achieved with the 2014 grant, MTRVA received an 'Annual Achievement Award' in 2015 from the Coalition for Recreational Trails at a presentation in Washington DC. "MTRVA is a statewide OHV organization whose members have an interest in and history of collaborative partnerships with local, state, and federal agencies to improve motorized recreation opportunities." With this public/private partnership MTRVA demonstrated the ability to complete the trail maintenance work for approximately one-fifth the cost of agency contracts on earlier projects administered the same way. The following year another grant was awarded at \$45,000.



Moving forward to the 2018 grant cycle, MTRVA applied for and was awarded an RTP grant for maintenance of designated motorized trails on the USFS and BLM areas of Montana. The RTP grants were awarded in two categories, with the Big Grant totaling \$90,000. Projects submitted to be completed using the awarded grant funds include work in the following areas: Shortpines OHV area, BLM, Glendive, Pryors trail maintenance, BLM Billings, Clancy and Pipestone OHV Area, BLM Butte, USFS projects; Custer-Gallatin NF, Beaverhead-Deerlodge NF, Helena-Lewis & Clark NF.

Starting in the spring of 2019 MTRVA will be completing Phase IV and beginning Phase V of the trail maintenance work. With Phase V there will be some exciting changes to the approach for distributing the awarded grant funds. There are more project sites that have put in requests for work and the work will be scheduled on a priority needs basis rather than an equal division of funds. All agencies involved will participate in establishing the schedule of work priorities for the contractor. Work on Montana trails is scheduled around the weather; snow, frost, rain and fire season so flexibility is also a guiding factor in getting the work done.

Preparing for this upcoming trail maintenance season, the advertisement for a contractor with a Sutter dozer has been completed in accordance with legal requirements. The BLM is working on a Memorandum of Understanding with MTRVA. Also, the Challenge Cost Share Agreements with the USFS are being reviewed and in January there will be a new agreement or a modification of the 2014 agreement.

Now we are anxiously waiting for spring to arrive!

Titanium Foot Peg Caused a Fire

By Russ Ehnes

Titanium! Strong, light-weight, exotic, expensive and exclusive are all adjectives used to describe the metal that our aerospace industry and competitive sports markets rely on. It allows aircraft and space craft to retain strength under the rigors of extreme speeds and extreme temperature swings. It gives the best athletes in the world the edge they need to win by shaving precious grams and ounces off motocross bikes, bicycles and golf club heads.



But Titanium has a dark side that is less well known. Titanium is flammable. In its powdered form it can even self-combust. In solid form it can cause sparks that burn hot enough and long enough to start grass fires. In 2014 USA Today reported on a study that titanium golf clubs can produce 3,000-degree sparks of burning metal that will ignite combustibles like dry grass and brush the titanium club head grazes a rock. The report goes on to point out two grass fires that were caused by titanium golf clubs at separate golf courses in California.



So, what does this have to do with off-highway vehicle use? To sum it up in two words, foot pegs. Many motorcycle riders replace their stock foot pegs with aftermarket pegs to increase durability, increased comfort, repositioning, and to shave weight off their bikes. While spending several hundred dollars on a pair of pegs to save several ounces may not seem logical to most trail riders, it's a reasonable investment for many racers and off-road teams competing at the highest levels.

On May 5, 2018 the danger of titanium foot pegs in an off-road setting proved to be real when Andrew Cane inadvertently started a small grass fire while taking part in the Gerrit and Bill Hamilton Memorial Trail Ride at Bull Run Ranch near Cascade, Montana. Andrew is the owner of the satellite Yamaha off-road race team based in North Carolina. Andrew's bike is identical to the bikes raced by his team riders and the set-up includes titanium foot pegs. Andrew was riding in one of several groups of riders on the ranch that rode up a technical single track that has a large rock on one side of the trail that forces the rider to lean the bike to avoid it. This maneuver almost always results in the rider's foot peg striking a smaller rock on the other side of the trail. Within minutes of Andrew's group passing the site there was a grass fire with waist-high flames and a plume of smoke that had burned about a quarter acre. Luckily, the next group found the fire and was able to contain it. A couple dozen riders went into action and brought tools and water to extinguish the fire and took turns monitoring the fire site through the night until daybreak in case there were embers still alight.



Andrew was aware that he'd hit the rock hard enough to leave visible gouges in the peg where the rock remove material. Since that incident, Andrew has changed all his team and personal bikes back the steel foot pegs and is encouraging others who ride and race off-road to do the same. Titanium pegs are no longer allowed at Bull Run Ranch.

For those reading this article, we ask that you pass the word in our community. Titanium pegs are perfectly appropriate at the motocross track but could be the cause of catastrophic wildfires in off-road environments.

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Trail Usage Counters

By Dan Thompson, Ravalli County Off-Road User Association



Acquiring quantitative usage data on motorized trails can be useful when dealing with the Forest Service on travel related issues. The following article demonstrates The Ravalli County Off Road User Association (RCORUA) club purchased, deployed, and analyzed trail counter information.

In February of 2018 RCORUA purchased four state-of-the-art TRAFX trail counters. These sensors utilize magnetic sensors that respond to any magnetic material that moves within about 10 feet of the sensor (detection distance is dependent of the size of the magnetic object). The sensors count and

store how many magnetic disturbances are detected for every hour of every day for the period of deployment.

In the spring of 2018, RCORUA volunteers deployed counters on Darby Trails Loop 1, Darby Trails Loop 2, Trail 104 and the Overwhich Trail. The data for dates of deployment and retrieval and other relevant data for four sites where the sensors were used is presented in the following table.

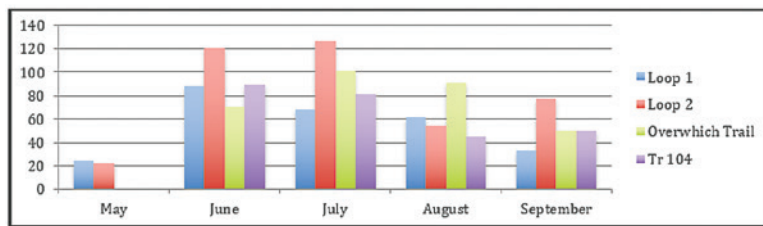
	LOOP 1	LOOP 2	OVERWHICH	TRAIL 104
Date deployed	4/25/18	5/25/18	6/3/18	5/25/18
Time deployed	10:30 AM			11:00 AM
Date Retrieved	10/5/18	10/5/18	10/6/18	10/5/18
Time Retrieved	10:20 AM	1:00 PM	2:09 PM	11:04 AM
Valid Counts for Period ⁽¹⁾	273	397	610	131
Days with Data ⁽²⁾	160	130	125	131
Divide By ⁽¹⁾	1	1	2	1
Number of Visits for Period	273	397	305	264
Visitation Rate (visits per day) ⁽²⁾	1.7	3.1	2.4	2.0

Notes:

1. Assuming every visitor enters and exits at the same trailhead, visits = Counts/2. For loop routes visits = counts.
2. Averaged over the period of counter deployment.
3. Does not include days of deployment, retrieval, or anomalous events.

The following graph shows usage data for the four monitored sites by month. Note that the Loop1 site is the only site with a complete record for the month of May.

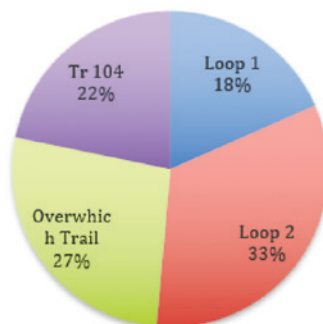
One of the surprising outcomes of this analysis is the popularity of Loop 2 vs. Loop1. Loop 2 is



TRAIL USE

a much shorter route and can easily be traveled in a couple of hours. On the other hand, Loop 2 is easily accessed directly from the Rye Creek road and may be a more inviting entry point to the Darby Trail system.

RCORUA has long recognized that there are inconsistencies in the season of use of some of the roads incorporated into the Darby Trails system. Indeed, some of the access roads to Loops 1 and 2 are gated until June 15. On multiple occasions, we have recommended that the seasonal restrictions on these roads be changed so visitors can access them earlier in the spring. While we are optimistic that issue will be addressed by a revised MVUM map, it also compromises the trail counter data for the months of May



and June. If we place a trail counter on a relatively inaccessible segment of a route the data will not properly reflect actual usage.

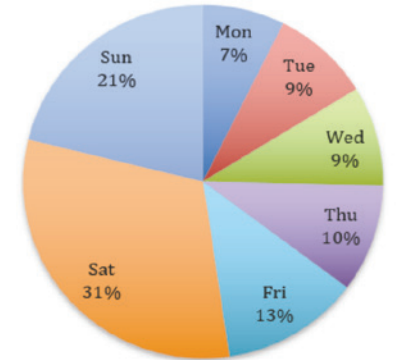
It will come as no surprise that most visitors pursue their activities on weekends. To be more specific, averaging the data from all the sites, 52% of the visits occur on weekends.

The Darby Trails system has many points for entrance to and exit from the trails. Also, there are many opportunities for visitors to customize their trip utilizing forest roads that are not designated as part of a loop route or mixing segments of the two loop routes. While this is an attractive feature of the system, it certainly complicates acquiring accurate usage data. In 2018, the locations of counters were chosen based primarily on accessibility and convenience. In the future, counters should be placed more strategically to try to address specific issues.

Deploying and retrieving trail counters is accomplished by RCORUA volunteers. Thanks to Don Miller, Frank Delamater, Mike Jeffords, Bruce Gaul, Brent Nelson and Dan Thompson for their assistance.

References: TRAFx at <https://www.trafx.net/> and Ravalli County Offroad Users Association at <https://ravallioffroad.org/>

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GFTBRA Trail Maintenance and Grants

By Mona Ehnes

Up until the 2009 Fiscal Year (FY2009) the Great Falls Trail Bike Riders Association (GFTBRA) had been using a contractor to fill the role of "Trail Ranger". The Trail Ranger had the assignment to ride a motorcycle on the established trails in the Little Belt and Castle Mountains clearing downed trees using a chain saw and other tools. The GFTBRA had been funding this program by applying for and receiving grants through the FWP OHV grant system.



GFTBRA Trail Ranger clearing downed timber from the trail

The USFS appreciated the trail maintenance work being done by the Trail Rangers but starting in FY2009 new policies of the FWP and USFS required the GFTBRA change the way the Trail Rangers were employed. For the GFTBRA to continue to get the grant funding from the FWP OHV grant system we could no longer classify or offer 'volunteer' status for our contractors maintaining trails. Starting with FY2009 the GFTBRA needed to convert to hiring seasonal employees.

Since FY2009 the seasonal employees of GFTBRA have had the title of "Trail Maintenance Specialists". For GFTBRA to continue to get the grant funding we were awarded the Trail Maintenance Specialists are required to perform specific job duties. Those duties are to clear trail, notify the USFS of any safety concerns and hand out educational materials to the public who are using the trails. As employees of GFTBRA the Trail Maintenance Specialists are covered by Montana State Fund (workers compensation), Unemployment Insurance, Social Security and Medicare withholding just like any other business.

George Chamarro and John Vehrs are the GFTBRA Trail Maintenance Specialists who have been employed by GFTBRA for the past seven years, from June until September. They provide their own motorcycles as well as cover their own maintenance costs and fuel for the bikes. In addition, they are responsible for their own transportation to and from the trailheads. Saws and tools used for the trail maintenance, as well as the fee for the 'SPOT

Satellite Personal Tracker' they carry, are paid for and provided by GFTBRA. The SPOT device sends an 'all's well' message to the office at the end of each work day.

The summer of 2018 was exceptional for getting trail maintenance done. The trail maintenance crew was able to work 52 days, with no fires or fire shutdowns and only a couple of rain storms. Across our National Forests, beetle kill is creating an increasing trail maintenance burden with downed trees. These days trails are cleared and too often more trees come down in the same day, making it more difficult to keep the trails clear. Once the downed trees are cleared from the trail the Trail Maintenance Specialists work on maintaining the trail by doing things such as fixing trail treads where sloughing or erosion has occurred, building or rebuilding rock cairns and cleaning water erosion bars and rolling dips.

For the 2017 grant cycle, GFTBRA received funding from an OHV grant and a Recreational Trails Program (RTP) grant. GFTBRA also has an active volunteer program, with many riders carrying chain saws and clearing trails when they are out for a recreational ride. These volunteers report the date they were on the trails, the condition of the trails, share what they did to clear downed timber from the trails. This is all recorded and used as part of the matching portion requirement for the RTP Grant.

GFTBRA would like to take this opportunity to thank the riders and our Trail Maintenance Specialists for their hard work and those that administer the grant programs for making this trail maintenance possible.





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Little Belt Mountains Trail Maintenance Fund Update

By Mona Ehnes

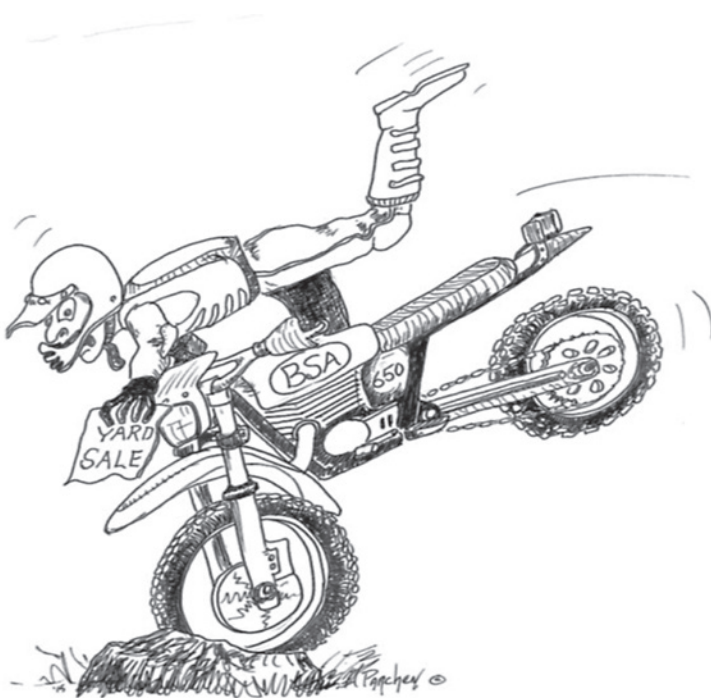
In 2015 Heidi Annau and I came up with an idea for raising money to help with the club matching portion of the trail maintenance grant funds that the Great Falls Trail Bike Riders Association (GFTBRA) and MTVRA were awarded. Our idea was to hold a 'yard sale' and sell 'X' number of feet of trail maintenance. Seems our male counterparts weren't as enthusiastic about our great idea as we were. I do have to admit that the idea was borrowed from an IMBA book I had just received and noticed that the Bridge group in Great Falls is now selling 'X' feet of bridge to raise funds. The idea started ok, but sort of died on the vine so to speak.

Another fund-raising idea was to print the drawing shown in this article, which was donated by Dave Parchen, onto t-shirts along with some type of catchy phrase. So far, we have not been able to come up with a catchy phrase to go on the shirt. (If you have any suggestions send them to mona.ehnes@gmail.com)

Because we needed to come up with the matching funds and our ideas were not getting off the ground, we added a voluntary donation line, titled "Little Belts Maintenance Fund", to the MTVRA membership renewal form. Numerous members generously donated, from small to large amounts, to their membership renewals. All of the donations have added up to a balance of \$9,641.72 in the "Little Belts Maintenance Fund" savings account at the Prairie Mountain Bank at the end of October 2018.

As many of you know, Heidi is no longer with us on earth, but I'll bet she is happy with the results of our big idea. Heidi, we miss your smile.

Thanks to all who have donated to add money and grow the fund. It will be used wisely and carefully when needed.



Drawing by Dave Parchen

If you have an idea for a catchy saying to go with this drawing please share it with Mona (mona.ehnes@gmail.com)

NOHVCC Requests Pictures for BLM "Top OHV Areas" Website

When NOHVCC asked for photos of some of the outstanding riding areas managed by the Bureau of Land Management (BLM), you stepped up and once again showed how much pride OHV enthusiasts take in our sport. Not only did you send us great pictures, many of you provided great suggestions for additional areas to add to the list. Of course, with those additions comes the need for more photos.

Please send NOHVCC any photos you have of the OHV areas listed below. Pictures of trailheads, amenities (restrooms, loading ramps, kiosks, etc.), trails, and trail features are especially helpful. Photos of OHV operators without proper safety gear will not be considered.

The two areas mentioned in this article for Montana are: Pipestone and Clancy Unionville

Please send your high-quality photos, along with the location of the photos to marc@nohvcc.org. These photos will be considered for use on the new interactive OHV riding area website being created by the BLM. Once completed this website will tell you where the best OHV opportunities on BLM managed land are, how to get there, what you need to ride there, and most importantly will include quality maps of the trails.

Your support of this project and all NOHVCC efforts are greatly appreciated. Keep those pictures coming.



References: <https://www.nohvcc.org/round-two-we-need-pictures-for-blm-top-ohv-areas-website-new-areas-added/>

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Lincoln is Getting Some New OHV Trails!

From Frank Malek, Blackfoot Valley Off Highway Vehicle Association

Things have been busy for the Lincoln Ranger District. The Forest Service trail crews have been laying out and constructing new OHV and Mountain Bicycle Trails during 2017 and 2018 in accordance with the New Non-Winter Travel Plan.

On behalf of the many recreationalists that will be using these new trails, BVOHVA would like to thank Josh Lattin, the Lincoln Ranger District Recreation Manager, as well as Parke Scott of Park's Fire Service, Harold Lear, and others who provided the funding, planning, expertise and hard work to build the trails.



Pictured right: Josh Lattin is on the shovel, Parke Scott (Scott's Fire Service) is in the Operator's seat of the SWECO Dozer, and Harold Lear is leaning on the SWECO blade.

The New Upper Blackfoot Motorized Vehicle Use Map for the Upper Blackfoot Valley Lincoln Ranger District can be found on the web page for the Helena Lewis and Clark National Forest at the following link: <https://www.fs.usda.gov/detail/hlcnf/maps-pubs/?cid=fseprd516875>

NOHVCC helped with the layout of the new trails. Here is a short article by Marc Hildesheim, Project Manager for NOVCC, that was in the July 2018 NOHVCC newsletter. The article is titled NOHVCC Assists in Layout of New OHV Trails in Lincoln.

Building new OHV trail can be a daunting and difficult task. Regulations, costs, and staff capacity are all challenges that can keep new projects from coming to fruition.

Luckily, there are creative and enthusiastic land managers like Josh Lattin of the Lincoln Ranger District of the Helena National Forest in Montana, who work to find new ways to build fun and sustainable OHV trails. Over the last few years Josh has partnered with the National Off-

Highway Vehicle Conservation Council to design and build a new network of 50-inch trail just outside of Lincoln, MT.

By sharing workload and expenses under a challenge cost share agreement, NOHVCC and the Lincoln Ranger District have been able to design and build several OHV trails that were approved in the District's Travel Management Plan. The creation of these new trails also supports the town of Lincoln, MT by helping the town establish itself as even more of a recreation destination, where it once relied heavily on timber and mining dollars.

Recently NOHVCC Project Managers, Geoff Chain and Marc Hildesheim spent four days working on layout and design in the Sandbar Creek area. The project area included several miles of new design and conversion of road to trails. Marc and Geoff were able to layout three miles of new trail and conduct reconnaissance and research on several more locations of the trail alignment. NOHVCC and the Lincoln Ranger District hope to build the new sections of trail this fall or early next spring and will continue to work towards a complete design and construction of the trail system. This will be a great step forward towards the goal of creating Lincoln and its surrounding region as a recreation destination.



50" Motorized connections have been made from Crater Mountain to Hogum Creek; Dalton Mountain; and Lincoln Ditch Road to Moon Drive on Lone Point. Once constructed, this motorized trail connection will provide panoramic views of the Lincoln Valley.



Parke Scott, Scott's Fire Service



Old Age is for the Birds.....

By Mona Ehnes



With age we get wrinkles, extra pounds, new knees and hips, but inside I'm still me and I can still do anything... run like the wind?

Whoops, new joints

say no. Well the only real wind here is hot air, I never could run, but did jog and boy did I like to ride my dirt bike. Memories of riding in the rain, muddy ruts, fog so thick you couldn't see which way you were

headed, and boy was it fun. The river breaks on the south side of the river, from the big coulee by the base to Box Elder Creek (only one trip, with Betty Super and the Hodaka Crew), rounding up cows on the PN Ranch & north of Winifred with the Carver family, riding the road along the Missouri River from above the Citadel Rock to Hole in the Wall, riding the Continental Divide to No See'em Lake, camping and fishing; All places that so many people have never been.

When I started riding trail bikes (dirt bikes that go to the mountains) there weren't many others women riders. Linda Ellison from Bozeman the first one, then in 1968/69 Betty Super and Terry Reynolds began riding. Now I am happy to see all the young girls learning to ride, and their mothers riding along like it was no big deal.

Being old, I mean having as many years of trail riding experience as I do on the seat of a motorcycle has some benefits. One benefit is that I've ridden lots of places my kids and grandkids will never get the joy and memory to ride because I got to ride them before the trails got closed. The second benefit is that I can appreciate the sweetness of the advanced suspension and handling that comes with the newer motorcycles. The third benefit is that with all my new parts there are still modes of travel that get me out on the trail. The fourth benefit is.....umm..... well....uh... I guess it's that I can't remember what that fourth one was going to be.

While I still do have my motorcycle, my family seems to think that my "automatic shift/clutch memory" is not good enough to

ride the cycle anymore and I could get into trouble, and that could well be possible. With a small bit of coaxing I bought a Polaris Ace single seat four-wheel trail machine that looks and operates kind of like side by side, but only has one seat for me and Penton (my dog), and has a roof for shade and side mirrors so I don't ever need to try to twist my stiff neck to turn my head to look behind me anymore. What else could a gal need? I'm lucky that I'm a member of the Rockpile Ranch, where I am in total control out on the trail. I know the trails, where they all go and when I need to go back....

So, I probably won't see you on the trail, but keep on riding, especially all you gals, young and old.

MTVRA 2018 Annual Meeting

By Mona Ehnes

The annual MTVRA membership meeting was held at Borden's Conference Room in Whitehall Montana on November 3, 2018. The usual Secretary and Treasurer reports were shared then placed on file, and membership club reports were shared by the Board of Directors present at the meeting. Other important topics from the meeting are summarized below.

2019 MTVRA State Ride

The 2019 MTVRA State Ride will be June 26th, 27th, and 28th on the trail network at Boulder Montana. The event is being organized and hosted by CTVA and MTVRA and will be headquartered at the Jefferson County Fairgrounds in Boulder, where camping and other amenities will be available. As always, volunteers are needed to help prepare the trails before the event and also during the event. Contact Doug Abelin at (406) 461-4818 if you have suggestions to further improve the event or if you can volunteer to help.

2019 Montana State Legislature

MTVRA hired Roger Hagen for lobbying and otherwise representing our interests at the legislature during the 2019 legislative session. Roger worked with MTVRA during the last legislative session and has been a member of MTVRA for many years.

The MTVRA Legislative Committee members this session are Russ Ehnes, Bill Black and Mike Jeffords. The committee members will be also working with Bob Walker, Montana Trails Coalition. There are several bills in the draft stage that are being monitored.

On January 8th MTVRA will be providing a table display and several board members will be in attendance in the Treasure State Resource Association Legislative Reception.

MTVRA will host the 'Rotunda Luncheon' with the legislators on January 15th. This event is also sponsored with Montana Snowmobile Association and Citizens for Balanced Use.

The Great Western Trail

MTVRA will be providing support to complete the Montana connection of The

Great Western Trail. The trail through Montana is the last remaining section needed to make it complete. The Great Western Trail follows the spine of the Rocky Mountains stretching across the United States of America between the Canadian border at its northern trailhead and the Mexican border at its southern trailhead. It traverses across five states on lands managed by the federal government and the Navajo Indian Nation. The unique design of the trail includes parallel routes accommodating different trail use types which allows a wide range of recreational uses to experience the grandeur of our West. It is part of the National Millennium Trail. More about the Great Western Trail can be found in an article by Bob Walker on the MTVRA website at <https://www.mtvra.com/trails/162-great-western-trail>.

Montana Trails Coalition

MTVRA will join the Montana Trails Coalition. Their mission is to work with individuals, organizations, and communities to support trails and outdoor recreation opportunities on public and private lands open for public use in Montana. More about the Montana Trails Coalition can be found at <https://www.montanatrailcoalition.org/>.

2019 Recreational Trails Program (RTP) Grant Application

The 2019 RTP Grant Application period is open until January 31, 2019 with \$1.4 million dollars available this grant cycle. The Montana OHV program has \$150,000 available this cycle and those funds should be available in June.

FWP OHV Recreation Mapping Project

FWP OHV program is working on summer recreation mapping. The website being developed will provide the available OHV maps from many sources in one location. There is a short article in this newsletter from Seth announcing the publication of this new website.

Election of 2018-2019 MTVRA Officers and Director At Large

Nic Richardson was elected President for the upcoming year. Tom Covert was elected Director at Large, which was vacated when Nic was elected President. The rest of the elected officers and directors are shown on page two of this newsletter.

Betty Black volunteered to fill a position as Assistant Secretary to help Mona with meeting notes, since she attends all

meetings with Bill. Mona continues with her dedication to the club serving another year in the Secretary and Treasurer positions, which are appointed positions.

Thank You

MTVRA would like to thank the Board, officers, guests and members that gave up a Saturday to attend the meeting and help keep our organization on point moving forward. We thank the FWP staff for their attendance and support to MTVRA.

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5RTR Pioneer Trail Volunteer Project

By Todd Trotter

Five Rivers Trail Riders OHV club members participated in two days of trail maintenance, on July 28th and September 23rd. The volunteer work was done in conjunction with Forest Service personnel from the Bozeman Ranger District.

The project was to rehabilitate a stretch of the Pioneer Lakes trail, a popular ATV and motorcycle trail in the Custer-Gallatin National Forest south of Bozeman.

The trail had developed some serious mud holes along a stretch of approximately 130 feet of a re-route that was done to circumvent another muddy section on the original trail route. The decision was made to use the original route and repair it by improving drainage along and in the trail bed just beyond a punch-in bridge.



Adam Norlander, OHV/Snow Ranger for the Bozeman District, brought in a mini-excavator to cut drainage chutes, raise the trail bed and then backfill over a rock bed.

The July 28th workday consisted of us laying fabric down. After the fabric was down we used two ATV trailers to haul

rock that we picked up from the Garnet Mountain Lookout trail (a short distance from the Pioneer Lakes trail).



Adam would then add a layer of dirt over the rocks.

The September 23rd workday was the same, but we added a trailer and several more Forest Service personnel.

Between the two workdays we repaired approximately 120 feet of trail.

Todd Trotter Vice President, Five Rivers Trail Riders
Proprietor, Thunderstruck Enterprises



June 26, 27, 28

MTVRA 2019 State Ride

The Capital Trail Vehicle Association will host the 2019 MTVRA State Ride. Prepare for some OHV trail riding from the Jefferson County Fairgrounds. Look for future MTVRA emails and newsletters as more details about the event develop.





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WE NEED PHOTOS!

We are always looking for good photos to feature in the newsletter. Set your camera to high-resolution and snap away. Who knows, your image may end up as the next newsletter cover! Send your photos to Carl Siroky, carlsiroky@hotmail.com Be sure to include the date the photo was taken, the location, the event (if applicable), and the names of anyone in the photo. You may also include a little write-up about the photo. We may include your story in the newsletter!

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When it was Multiple Use Public Land

By Doug Abelin Capital Trail Vehicle Association (CTVA), and Carl Siroky

The Badger-Two Medicine public land area was in the news recently. Doug shared some pictures of trail ride memories on Facebook. You can see the pictures shared by Doug and comments from folks that used to be able to enjoy this multiple-use public land on Facebook (search "doug abelin badger two medicine"). These pictures remind us of another big USFS take-away from for those of us that choose to enjoy our public lands through responsible motorized recreation.

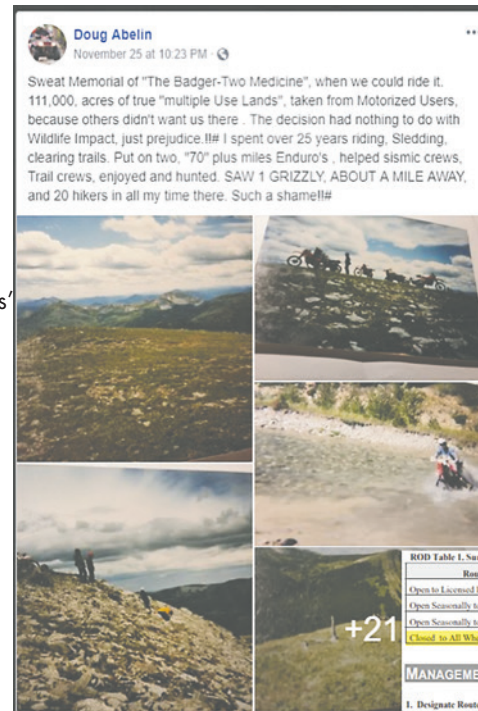
A September 25, 2018 article in Billings Gazette titled "Drilling leases reinstated in Badger-Two Medicine" gives more about the politics involved here.

Here is an excerpt from the article: "A federal judge has reinstated two energy companies' leases just outside Glacier National Park."

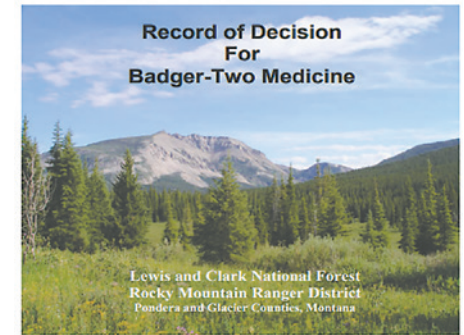
In two separate but similar decisions Monday, Judge Richard Leon found that the Department of the Interior had erred in canceling leases held by Solenex LLC and W.A. Moncrief Jr. in the Badger-Two Medicine area, a 130,000-acre strip of land between Glacier, the Bob Marshall Wilderness and the Blackfeet Indian Reservation.

The prospect of drilling has long been contentious there. The area "has a lot of cultural and spiritual sites," along with the sources of Badger Creek and the Two Medicine River, said former Blackfeet Tribal Business Council member Tyson Running Wolf.

Monday's decisions marked a setback for opponents of drilling there, a win for the leaseholders, and the latest twist in a years-long legal and administrative tangle over drilling on these lands."



Rocky Mountain Ranger District Travel Management Plan



Record of Decision For Badger-Two Medicine

March 2009

Lead Agency: USDA Forest Service
Responsible Official: Lesley W. Thompson
FOREST SUPERVISOR

More information about can be found by searching the internet for "Record of Decision for Badger-Two Medicine" or accessed at: https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5374044.pdf

Route Restriction	Miles
Open to Licensed Road Vehicles	6
Open Seasonally to Motorized Use	2
Open Seasonally to Licensed Road Vehicles	6
Closed to All Wheeled Motorized use	132

MANAGEMENT ACTIONS SPECIFIC TO DECISION:

1. Designate Routes for Hiking, Stock, and Bicycle² Travel Only (non-motorized): All trails (Map 1), totaling about 182 miles would allow hiking, stock, and bicycle² travel yearlong. The use of motorized wheeled vehicles would be restricted yearlong on all of these trails.

²Bicycles: A generic term that includes all forms of pedal-powered mechanized transportation powered by human muscles, such as mountain bicycles.

A big MTVRA thank you to these BUSINESS MEMBERS

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Overfelt Construction
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Working with Your Montana Legislature

From: *The Montana Legislature Web Page* - <https://leg.mt.gov/css/Default-2.html>

The 2019 session of the Montana Legislature convenes the first week of January. Legislators will introduce bills that affect OHV and other recreation. The following article explains how to find information about bills and to communicate with your legislators!

The U.S. and state constitutions give every citizen the right to speak on public issues and to be heard by officials at every level of government. At the Montana Legislature, that means you have the right to share your thoughts and opinions about any public issue under consideration by lawmakers.

The state Legislature functions in an open and public atmosphere. Committee meetings and floor sessions are open to the public. All votes must be taken in public and recorded for public access.

One of the most important opportunities to become involved in the debate over a bill is when it is the subject of a hearing before a legislative committee. You can communicate personally with legislators at any time about any bill, but the committee hearing is the occasion when anyone may publicly support, oppose, or suggest changes to a bill.

Committee hearings allow you to speak your mind before the committee takes any action and before the bill is brought to the attention of the House and Senate for debate and a final vote. The purpose of committee hearings is to gather information so that the committee can make an informed recommendation on a given bill or resolution.

Legislators were elected to represent citizens like you. They are eager to hear your thoughts and perspective.

How to Find a Committee

Printed schedules of each day's hearings are available at the Session Information Desk, and some major Montana newspapers print the hearing schedules each day of the session.

You may enter a legislative hearing room at any time, even if the door is closed or a hearing is in progress. The common standards of courtesy and respect apply; enter quietly if a meeting is in progress. Be sure to turn off your cell phone before entering. Food and drink (other than water) are not permitted in hearing rooms.

How to Get a Copy of a Bill

During legislative sessions, copies of bills are available for a small charge in the Bill Distribution Room (Room 74) in the basement of the Capitol. Because a bill may be amended at many stages of its life, be sure you have the most recent version. Bills are also available electronically on this website through the Legislative Automated Workflow System, or LAWS. (Please note that the printed version of a bill is the official version; the electronic version may not be in its final form when posted.)

Know the Committee

It is a good idea to know the legislative members of a committee. The easiest way to find this information, go to: <https://leg.mt.gov/css/Committees/default.html>.

A staff person from one of the Legislative Branch agencies is permanently assigned to each committee to provide professional assistance. Each committee also has a secretary assigned for the session to keep the record and perform clerical functions.

How a Hearing Works

Committee hearings are as informal and unpretentious as decorum allows.

Please note that a committee often hears multiple bills at each meeting. The order in which bills are heard is at the chair's discretion and is announced at the start of each hearing.

Because the committee tries to consider several bills at each meeting, the chair will allot time for proponents and opponents of each measure. The chair also will call for

informational witnesses. These are people who neither are for nor against a bill but who have objective information that may be useful to the committee as it deliberates. After all the testimony is over, the chair will allow committee members to ask questions of those who have testified.

At a hearing with many prospective witnesses, there may not be time for everyone to testify. In that case, you may be asked to state only your name and whether you are a proponent or opponent. You can always submit written testimony to the committee, even if you are not given the opportunity to speak due to time constraints.

Each bill hearing opens with the bill's sponsor explaining its purpose and background. The presiding officer will then ask to hear statements from proponents, followed by opponents and then informational witnesses, if there are any.

When your turn to testify comes, begin by addressing the presiding officer and committee members (for example, "Mr. Chairman, members of the committee..."). Then identify yourself by name, hometown, occupation, affiliation, or other information that will indicate your acquaintance with the subject.

You are strongly encouraged to provide a written copy of your testimony to committee members and the committee secretary, so that your testimony will become part of the official record. But do not let the fact that you have not prepared a written statement stop you from testifying.

Questions from the Committee

After witnesses have testified, the presiding officer will allow committee members to ask questions of them and the bill's sponsor. If you are called upon, respond directly. Start your response by addressing the presiding officer and then the legislator who asked the question ("Mr. Chairman, Senator So-and-so...."). Remember that only committee members can ask questions. You may speak only when called upon.

When committee members have concluded their questions, the sponsor will make a closing statement to end the hearing on that bill.

Public Comment Guidelines

Written Documents are public documents. If you submit written material, please do not include any information that you wish to keep private!

Presenting Comments at A Legislative Committee Meeting: During the public comment period for a topic on a committee agenda, please follow these guidelines!

- Introduce yourself at the podium and spell out your last name
- Explain to the committee what policy/law change you want the committee to explore and recommend to the legislature.
- If you have a personal experience or example to illustrate your case, succinctly share it.
- Limit your comments to the subject of the agenda.
- Avoid repeating what others have already stated.
- Be brief! Legislators want to hear key points from all in attendance, so brevity is appreciated!
- Bring handouts if you feel they provide important detail. Include your name and contact information.
- Maintain decorum. It is not appropriate to clap, cheer, or boo about comments made by other speakers. In fact, those actions can damage your cause.
- Do not ask a committee to intervene in a case involving a specific individual. The committee can not intervene in a situation that may be the subject of a department hearing or action or court proceeding.
- Do not ask committee members questions. This is a committee's chance to hear from you and to ask you questions.

Montana Legislative Contact Information

By Roger A. Hagan (Legislative Advocate)

The web site for general information is: <https://leg.mt.gov/session/>
 "Who Is My Legislator?": <https://leg.mt.gov/legislator-lookup/>
 (Scroll down to "By Address", click and provide your residential address.)
 Starting on January 7th, and all during the 2019 session you can call, fax, or e-mail your State Senator or Representative expressing your request to "support or oppose specific legislation".

There will be a contact form on this site once the session starts, to facilitate an on-line message to your legislator. Or, you can call and fax to the numbers below.

- Phone: 406.444.4800
- Fax House: 406.444.4825
- Fax Senate: 406.444.4875



For some tips on how to communicate with your legislator go to: <https://leg.mt.gov/legislator-lookup/contacting-legislators/>

Note: Do not use government-provided phone, fax, computer, or mail to contact your legislator.

Roger Hagan is the Legislative Advocate for Montana Trail Vehicle Riders Association (MTVRA). He can be contacted at:

Roger A. Hagan, 117 Gerber Road, Great Falls, MT 59401-8107, Cell (406) 459-0773

NOHVCC to Premiere Webinar Series in 2019!

From NOHVCC email

Coming Soon – NOHVCC will begin a series of free webinars in 2019. The webinars will be designed to deliver quality and helpful information on OHV safety, education, management and other issues related to motorized recreation.

The series will kick off in January 2019 with a presentation titled What is NOHVCC? This initial webinar will be useful for those who are unfamiliar with NOHVCC, its projects and its mission. It will also be useful for those more familiar with NOHVCC but who want to expand their knowledge about specific NOHVCC programs or projects.

Future webinars will likely focus on creating and sustaining OHV clubs and associations, mapping, engaging land managers, effective OHV websites, and more!

Please keep an eye on NOHVCC's website (and on your emails) as we will be providing more information as the first webinar draws near.

If you would like to get more information about NOHVCC go to WWW.NOHVCC.ORG and while you're there click on "Register" to be added to their email distribution.



Montana Public Lands Access Network (MT-PLAN)



MT-PLAN
PUBLIC LANDS ACCESS NETWORK

Funding for Access from Private Land to Trails on Public Land

Edited by Carl Siroky

Montana's Department of Natural Resources and Conservation (DNRC) is accepting applications for the Montana Public Lands Access Network (MT-PLAN) grant program.

Montana's DNRC is requesting proposals from private landowners or organizations working with private landowners to acquire public trail and road access easements or enhancement projects across private lands to inaccessible or hard-to-access public lands and waters for recreational purposes. Private donated grant funding will be used to compensate private landowners for easements or enhancement projects. The criteria for selection include easement term; value; acreage; and compatibility of project with state trust or public lands management agency. DNRC will make recommendations to the State Board of Land Commissioners for approval on a rolling basis beginning in January 2019.

A little background about the program from the MT-Plan website:

Montana House Bill 597, introduced by Representative Alan Doane (R) HD 36, passed with overwhelming bi-partisan support in the 65th Legislature and was signed in law by Governor Steve Bullock. The law creates the Montana Public Land Access Network (MT-PLAN) which consists of a voluntary contribution account and grant program administered by the Montana Department of Natural Resources and Conservation (DNRC) to acquire public land access easements and create public access enhancement projects to provide public access to public land for recreational purposes. The bill was widely supported by a diverse range of landowners and sportsmen groups for its innovative approach in using a "carrot instead of a club" to provide incentives for increasing public access across private land to public land that would otherwise be inaccessible. The MT-PLAN grant program is DNRC's first public access grant program aimed at increasing public access to not only state trust land, but all public land in Montana. It provides a framework for cooperation and coordination among individuals and organizations to enhance public access to our public land.

The goal of the program funding is to fairly compensate private landowners for public access easements across private land to public land. This new grant program is 100% funded by private donations. The trail access can be for motorized, non-motorized or any combination that fits with the landowner and public lands management agency plans.

MTVRA members or private land owners that want more information about this program can visit the DNRC MT-PLAN website at: <http://dnrc.mt.gov/divisions/trust/mt-plan> or contact Ryan Weiss at:

MT Department of Natural Resources & Conservation
 1539 Eleventh Ave. Helena, MT 59601 / PO Box 201601 Helena, MT 59620-1601
 Phone (406)444-5576, Email: ryanweiss@mt.gov

Russ Ehnes Retains AMA Board Seat

From the American Motorcyclist Magazine, December Edition



Russ Ehnes, seen here as The Bushwacker

Russ Ehnes, from Great Falls and our MTVRA Board of Directors Vice President, will retain his AMA Board of Directors seat because no other candidates emerged by the September 15th deadline to challenge him (for the seat that is).

As one of 12 AMA Board of Directors, Russ represents the Northwest Region, which includes Washington, Oregon, northern California, Montana, and Idaho.

Congratulations Russ!

Ravalli County Off Road User Association

Excerpts from the October – November 2018 Newsletter

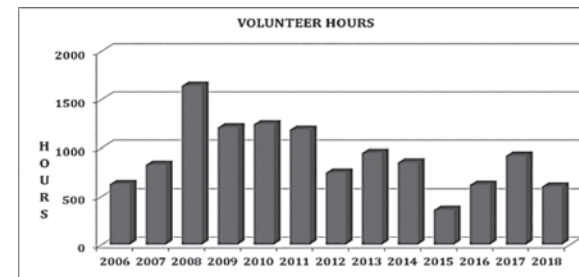
2018 VOLUNTEER REPORT

This report summarizes activities by the Ravalli County Off Road User Association (RCORUA) in compliance with their Challenge Cost Share Agreement with the Bitterroot National Forest for the 2018 Fiscal Year. The data reported below is current through September 2018. "Late arriving" reports will be included in the next fiscal year's data.

Summary of activities by activity type:

DESCRIPTION	HOURS	COST
Forest Clean-Up; Trash Removal	6	\$11
Road & Trail Maintenance	480	\$1,811
Education Activities	39	\$111
Darby Lumber Project	57	\$267
Meadow Vapor Project	21	\$83
TOTALS	603	\$2,283

The "costs" above are primarily the mileage expenses of volunteers traveling to and from the project sites at \$0.55 per mile and does not include cost for the use of personal OHV vehicles to complete the work. Approximately 26 RCORUA members participated in these 2018 volunteer program activities.



MEADOW VAPOR PROJECT

This year, the club began preliminary work on a new project, called the Meadow Vapor Project. This involves the development of an OHV route in the East Fork area in a similar manner to how the Darby Lumber Project was done. With luck, this route could be available for OHV travel next summer.

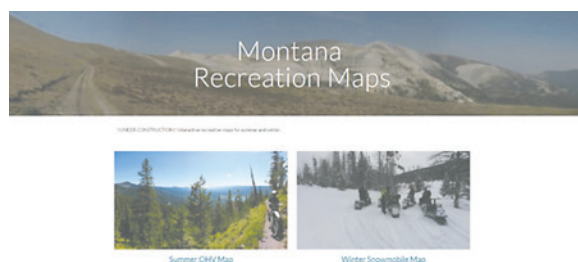
TRAIL COUNTERS PROJECT

In the spring of 2018, RCORUA volunteers deployed the trail use counters on the Darby Trails Loop 1, Darby Trails Loop 2, Trail 104 and the Overwhich Trail. The data collected using the trail use sensors is presented in the Trail Counters article by Dan Thompson.

Coming Soon, Snowmobile and OHV Maps on one Website

By Seth McArthur

Montana Fish, Wildlife & Parks (FWP) has been working on providing a website to share statewide maps snowmobile and ohv maps. The new website address is www.mtrecmaps.com, which is easy for users to remember.



This project will provide a single website, which is outside the FWP website, that contains all the maps for snowmobile and ohv recreational use on public lands in Montana. With this new website, FWP will be able to provide area-specific Avenza maps for download. All the maps on this website will be standardized, making them easier for people to understand and use.

The website construction and loading of maps is a work-in-progress with more enhancements and additions coming down the road. Creation of this website is a huge step forward for the motorized community. Thanks to MSA and MTVRA for your support.

Seth McArthur, Snowmobile Program Manager, Montana Fish, Wildlife & Parks
1420 E. 6th Ave., Helena, MT 59620

Please Join us for Lunch!
Capital Rotunda
Tuesday, January 15, 2019
11:30 am to 1:30 pm



Montana OHV Clubs

Billings Billings Motorcycle Club	Hamilton Ravalli Co Off-Road Users Assn.
Billings Rimrock Trail Riders	Helena Capital Trail Vehicle Assn.
Billings Treasure State ATV Assn.	Lincoln Blackfoot Valley OHV Assn.
Bozeman 5 Rivers Trail Riders	Manhattan Gallatin Valley Dirt Riders
Butte Mining City Trail Riders	Missoula Western Montana Trail Riders Assn.
Glendive The Ranch Riders	Seeley Lake Seeley-Swan ATV Club, Inc.
Great Falls Great Falls Trail Bike Riders Assn.	Trout Creek Cabinet Ridge Riders
Hamilton Bitterroot Ridge Runners	

The Montana Trails Coalition

Finding Common Ground for Trails and Recreation

By Bob Walker, Chair, Montana Trails Coalition Board of Directors



The Montana Trails Coalition works in partnership with individuals, organizations, and communities to support trails and outdoor recreation opportunities on public and private lands open for public use in Montana. The Coalition sprung from discussions by the Montana's State Trails Advisory Committee (STAC). The STAC advises Fish, Wildlife & Parks primarily on the expenditures of Recreational Trails Program Funds but also discusses statewide trail issues.

The State of Montana has very few funding or revenue streams to support the maintenance, improvement, or development of trails and outdoor recreation opportunities on our public lands. The current federal and state appropriations are extremely inadequate to meet the needs of outdoor recreation management agencies, communities or organizations. The federal land management agencies face substantially declining budgets for trails and outdoor recreation management.

The Coalition's many objectives include, among others, sharing information about existing sources of funds. Also securing adequate resources to meet Montana's trails and outdoor recreation needs through donations, charitable trusts and grants, increased federal and state funding, and enhanced volunteerism.

Currently members of the Coalition Board of Directors include the Montana Trail Vehicle Riders Association, American Trails, Back Country Horsemen of Montana, Bike Walk Montana, Cross Country Skiers of Missoula, Friends of the Little Belts, Missoula Mountain Bicyclers, Montana Snowmobile Association, Montana Trails, Recreation & Parks Association, Montana Association of Land Trusts, Montana Wilderness Association, and the State Trails Advisory Committee.

Advisors include Montana Fish, Wildlife & Parks, Department of Natural Resources and Conservation, Montana Department of Transportation, Governor's Office of Outdoor Recreation, USDA Forest Service, Bureau of Land Management, and the Federal Highway Administration.

For more information go to <https://www.montanatrailcoalition.org/>.

Update on AMA Charter and Membership

By Mona Ehnes, AMA Hall of Fame (2009) and AMA Life Member



The AMA Charter has been renewed for the upcoming year. Fortunately, the number of MTVRA members that are also AMA members qualifies MTVRA for the annual renewal at no charge.

This year, the ability to check the AMA memberships for the renewal dates was available and although it took a bit of time, it made the process easier for MTVRA and AMA. The list that had been sent in with the renewal for 2018 contained a total of 83 members with AMA numbers, as best we knew. Using that same list with the verification process in place, MTVRA has a total of 53 AMA members that are current in the AMA data base.

What is Yellowstone to Yukon, Y2Y

By Carl Siroky, Editor

Next time your googling around on your computer go to <https://y2y.net/> and study the content there. You need to be informed and aware of this organization, an it's especially important for those of us that enjoy OHV recreation, are private land owners, or utilize public services that are in the path of this organization accomplishing its mission. This organization has been lurking around for years, continuing to work with our governments, public land managers, and politicians to add pickets into the fences separating us from our freedom to use the public lands that are set aside intended for our shared multiple use.

Senate Bill S. 3715 has been introduced in the 2019 Montana Legislature in support of the Y2Y intent for creation of their "Wildlife Corridor" through Montana. A couple screen captures from the bill are inserted at the bottom of this article. Please go on line and study the full text of the bill then contact your Senator with your input about it.

Citizens For Balanced Use (CBU) shared some information about the bill, "This bill would support agendas like the Yellowstone to Yukon project. This bill would severely limit public lands access to all users, it would also destroy private property rights and existing public infrastructure within these corridors. Below in the comments is a screen shot of just one part of the bill."

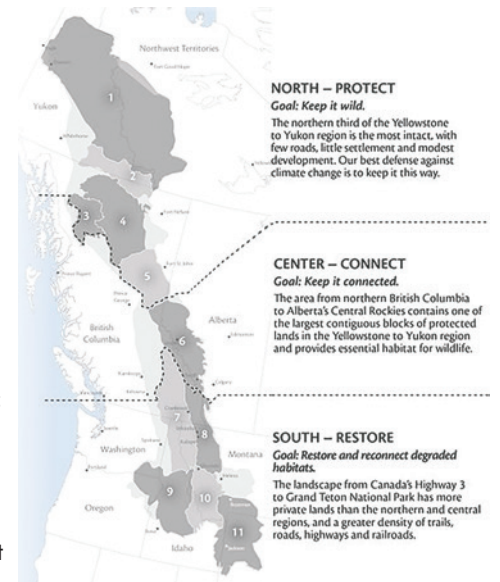
The Vision and Mission Statement from their website

Our Vision

An interconnected system of wild lands and waters stretching from Yellowstone to Yukon, harmonizing the needs of people with those of nature.

Mission Statement

Connecting and protecting habitat from Yellowstone to Yukon so people and nature can thrive.



An interesting discovery from this that of the 53 current members there are 19 AMA Life Members in MTVRA.

Keep joining and do renew your membership, as AMA supports us in many ways. Your membership supports the legislative action and watch dog efforts for motorized recreation over the whole US. There are representatives in the various districts who are good 'go to' people when there is need of help and information.

Way back in the early days of organizing MTVRA we received a \$750 grant from AMA to aid with getting our feet on the ground. MTVRA thanks AMA (again) and the members for stepping up and renewing their AMA membership.

Check out the member discounts on the AMA website at: <http://www.americanmotorcyclist.com/For-Members/Member-Discout-Code>



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OUR MISSION

"To create a positive future for Montana off-highway vehicle recreation by creating an ongoing communications forum through which OHV enthusiasts and organizations can share information and experiences; participate in educational opportunities; build partnerships with land managers, land owners, and supporters; and become partners in protecting, promoting and creating a positive image of OHV recreation."

JOIN THE MTVRA TODAY!

Application for membership in the **Montana Trail Vehicle Riders Association**

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____ AMA# _____

E-mail _____

Date _____

Member Type:

Individual _____ \$22.00

Family _____ 36.00

Business _____ 55.00

Organization _____ 100.00

(Includes \$4 individual, \$8 family, \$15 business for the legal defense fund)

Make checks payable to

MTVRA

P.O. Box 2884

Great Falls, MT 59403

Additional money included for donations to the legal defense fund are greatly appreciated!