

# The <sup>WWW.</sup>COHVCO<sup>.ORG</sup> Advocate

WINTER 2018



COHVCO.ORG



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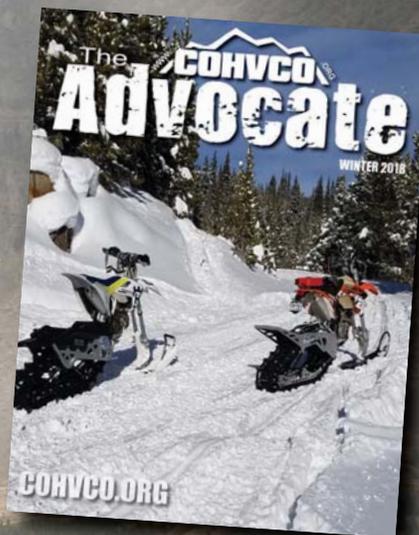
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Ad Cover photo Credits: Joe Kelley – snowbikes!

### Mission:

The Mission of the Colorado Off-Highway Vehicle Coalition is to represent, assist, educate, and empower OHV recreationists in the protection and promotion of off-highway motorized recreation throughout Colorado. COHVCO advocates and promotes the responsible use and stewardship of our public lands and natural resources to preserve their aesthetic and recreational qualities for future generations.

### Purpose & Objectives:

The purposes and objectives of COHVCO shall be to:

a) unite into one statewide organization all persons, organizations and businesses with an interest in preserving and promoting OHV recreation.

b) promote the safe and responsible use of OHVs.

c) work with federal, state and local governments as well as other organizations in partnership as stewards of the land, prevent closure of existing OHV trails, routes, and roads and to work toward construction of new OHV trails, routes, and roads including the reopening of closed routes and on public lands.

This issue of the COHVCO Advocate is brought to you by the Off Road Business Association.



# The **COHVCO**.ORG **Advocate**

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# Chairmans Intro

## Matt Hiller

Another season is in the books and now it's time to sit back and reflect what happened this past year with COHVCO. What have we learned? What can we do better? How do we grow? What's next? How do we help more OHV users? These are the things that are on my mind as the new year gets underway.

### What have we learned?

There are still groups and individuals out there that are not familiar with our work. So much of what we do all starts with relationships. COHVCO has established many relationships over the years, but there's always room for growth and improvement.

### What can we do better?

We need to continue to get the word out to OHV groups, land managers, government officials, and even the non-motorized community. Reaching out to them and getting more people to work together for our common goals will help to make us stronger, and the stronger we become, the more we can accomplish.

### How do we grow?

We are expanding our avenues of communication, growing our leadership, and improving our public presence. We've also been working on new materials and improving our internal organizational structure to prepare a solid foundation for a bigger future.

### How do we help more OHV users?

As OHV users ourselves, we understand that we all have diverse interests. We are passionate about our individual sports or activities, but we have one thing in common, we are all fighting for equal access to public lands. We plan our family outings around that access, to ride our dirt bikes, rock crawl our 4x4s, trail ride our UTVs and

ATVs, and now that we are finally starting to get some snow, ride our snowmobiles. The more time we spend building relationships with the public, educating everyone about the issues we face, the more we can accomplish together to solve those issues and keep our public lands open.

### What's next?

We've launched a new Save Our Sport (S.O.S.) program for 2018, a tax-deductible donation program to support the efforts of COHVCO and other land use organizations fighting for public access. In the future, we hope to expand the role of S.O.S. to even more than a donation program. For more information, or to make a donation, visit [www.cohvco.org/sos](http://www.cohvco.org/sos).

We also have new committees forming, and planning is underway for this year's raffle and workshops. We're attending more events and partnering OHV clubs. Keep an eye out for our tent!

Matt Hiller  
Chairman, COHVCO  
[www.cohvco.org](http://www.cohvco.org)

# One fee for everything?

By Scott Jones, Esq  
*COHVCO, Vice President & Head Counsel*

There have been a lot of discussions around the expanded use of site specific fees to help address budget shortfalls with the federal land managers and while this additional funding would certainly be welcomed in the recreational community, this model of funding presents as many challenges as it resolves. The State of Washington recently completed a study, performed by Ruckelshaus Center, where they were reviewing the overwhelming number of site specific fees that are currently paid by users in the State. The report was designed to move a discussion forward regarding a single fee being paid for access to state and federal recreational opportunities. Unfortunately this unique opportunity left a significant amount of room for improvement on the analysis of fees. I wanted to highlight some of the larger concerns, and let you know this article is at best only scratching the surface on this discussion.

A couple of landscape level recognitions were overlooked, and these foundational oversights have really drawn the report recommendation onto a questionable value. First, the land managers simply will never recover the millions of dollars of budgets moneys and other revenue streams that have been lost from reductions in extractive industries, such as timber, by charging \$5 per person as recreation sites. The UF Forest Service asserted several years ago more than \$350 million in maintenance backlog existed for trails on USFS lands. Simply asking how many permits would have to be sold to cover that kind of deficit, results in a single answer unrelated to an actual numerical answer. The math simply does not work when you are trying to address that scale of backlog.

Second the study overlooked the fact that there is no pot of money with land managers that could

benefit recreation if it was effectively applied. Sadly there is just not enough money period. I know in Colorado State Parks budgets were cut to the bone before the merger just to continue to provide basic services at their facilities. Federal budgets have continued to decline and then be asked to do more every year. Most of the USFS budget now goes to firefighting, and while we understand the critical need for this service, we also think this is an area where monies are being used pretty efficiently. The National Park service has existed on fee revenues for a long time and probably will not be enthused about splitting that revenue, which we already know does not go far enough, with more usages.

Thirdly, this report failed to recognize the many partners already provide extensive resources for the management of public lands. This presents two problems as the report fails to recognize the basic need for equity across users for any fee program. Asking people who already pay to play, while other users may not be paying at or not paying at similar amount is probably a tough question. Would the motorized community pay to use a developed camp sight with sewer, water and electric hook ups? That answer is clearly yes. That answer is radically different when a motorized user is asked to pay for a back country parking lot with toilets and kiosks that were constructed with funding from the motorized community originally. Probably a very different answer on that question. This concern is not limited to just motorized recreation. The hunting and fishing community has paid for centuries and have established some of the most effective wildlife management agencies in the country as a result. Probably going to be tough to ask them to pay more as well, especially for wildlife management. Think that is a relevant issue that should have been at least looked at? I am going

to guess I am not the only one that answers yes on that question.

The second concern around failing to understand the current pay to play models and programs is the fact these are resources that should be leveraged with additional funding rather than competed with. This will result in some ugly and unnecessary discussions. Would the fact that the motorized money coming through the RTP program has been allocated 30% motorized, 40% diversified and 30% non-motorized usages for decades be a relevant fact to whatever program or funding is developed? My vote is yes on that one.

Finally each state has gone a variety of directions when funding recreation. Colorado has funding through their lottery, which may need to be looked at and California and Colorado have recently reaffirmed their OHV programs are going to be used in areas that are open to motorized. Clearly this positions are not going to be easy to reopen. Some states get gas tax revenues returned to benefit recreation and others do not. The final challenge involves similar federal legislation regarding the allocations of fee revenues that are generated. The State of Washington simply has a huge number of fee sites already, most forests have at least 25 fee sites and several had more than 50 and as a result public acceptance of large scale fees may be higher. In a state like Colorado, where we probably don't have 50 fee sites on Forest Service lands in the entire state that discussion is probably going to be directed in a less supportive manner and direction. I don't want to jump to a summary of the discussion as ugly but that certainly is within the realm of possibility. Clearly the states acceptance of site specific fees would again be highly relevant to any discussion. While the people who have embraced the pay to play model would certainly welcome additional funding and resources when new users embrace the pay to play model, there are a lot of hurdles that really must be meaningfully reviewed. Unfortunately this study failed to look at a lot of these basic questions and as a result I am concerned will become more of a barrier to any funding discussion than a valued foundational resource moving forward. That is unfortunate.



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# Businesses that Support Our Cause

By Glenn Morgan  
*COHVCO Director*

COHVCO has many supporters, and we appreciate every one of them. In addition to individuals and clubs, an important segment of our support base are businesses that have a stake in OHV recreation. I'd like to take a minute to acknowledge that support and specifically cite some of the larger contributors that have helped us achieve our goals over the years.

These are companies that go out of their way to make sure that their customers' interests (which are COHVCO's as well) are protected. And one of the ways they do that is through financial support of advocacy groups. They put their money where their mouth is.

Year after year, these businesses help fund the work that COHVCO and other land-use advocacy groups do through direct donations as well as grants. And frankly, without this generous support, we could not do the work of protecting your right to access public lands.

Since its inception more than 30 years ago, COHVCO has counted on these businesses that all share an interest in helping keep public lands accessible. We'd like to make sure those business sponsors get the recognition they deserve. So every issue, we'll be giving some of them a shout out. In this issue I'd like to give a shout out to a few of our larger business sponsors that have generously supported COHVCO's work in the past. They are:

**Kawasaki Motors and Colorado Kawasaki Dealers – through their annual donation of Kawasaki OHVs to be raffled off as a COHVCO fundraiser.**

[www.kawasaki.com/resources/corporate](http://www.kawasaki.com/resources/corporate)

**Polaris Industries and the Polaris Foundation – T.R.A.I.L.S. Grant Program**

<http://www.polaris.com/en-us/company/polaris-foundation>

**Rugged Ridge – Trail Access Program**

<http://www.ruggedridge.com/index.php/webforms/index/index/id/2/>

**Yamaha Motors USA's Yamaha Outdoor Access Initiative**

<http://www.yamahaoai.com/>

The next time you purchase a vehicle or accessories -- COHVCO encourages all its members and supporters to consider these businesses and the good work they do in defending our right to public lands access.

Support those that support our sport!

[www.cohvco.org](http://www.cohvco.org)

# Cruising the Shark Tank



Jerry Abboud

## *Colorado Counties Invites COHVCO to Discuss New Legislation*

You'll no doubt remember that several years back, COHVCO sponsored a bill in the state legislature that granted new authority for Counties and Cities, to allow OHV use on public roads and streets. The law was enacted in 2016 and has already proven itself to be a boon to local economies that are dependent on out of state and local OHV recreationists.

As an adjunct to the original legislation, Colorado Counties Inc. (CCI) ran a second bill asking the General Assembly to grant local governments the authority to require that OHV operators have a driver's license and/or insurance.

That second bill was a reasonable request, in our view, as it did not allow counties to create complex requirements for vehicle operation where they could pick and choose amongst the many, many provisions of Colorado's traffic code.

In the latest draft of the law's updates, it expressly stated that local government could require any type of safety equipment they so desired. Really? How far can this go? Seatbelts on motorcycles? Airbags on snowmobiles?

This change was so overbroad, that there was the possibility that without nepharious intent, the equipment ordinances may have effectively prohibited public road OHV use altogether.

Talk about unintended consequences!

Imagine things like a requirement for roll cages on ATVs. That sort of "improvement" is just not feasible and represents a poorly-calculated requirement on the part of the counties (understatement).

Let's face it, the authors of the proposed changes may not have thought this through completely. County attorneys who draw up ordinances will likely have little or no experience with these vehicles, greatly increasing the potential for local overreach -- like requiring roll cages on ATVs.

Just as importantly, the Counties need to contemplate how in-state and out-of-state riders might struggle with a patchwork of different equipment requirements when going from county to county. Law enforcement would be similarly challenged.

With this in mind, COHVCO met with the bill's principle stakeholders. At the table were Colorado Counties Inc. (CCI); Representative Barbara McLachlan (the bill's Sponsor), and Parks & Wildlife management. During the meeting, all agreed with COHVCO that as proposed, the bill had flaws that COHVCO could not support.

But by the time your COHVCO lobbyists left the meeting, the equipment requirements were limited to safety equipment that was installed by the factory. In other words, if the vehicle was not built and designed for the equipment, local government couldn't require it.

There was one other request in the bill. The Counties asked for the authority to enforce an under 18 helmet law. Helmets seemed to us to be a necessary protection to reduce injuries and fatalities of minor children. COHVCO felt this was something we could support, not only to protect kids, but to reduce injuries and deaths that are always cause for the hysteria that becomes fodder for the anti-OHV lobby. It could kill our sport.

In working on the bill, it's become clear to us that the anti-access crowd might not be the only group who wants unlimited local government authority over OHV use.

Libertarians have already complained about statewide government interference in "local" matters. OHVs are already equipped with safety equipment, and as such, the requirement for their use is optional. If you don't belt yourself in with the 3-point harnesses provided by the manufacturer on all side-by-sides you are engaging in very risky behavior – just as you are letting your 10-year old go without a helmet. It borders on parental neglect, in our view.

And it is important to bear in mind that these requirements ONLY apply to city and county streets and roads -- not public lands.

In any case, COHVCO continues to monitor the situation with changes to the law and will work hard to keep our members informed. So stay tuned for more COHVCO alerts on our web site (www.COHVCO.org) and through email blasts. We have your back on this and all other legislation that could impact our sport. We are waiting for another 500 bills that could affect you to drop.

And for those of you who are not COHVCO members, hold off on the new spark plugs and join us so we can continue to protect your interests. Who else can?




**SAVE OUR SPORT (S.O.S.)**

Save Our Sport (S.O.S.) is a 501(c)3 non-profit organization that has helped raise tens of thousands of dollars and awareness to address many ongoing issues in the OHV community. The S.O.S. program is designed to support the ongoing efforts of COHVCO to protect your OHV access, with the added benefit of being a tax-deductible donation.

**Program Donations**

Plains Supporter – \$25	Foothills Supporter – \$50
Timberline Supporter – \$100	Summit Supporter – \$250

Show your support today and receive a gift as a thank you for your contribution. Proudly display your sticker and apparel and help get the word out that we are working together to "Save Our Sport"!



Visit [www.cohvco.org/sos](http://www.cohvco.org/sos) to donate today!

# Introducing Joe Kelley – COHVCO's Newest Board Member



Intro by Glenn Morgan and Text by Joe Kelley

Joe just joined the Board at COHVCO this fall, but has hit the ground running. He's the general manager at Powerworld Sports in Granby, CO, a Kawasaki, Can-Am, Husqvarna, and Ski-Doo full-service Dealership.

In keeping with our wintertime theme this issue, Joe talks about both his motorcycling, snowmobiling, and snow-biking background. He never stops riding and tells us:

"I came to the Power Sports business via motorcycles! As a kid growing up in Kansas, the guys from Al's Honda-Yamaha where I worked would take two December dirt bike trips to get our two wheeled fix! We'd head down to Waynoka, OK to ride dunes and then go to Fort Riley, KS, where we were allowed to ride the trails on that Military base.

Waynoka often wasn't cold and Fort Riley took enough effort due to its technical, rocky terrain to keep you warm regardless of temps. I do remember taking off my helmet at Fort Riley to see it steaming as the hot sweat hit the 20 degree temps.

Nowadays I don't have to travel nearly as far from home to ride year round.

Living up in Granby, CO and operating Power World, I began riding snow bike kits a few years ago, and I was immediately hooked. I get to romp around on the snow on whatever 450 dirt bike I have in the winter. Snow bikes are as much fun as any motorized snow vehicle that I've ever operated. Really a ball.

For off-road motorcyclists who haven't ridden snowmobiles, they are a no-brainer! Super easy to get comfortable and they do go anywhere. I used a camso kit on a 450 Husky last year and will again this year.

Snow biking has opened up a completely new powersports opportunity for me. You don't have to put up your dirt bikes in October. I say, if it's at all possible, make it snow!

See you out riding."



# Wintertime Storage of OHVs and Small Gasoline Engine Equipment

Jamie Williams, Vice Chair, COHVCO  
Intro by Glenn Morgan, Director

For this Issue of the COHVCO Advocate, I surveyed board members and officers about their off-season experiences with their machines. Jamie Williams, our board Vice Chair and a motorsports participant for more than 4 decades said this:

“I used to have to take motorcycle and ATV carbs apart for my grandkids every spring. The problems were related to plugged pilot circuits. They would not idle, were hard starting and bogged whenever the throttle was opened. Then I got smart.

For about the last year I have been purchasing 91 octane non ethanol fuel and that has completely cured the plugged jet problem.

As you know, ethanol fuel (AKA “gasohol”) attracts moisture and generally degrades within weeks of having been pumped. The alcohol can literally separate from the fuel, leaving varnish and gum deposits in fuel systems as well as degrading rubber and plastic. This has created many issue with OHV’s that sit around for sometimes as little as a month.

But degraded and water-logged fuel can now be a thing of the past.

Non-ethanol fuel is available here in many large markes, including Denver, Colorado Springs and even from a gas station in Divide. Retailers of this fuel typically have a dedicated pump for this product so that there is no chance of picking up residual gasahol sitting in the hose.



Here’s a link to a list of stations that sell non-gasohol in CO:  
<https://www.pure-gas.org/index.jsp>

If you know of a station that sells quality, non-ethanol fuel, I urge you to go to COHVCO’s Facebook page ([www.facebook.com/COHVCO](http://www.facebook.com/COHVCO)) and post the location.

The annual cost difference is minimal and sure has allowed me more time to ride. “

## Mile-Hi Jeep Club's 52nd Annual All-4-Fun Event Powered by Bestop

July 28th - Aug 4th, 2018  
Silverton, Colorado

ONLINE REGISTRATION  
WILL OPEN ON THE [WWW.MHJC.ORG](http://WWW.MHJC.ORG)  
WEBSITE ON JANUARY 1ST, 2018  
Sign up early to reserve your spot!



The All-4-Fun event is a week long 4-wheeling adventure in the Colorado Rockies. It has been called one of the best 4-wheeling experiences in the country. Participants have daily opportunities to enjoy the surrounding mountains and 4x4 roads and trails. Wednesday will be set aside as a day of relaxation and a time to visit with exhibiting vendors. Friday evening is door prize night where each paid registered driver has an opportunity to win a door prize. The proceeds from the All-4-Fun event allows MHJC to continue to make annual contributions to Children's Hospital Burn Camp, Stay the Trail and other land use projects. Primitive camping spaces are available for your tent or RV. There are no electric, water or sewer hookups. However, we will provide access to potable water and portable latrines.

*You must be self-sufficient.*



Mile-Hi Jeep Club  
of Colorado



[www.facebook.com/A4Fun](http://www.facebook.com/A4Fun)

[www.MHJC.org](http://www.MHJC.org)  
or [www.a4fun.org](http://www.a4fun.org)  
or email [all4funinfo@mhjc.org](mailto:all4funinfo@mhjc.org)  
for more information



## Scott Jones – Ambassador

# The Lone Wolf – Asking the right questions to win

Ben Janin

It is our firm belief that the attorneys and lawyers who fight on behalf of us enthusiasts are the least acknowledged advocates in our sport. They are so driven by their passion and love for our sport that they often sacrifice jobs with better pay in order to dedicate their personal and professional lives to the defense of our community. Here, we introduce Scott Jones- a true motorsports enthusiast who left a career with a prestigious law firm so that he could “look at himself in the mirror and know that he is making a difference”.

We sat down with Scott Jones to learn more about him and our sport from his perspective.

**Ben:** Scott, can you tell our audience what is it that you do?

**Scott:** I am an attorney who focuses on policy instead of litigation. My methodology is that “an ounce of prevention is worth a pound of cure.” In other words, I practice the art of being proactive as opposed to reactive regarding all kinds of motorsports-related state and federal issues, such as: the endangered species act; building partnerships; and making sure people understand our issues and how to address them. In fact, I have testified in front the US House of Representatives and US Senate, which is quite different for an attorney.

**Ben:** How did you decide that you were going to be a lawyer?

**Scott:** I grew up living in upstate New York- way upstate New York, so I don't have an accent [laughing]. Responsible riding in the Adirondack Park meant that you were running from the cops, and, well, that's not the best model for riding. I was always interested in how we could do better. The shortfalls of running from the cops as a riding experience are really where I started. I never really wanted to go law school, but I didn't like the jobs I was seeing in other fields, so, I went to law school with an emphasis on environmental law.



Unfortunately, there were no jobs in this field of practice in upstate New York- the opportunity was just not there. So, in my first ten years of practicing law, I worked for a number of firms; this included a boutique firm where I was the number two attorney, as well as a large firm that had billable hours of one million dollars a month. We were representing entities such as the NFL Jets football team, DuPont, AIG insurance, and others. The scale was very different when operating with three hundred and fifty attorneys nationwide. It was a great experience, but one morning I looked in the mirror and I knew wanted something more.

Fast forward to ten years after I got my law degree; I moved on to work with entities such as the Colorado Snowmobile Association (CSA), the Colorado Off Highway Vehicle Alliance (COHVCO), and more in the areas of law that I had originally been interested in. This has been part of my test, moving to Colorado to practice my passion even though the money was not initially there. I worked for free for the first year, and to this date it's still not a billable rate. I have been able to Develop relationships with some great clients who share my passion for the sport and who provide enough revenue to keep the lights on. As a family we are able to do this because my wife believes in my efforts and – between the two of us – we have enough.

Just the ability for people to pick up expenses is huge for me. CSA typically picks up my travel expenses, including gas, food and hotel. There is a little bit of everyone giving so I can do the things our community needs. This is just so much different from my previous life as an attorney. The payment for my services is through money that people have given to an organization via their donation money and their membership dues, so I need to be a “different kind” of responsible attorney.

**Ben:** So what have you been up to lately?

**Scott:** Recently I have started working more with the Specialty Equipment Manufacturers Association (SEMA) and its off-road arm: the Off-Road Business Association (ORBA). This is a new opportunity that is working pretty awesomely and allows me to connect existing clients, like the Trail Preservation Alliance, to each other. It's about relationships and getting good information off the ground, and each of these partners provides different resources to reach users. There are important messages, so I am sitting down and working with the staff to get these messages out to the public. It can be frustrating for the local groups, so at ORBA we are telling the story so mistakes aren't replicated. Our communication has greatly improved.



A good example of this includes dealing with sight specific fees and permit issues with agencies such as the BLM and the Forest service. While we are not opposed to fees, we have some concerns. We have programs in place in California through which the motorized community has already given approximately \$350 million directly to the forest service and BLM, and in Colorado we have given \$100 million to those agencies. These are huge partnerships that span decades, and as a result we are in a much different place than most users' groups. No other user group has paid for items such as parking lots and

toilets in the amounts we have. Will we pay for some things, like developed campsites? Of course. We provide critical funding for the user groups to get there- so don't ask us to pay it twice. There just needs to be awareness of the program and equity across communities in any discussion.

In addition, an agency is never going to earn the \$300 million gap funding by selling passes at \$5 per day. That simply does not work. It is more important to get an effective program on the ground that allows people see the benefits where they recreate.

A single permit for all agencies does not accomplish anything visible on the ground. I don't know how that works. Pay once into a black hole that no one cares about? Probably not going to be a successful program.

This double dip of registration funding and subsequent site-specific fees being charged for the same facilities is not going to go well for the agencies. It will push us apart.

We need equity conversations. The motorized community brings a lot to the table that most people have not thought about. Not only do we have programs that are directly giving funds to the agencies, but we are also highly effective in what we accomplish with the money we use.

We have valuable experience to bring to any discussion. That includes over thirty years of experience with land management, and the other user groups don't have programs like our registration programs. We know how to get the most out of every dollar. Our community has been in the process of doing this for decades. There are very few users that are invested at that level.

In addition, other user groups have a frame of mind that it's just tax money, and as a result they have failed to develop ownership interest in the program. They are not as effective, whereas we are using the money wisely. Those foundational balances are important when it comes to site-specific fees and registration programs. We are better on the ground because our passion, and ours is the superior way to go. The off road community's effectiveness with the usage of funds is second to none.

**Ben:** What advice would you give to your audience?

**Scott:** Strive for quality, build partnerships and learn to ask the questions so that you win!

You are not going to win by getting in a blow-to-blow fight with the environmental groups-they have more resources. When you are the little fish in a really big pond, you really need to know your information and get the hard data and facts so that the end game has quality.

Law school taught me how to ask a question. You need to know how to ask a question in a way that will make you win. That's a tool in the box. Make sure you really know what you are talking about and move forward in a manner that benefits us.

You have to take a position and explain why with high-quality information. Understand this- there is limited funding and probably always will be. So, we are going to have questions like "Do we start building trails at five hundred dollars a foot in wilderness, versus five dollars in non-wilderness?" It's important to think through how we can solve this the best way and benefit the largest user group. When we are opposing things, it's important to get our goals done without biting off more than we can chew. Understand how to get the best end product.

**Ben:** What are the behavioral traits and skill sets needed to be a successful land-use attorney?

**Scott:** You have to be highly autonomous because you are not going to get a lot of support when things get rolling. You have to be a self-starter so you get the job done.

There have been trials and tribulations, and my passion has taken a lot of different turns. I never had a passion to work for myself [sigh], but once the opportunity came up....I needed to take a look in the mirror, and that drove me back into this.

Figure out what is important to you. It may be that this is your passion, so stay involved and the passion will manifest. It has taken a long time for me to develop, but I brought in the big picture discussion and that's helped move things along.

**Ben:** What are your parting words to our audience?

**Scott:** We win! We win a lot! However, as a community, we tend to focus on the losses. We get a lot of stuff done by raising money and going to the public meetings. We do fight. There is a tangible benefit to all these things that we do, but we lose sight of things.

We build trails in Colorado. We build opportunities. Look at Bear Creek- we have a new single track that is longer. We have more miles- better miles- than the old trail that was replaced. When we win, everybody wins.



# Colorado 4x4 Rescue and Recovery

## What We Do and What You Can Do to Avoid Needing Our Services

Todd Bunger

When COHVCO approached me about contributing to their newsletter, I was asked to describe what CO 4x4 R&R does in the off season. My answer was simple: There is no off season for Colorado 4x4 Rescue and Recovery. We work literally year round.

Although we limit our recoveries to below tree line once the snow covers the high country, with hunting season, Christmas tree cutting and adventurous snow wheelers, there is no off season for back country recoveries. People find themselves in off-road jams 12 months of the year.

For those who don't know, Colorado 4x4 Rescue and Recovery is an all-volunteer, non-profit charity that specializes in back country recoveries on USFS roads and 4x4 trails. While rescue and recovery are our primary focus, education of OHVers on backcountry safety and preparation is an equally important part of our mission.

We highly stress back country preparedness and communications. This is our most important topic when educating the public. We help promote this directly with our members through discounts and training.

No matter what the season, the first and easiest thing all people planning to go into the back country need to do is prepare your vehicle and yourself for the conditions you may encounter. It is impossible to keep track of the number of people we have gone deep into the back country to assist who did not have extra water or cold weather gear for EVERY person in the vehicle. You should always plan on the worst case. Lack of water and adequate clothing are life threatening but easily preventable problems.

We practice what we preach. Our recovery volunteers are taught to carry a bag with foul weather gear for every occupant of their vehicle - in case they need to hike out. They are also required to carry enough water for ALL the occupants of the vehicle in distress. We humans (and our pets) need to consume more water at high elevation and during weather extremes.

Preparing your vehicle is more involved but just as important is carrying enough water and warm clothing.

The most common issue we find relating to clients' vehicles is worn or inappropriate tires for back country use. All season tires are NOT back country tires, nor are they good in snow off-road. They are made for dry pavement and the occasional light snow.

The other common issues we find on vehicles we recover are simple mechanical failures caused by a lack of maintenance. These are completely preventable through regular maintenance.



If you are not comfortable doing your own maintenance then find a reputable shop that can do it for you. If your concern is the cost associated with a shop doing maintenance, consider the risk and cost associated with being stranded.

When you consider that, a well-prepared vehicle is actually cheap insurance. Being stuck deep in the back country and faced with walking out or waiting for rescue can be dangerous and even deadly. The best remedy for those situations is to call 911 or Colorado 4x4 Rescue and Recovery – assuming you have cell service.

But keep in mind that calling for help is not a maintenance plan, it is an emergency plan. It is far better never to get yourself into one of these jams in the first place. An ounce of prevention is worth a pound of cure.

So, going back to the original question, what can you do in January and February to make the coming year's off-road trips safe and enjoyable? You can work on your preparedness.

The most overlooked safety measure that can be worked on in the off season is back country communications. Most of our recovery members use Ham radios. Cell coverage is far from complete and our teams have found numerous places they had no cell signal while on frequently traveled 4x4 trails. Ham radios can literally be a lifeline for you or your loved ones during a back country emergency.

Colorado 4x4 Rescue and Recovery is striving to be the 'go to' source for back country preparedness education in Colorado and basic lessons like these go a long way to not depending on first responders when things go wrong.

The foundation of our education effort is preparedness. The winters in Colorado do not offer as much back country access so this is the best time to focus on improvements for the next season.

For more information on membership, training and resources we recommend, please visit our website and book mark our site for future reference. [co4x4rnr.com](http://co4x4rnr.com)

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# CliffNOTES



*This section is designed to highlight various issues where COHVCO, TPA, CSA and their partners and local clubs are defending public access to public lands. This glance at the issues is not an exhaustive list of the issues we are involved with, but rather is highlighting issues of statewide importance or interest. Many local issues have been favorably resolved with recent efforts but are not listed here due to space limitations. We have identified the user groups most directly impacted by each issue with a logo next to each issue.*

## The TPA and Partners Object to Proposed Forest Service Decision (Are you doing your part to save our sport?)

**The Colorado Trails Preservation Alliance (TPA)** along with the San Juan Trail Riders (SJTR), Blue Ribbon Coalition (BRC), Public Access Preservation Alliance (PAPA) and COHVCO have together filed a joint official “Objection” to the Rico West Dolores Travel Management Draft Record of Decision (ROD). The Dolores Ranger District of the San Juan National Forest released the ROD for public review and comment in November 2017. The TPA and their partners charge that the Rico West Dolores Draft ROD would impose dramatic and unwarranted changes to the long-established road and trail system and cause significant loss and adverse impacts to single-track motorcycle riding opportunities in the Dolores Ranger District of the San Juan National Forest. The Rico West Dolores area has long been a destination for off-highway motorcyclists to experience some of the most stunning and challenging single-track riding in the state. The Objection filed by the TPA states that: “The Draft ROD outlines unjustified and dramatic elimination of long-existing motorized recreation in the Rico West Dolores area.....*One would be hard pressed to create a more surgically precise method of destroying existing quality motorcycle riding opportunities than the Draft ROD.*”

*The potential for lost opportunities will be greatest for ATV's, UTV's and full size 4WD vehicles.*

Throughout the past year, the TPA has also been representing OHV interests with the on-going Pike and San Isabel National Forests (PSI) Public Motor Vehicle Use Environmental Impact Study (EIS). The lawsuit was filed in January 2011 by anti-access plaintiffs that include the Wilderness Society, the Quiet Use Coalition, Wildlands CPR, the Center for Native Ecosystems and Great Old Broads for Wilderness regarding the PSI's existing Motor Vehicle Use Maps (MVUMs). The TPA led the effort to “intervene” on behalf of the USFS to defend this lawsuit since it could potentially impact every MVUM route. To date, these defense expenses are being born solely by the TPA and other motorcycle

advocacy groups. The PSI is currently working to complete an EIS for travel management as stipulated in the 2015 settlement agreement. Analysis in the EIS will determine which USFS roads and trails will remain open for public motorized use and included on future MVUMs. This project could potentially close 30% or more of the existing roads and trails currently open to motorized use on all six of the individual Ranger Districts within the Pike and San Isabel National Forest. The entire 717/North Divide trail system in the Pikes Peak Ranger District is in jeopardy of being closed to motorized use along with several other popular and cherished OHV routes and trails. The potential for lost opportunities will be greatest for ATVs, UTVs and full size 4WD vehicles.

**Rio Grande National (RGNF) & Grand Mesa, Uncompahgre and Gunnison (GMUG) Forest Plan Revisions** -

The TPA has been actively engaged during all phases of the Rio Grande and GMUG Forest Plan Revision projects. The USFS has released a preferred alternative for the RGNF plan, which proposes no reductions to motorized access in the future, and does indeed recognize poor forest health as the largest challenge on the forest. The TPA has prepared and submitted extensive comments supporting OHV opportunities on the RGNF and has persistently opposed proposed restrictive corridors around the Continental Divide Trail. For the GMUG Plan Revision, the TPA has been involved in the public process during the development of the Forest Assessment Reports. These reports will support the development of the GMUG Forest Plan Revision during the next phase. The TPA has submitted specific comments regarding these reports and the TPA anticipates a draft GMUG Forest Plan Revision in the near future.



**The TPA is a volunteer led organization and is supported exclusively by donations to fund the work of “saving our sport”. 2018 and the future will continue to demand collective teamwork, vigilance, resolve and dedication from all OHV enthusiasts.**

For more information about the TPA:

**[coloradotpa.org](http://coloradotpa.org)**



Advocate

# FOR IMMEDIATE RELEASE

## OUTDOOR RECREATIONAL SPENDING DOMINATED BY MOTORIZED USAGE

### Conclusions of Dept. of Commerce Research

Denver, CO, February 14, 2018 - Department of Commerce research commissioned by Secretary of Interior Sally Jewel to determine the value of outdoor recreation as part of the Gross Domestic Product was released today. The research identified that outdoor recreation accounted for 2% of the GDP or more than \$371 Billion in spending annually and that this value was steadily increasing from 2012 to 2016.

This research further concluded that motorized spending was the dominant portion of spending for recreational activity, and almost exceeded all other spending sources combined. This research provides the following breakdown of spending:



“ORBA representatives were always aware of the strong relationship motorized recreation played in outdoor recreation but even we were surprised at the values established in the Department of Commerce Research. This is welcome information and will be very helpful in undertaking land management decisions on public lands moving forward and confirmed what many in the industry had believed for many years” said Fred Wiley, ORBA CEO/President. “Additionally, this information will be very helpful for communities that are targeting recreational activity to replace tax revenue that has been lost when other industries have moved out of the communities”

A complete version of the research is available here: <https://bea.gov/newsreleases/industry/orsa/2018/pdf/orsa0218.pdf>

If you would like more information about this topic, please contact Scott Jones, Esq. at 518-281-5810 or email at [Scott.jones46@yahoo.com](mailto:Scott.jones46@yahoo.com).



## What we do & who we are:

The Trails Preservation Alliance (TPA) is a 501(c)(3) nonprofit organization with its principal goal focused on preserving the sport of motorized single-track trail riding. The TPA regularly supports all forms of Off-Highway Vehicle (OHV) recreation. The TPA acts as an advocate for OHV recreation and takes the necessary actions to ensure that both the U.S. Forest Service and the Bureau of Land Management allocate a fair and equitable percentage of access to trail riding on public lands, educating user groups on trail etiquette, and supporting the establishment and operation of local, off-road motorcycle clubs.

### **Promotion of the “multiple use” of public lands concept:**

The Trails Preservation Alliance is committed to the concept of multiple use of public lands. Going back to the 1950s, the USFS, under the tutelage of Dr. Richard McArdle, formally acknowledged the importance of maintaining a balance between disparate uses of public lands.

In keeping with the USFS moto “The Land of Many Uses,” TPA strives to work with state and federal land managers to accommodate ALL users of public lands. With growing demands placed on a finite public resource, TPA works hard to ensure that all users, commercial, agricultural, and recreational, respect the rights of others to use the land in ways that are consistent with the multiple use concept.

## What is saving the sport worth to you?

Donate Today at:

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