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FOR THE LIFE OF ME I don't understand how a small group of like minded citizens can band together and destroy the livelihoods of so many. I mean, sure, recreating is fun; but let's be real. Shutting down half the camping access at Oceano Dunes, California, will cost locals over $100 million a year and the rest of California parks more. That's the stuff business lobbying dreams are made of! A couple of guys in $6,000 suits wink and nod and next thing ya know the government is imposing some regulation on behalf of the $6,000 suit guys that will KILL their competitors!

I wanna tell you a story from, what is now a bizarre part of my life (land access advocacy), in hopes that you'll be as angered as I am.

It was starting to feel like Christmas in Oceano Dunes. The lobby of the Quality Inn in Pismo Beach (we stay there a lot for these never-ending regulatory meetings) had the Christmas tree decorated and lit. Having grown up in Utah and Idaho, it's always strange to feel 75 degree weather and hear Burl Ives on the radio. All things being equal, it was a nice time to be spending time in one of the Golden Coast's best kept secrets.

But all things are not equal. Despite everything that makes an area like Pismo Beach pleasant, I was on my way to the billionth meeting of the year (It's California, there is a meeting to discuss the meeting that discussed that meeting before they enact some absurd rule!) and the culmination of an effort to shut down Oceano Dunes State Park for off-roaders, campers, wheelers... It doesn't matter what you call yourself, the new royalty of Nipomo Mesa doesn't want you there. They really don't. They hate "duners". They hate camping. It's a whole thing.

The meeting was held in the local library. As I entered the building I grabbed my neon #savethedunes sticker and stuck it on the chest of my jacket. I met with several allies before the beginning of the meeting, Cal4Wheel, Jerk Off-Road Pirates, CORVA, business and residents that care (by the way- contrary to what they will tell you not all of our supporters spoke English, si se puede people!).

The purpose of the meeting was for the
county’s Air Quality Control Board (APCD) to hear from California’s Department of Air Quality and the California State Parks to learn how they plan to abate the dust emissions in the area through a closure of a popular riding and camping area on the dunes.

The arguments were predictable. The science was debatable. Emotions ran high. I had seen all of these characters before in different parts of the country in different fights. This was one of those fights where the outcome was already decided and the public meeting was more of a formality. This was going to end up in a closure - an unprecedented closure that would devastate the local economy, undermine the State Parks, and hurt countless families.

We had an ace up our sleeve. We had developed a plan to install fencing around the perimeter of the dunes that would lower dust emissions by 65%+ by the best company in the business! These worked all over the world solving sand problems just like this! This same fencing has been used around the world in desert cities like Dubai that literally sit on the edge of a sea of sand and make them not just habitable but luxury destinations to live and work. The best news is that the solution would cost a fraction of what had already been spent fighting and studying the issue over the last several years. Less than studying! This is great right?

Even with the presentation of this perfectly reasonable plan, the APCD still voted for a partial closure of the dunes. This will amount to more than $100 million in losses per year to the community (now who is gonna make your latte?).

As I write this, I’m driving back through Utah to meet with groups in Salt Lake City for similar...
fights. It’s raining in the valleys and the mountains are hidden in storm clouds. In late November, we all know what that means. Snow!

Certain ranges are forecast to receive 1-2 feet of white powdery snow. Man it would be nice to be trucking those snowmobiles up above the tree line somewhere and blasting across the open country. Give them 5 years, that’ll all be gone too.

As tempting as it sounds to escape from the madness that is often so oppressive in California that you can’t breathe, I can’t stop thinking about my friends down there who don’t have a snow-covered mountain to which they can retreat. Or how they’re going to support their families? I woke up this morning to message after message- “what should we do?” “Any way to win this?” I’m still thinking that through. I’m wading through the disappointment of this crazy decision while trying to be an employment agent to good friends.

This is a fight where there is no retreat. All we can do is fight. So I’ll be spending the coming weeks and months fighting more than riding.
THE BLUERIBBON COALITION supports and champions responsible multiple use of public lands. Multiple use includes sharing trails between varied recreational users and resource based industries where appropriate. Any restrictions on multiple use should be based on scientific analysis, public input and specific needs of the locale.

This statement was developed by our BRC board of directors many years ago as one of our “official” positions. We wrote this position down, agreed it was worthy and decided to defend it where we could.

We have learned some things over the years. It is still a worthy position. We should not try to educate people before we have learned what they already know.

Multiple use means always trying to avoid limiting access to a specific population. User groups do more than use, they give back.

Parks don’t exist in a vacuum. Decisions regarding Parks will spill over into surrounding lands. We have watched the Forest Service become more like National Parks and the Bureau of Land Management become more like the Forest Service.

Don Barry of the Department of Interior many years ago told us every recreation use should be accommodated somewhere on some land.

We can’t be afraid to change what we are doing in response to new information.

Crowding doesn’t necessarily reduce satisfaction.

It is sooooo important to learn the lingo so we can ask the right questions. Language like “Desired future condition,” “Limits of acceptable change,” “Coefficients and Carrying capacity,” “Ecosystem Management,” and “Sustainable recreation.” And the list goes on.

There are many more lessons that could be recalled but the very big one is this: We must stop fighting among ourselves. There are those out there who would love to see us gone from the landscape, no more jeeps, no more bicycles, no more side by sides, no more snowmobiles, no more jet skis, no more motors and no more wheels or tracks. We are making their job so much easier by fighting among ourselves. Soon they won’t have to do anything, we will have done it to ourselves.

Together we have a chance to prevail. Are we so different we cannot find common ground? I don’t think so.

THE PRESIDENT’S DESK

by JONI MOGSTAD

SHARED USE

Parks don’t exist in a vacuum. Decisions regarding Parks will spill over into surrounding lands. We have watched the Forest Service become more like National Parks and the Bureau of Land Management become more like the Forest Service.

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GREGORY A. MUMM, former board member and Executive Director of the BlueRibbon Coalition (BRC), passed away on October 2, 2019.

Greg is remembered as a strong voice for recreation during his time on the board and for his leadership in difficult times. During his tenure as Executive Director (from 2005 to 2013), BRC accomplished many things despite its shrinking budget.

Some of these include significant victories involving the Forest Service Roadless Rule, eliminating the Ninth Circuit's limitations on nonfederal parties' involvement in environmental lawsuits, and in protecting and enhancing access to areas ranging from Yellowstone National Park to the Superior, Eldorado and San Juan National Forests. Greg also made a concerted effort to reach out to members, supporters and clubs, culminating in his "Turn the Tide Tour" in 2012 (a long and arduous journey around the continental United States on his motorcycle, where he met with numerous clubs and interested parties in person).

It was through his work with the Toyota Land Cruisers Association that Greg Mumm became involved with BRC. He also served on the Board of Directors of the Off-Road Riders Association and was past president of the Dakota Territory Cruisers.

Those who worked with Greg have numerous fond and respectful memories of the man...

"I remember, as a board member, Greg became aware that our website was hosted on another organization's server at no charge," Mary Jo Foster — Administrative Director/Chief of Staff for BRC recalls. "This was very generous, but it meant that making any changes was complicated and time consuming. Greg went out and singlehandedly raised the money for BRC to purchase our own server. As our Executive Director, he knew that the Internet was going to be important to our future path."

"Greg truly cared about BRC's mission and his staff. Not only has the access community lost a great advocate, I am saddened to have lost a great friend as well," said Travis Poppe, former BRC Web/IT Specialist. "Not shy and true to his convictions, you always knew where he stood on the issues. Greg had a very difficult job as Executive Director, but he did it because it was important to him. He will be dearly missed by many."

"Greg was a really involved member of the [BRC Board of Directors] during his time there," said Michael Patty, Publications Editor with BRC. "We served on a couple of committees together, where his sharp mind and 'no nonsense' approach was a breath of fresh air. When he went on to become Executive Director, it was an honor to work under his leadership. He went at it with tenacity and dedication that I just had to admire."

Greg was an outstanding leader and recreation land use advocate. He will be remembered for his contributions long after his passing.
THE LEGAL CORNER

By BlueRibbon Coalition/Sharetrails Legal Committee Chairman

JOHN STEWART

Vice President of the BlueRibbon Coalition/Sharetrails.Org
Director of Environmental Affairs, United Four Wheel Drive Assn.
Natural Resource Consultant, California Assn. of 4WD Clubs
KEEPING TRAILS and areas depends on access. Keeping that access depends on land management policies and procedures, which depend on environmental issues and concerns. Those environmental issues and concerns are reviewed through NEPA.

So, what is “NEPA”? NEPA, the National Environmental Policy Act, became law on January 1, 1970, and is the basic national charter for protecting the environment. Ten years in making, NEPA is the controlling guidance for federal agencies for virtually any activity undertaken, funded, or permitted that affects the environment. All federal agencies are covered by NEPA and share some common procedures; however, each agency has different specific rules defining their NEPA process.

▶ Key Point: NEPA applies to any activity for all federal agencies

NEPA establishes a process that outlines federal agency responsibilities and guides public involvement. NEPA applies to “major federal actions”. The term “major” applies to the significance of the impact on the environment. NEPA is the process of assessing the impacts of actions on the physical, biological, and human environment. NEPA provides for notification by federal agencies that an action will be proposed. It provides for public involvement in the decision making process. And, NEPA provides a strict timeline for and documentation of the federal decision making process.

▶ Key Point: NEPA is a process that includes notification rules, public involvement in decision making and timelines for decisions.

While NEPA applies to federal actions, certain nonfederal activities that require a permit, regulatory decision, or federal funding may be subject to NEPA. The NEPA process starts with a planning process for a proposed agency action, often advertised in the Federal Register. During this step, the agency develops a general description of the proposed action.

There are four main objectives in this step: 1) collect information and document the area; 2) determine the objectives of the planning effort; 3) develop a timeline and budget for the plan; and 4) identify stakeholders.

At this stage, the public has an opportunity to become involved in the planning process and express comments and concerns about the proposed action. It is not necessary to wait for a formal announcement of a proposed action to become involved. Comments and concerns from the public may be submitted at any time and may be used to develop proposed actions. Members of the public should be presenting data and
proposals to the agency, as well as compiling information about what the agency should be looking at during the planning process.

▶ Key Point: the public can and should be involved as early as possible in any project affecting their area of interest. Do not wait!

A review of the proposed agency action and public comments and concerns may lead to a “Categorical Exclusion” or other exemption authorized by Congress. It can also lead to a need for further review through an Environmental Assessment (EA) or Environmental Impact Statement (EIS).

The term “Categorical Exclusion” (CatEx) is applied to actions that do not individually or cumulatively have a significant effect on the environment: typically small, routine actions. As always, exceptions do occur. Categorical Exclusions are not applied in proposed actions that affect wetlands or threatened and endangered species.

▶ Key Point: CatEx’s apply only to small routine projects.

An EIS is required if the proposed action has the potential to “…significantly affect the quality of the human environment”. If the proposed action does not meet the criteria for Categorical Exclusion or other exemption, it is reviewed to determine if an EIS is required. The Environmental Assessment is used for this purpose. Often, the EA is used help the agency determine if the impacts of the proposed action will be significant. The EA will document the need for an EIS or document and justify a Finding Of No Significant Impact (FONSI).

▶ Key Point: the EA leads to the decision of whether a EIS or a FONSI is appropriate.

The EA contains a brief description of the proposed action, reasonable alternatives, and the probable environmental impacts. The EA must consider cumulative impacts when determining that a proposed action significantly affects the environment.

The agency is required to provide public notice of availability of EA documents. Each agency has their own regulations concerning the public notice (scoping) requirements. A “scoping period” is not required to prepare an EA. Often, agencies will use a scoping period to define alternatives to a proposal or determine significant environmental impacts.

▶ Key Point: The scoping period is when the public has their say.

The EA will end with a FONSI or a determination that an EIS is required. A FONSI describes why an action not otherwise excluded will not have any significant effects on the environment. The NEPA regulations do not prescribe a public review period for a FONSI. In certain circumstances, the agency must
make the FONSI available for at least a 30-day public review. As with an EA, the agency is required to provide public notice of availability of FONSI documents.

► Key Point: all documents in NEPA require notice and most require public involvement.

An EIS is required if the proposed action has the potential to “…significantly affect the quality of the human environment”. For an action to “affect” the environment, it must have a causal relationship with the environment: direct, indirect, or cumulative. An EIS is required to provide a full and fair discussion of environmental impacts of proposed alternatives. The EIS contains a full description of the proposed action, reasonable alternatives, and the probable environmental impacts that would avoid or minimize the adverse impacts of the proposed action.

► Key Point: the EIS describes the proposed action, the alternatives and the impacts.

NEPA regulations provide for three types of EISs: 1) Individual proposed action, 2) “Programmatic” on broad federal actions, and 3) Legislative.

The “Individual Proposed Action EIS” is specific to single proposed action. The “Programmatic EIS” applies to such issues as adoption of regulations, policies, or plans. The “Legislative EIS” is prepared for proposed legislation. As previously stated, an EIS is required if the proposed action has the potential to “…significantly affect the quality of the human environment”. The Individual proposed action and Programmatic EISs are the most common types prepared by federal agencies or public lands managers.

The NEPA process for an EIS begins with publishing a Notice of Intent (NOI) in the Federal Register. The NOI is the official agency public announcement that a proposed planning effort is starting. During this part of the planning process, the agency solicits public input to identify major resource issues to be addressed in the proposed plan. At this point, the public will have at least 30 days to provide comments pertaining to the area to be addressed in the plan.

► Key Point: the first step of an EIS is the NOI which allows at least 30 days for public comment.

The first step, the scoping period, is the first formal opportunity for the public to participate in the NEPA
planning process. At this time, public meeting dates may be scheduled during the duration of the scoping period. During the scoping period, you can provide written comments that identify key issues and concerns, identify current or expected uses that can contribute to cumulative impacts on the environment, and identify actions that can lessen expected impacts to the environment.

► Key Point: after the NOI, Scoping begins, and the public has its first chance to get involved.

It is very important for members of the public to participate in the scoping stage of the planning process. Frequently, the scoping period will introduce travel management plans. It is important to include any data on existing or incorrectly identified routes to be included in the final stages of the planning process.

The scoping period will define the social, economic, and environmental issues, develop reasonable alternatives, and define mitigation measures. The agency will use this data to develop a draft EIS.

► Key Point: data and comments gathered during Scoping are used to develop the first draft EIS.

A major section of the draft EIS is the range of alternatives. An EIS is required to have at least three alternatives: 1) No Action Alternative; 2) Agency Preferred Alternative; and 3) an Environmentally Preferred Alternative.

The “No-Action Alternative” provides the point of reference for comparison of the environmental affects of the other alternatives. The “Agency Preferred Alternative” is the one that best fulfils the agency mission and statutory responsibilities considering the identified social, economic, and environmental issues. The “Environmentally Preferred Alternative” is the one that best promotes the national environmental policy expressed in NEPA. Generally, this alternative causes the least damage and best protection to the environment.

► Key Point: all the possible alternatives must be presented in the EIS.

Depending on the complexity of the proposed action, additional alternatives may be provided. In addition, members of the public have the option to develop and submit their own alternative for consideration.

Each alternative is reviewed and compared using a scientific and analytical basis to determine the environmental effects and any adverse effects that cannot be avoided. In general, the effects include direct, indirect, and cumulative effects, conflicts with laws or other plans, and social and economic effects. As noted, the alternatives must provide a “reasonable” range of alternatives and a scientific and analytical comparison of the alternatives. And, measures to
mitigate adverse environmental impacts must be included in the comparison review.

Once complete the draft EIS is released for a minimum 45-day review and comment by members of the public and other federal, state, and local government agencies. Comments should specific and relevant to the proposed action. In general, comments should identify incomplete or incorrect information, offer a new idea or alternative, or describe why an alternative or element would or would not work.

The draft EIS and all comments are reviewed and used to develop the Final EIS. The intent of the NEPA process is to help agencies make decisions passed on an understanding of environmental consequences. The data contained in the draft EIS and the public comments are used to develop final actions that protect, restore, and enhance the environments.

Key Point: The data contained in the draft EIS and the public comments are used to develop final actions that protect, restore, and enhance the environments.

NEPA requires that federal agencies disclose the environmental effects of their actions and identify alternatives and mitigation measures. NEPA does not require agencies to implement environmentally preferred alternatives or mitigation measures.

The final alternative must have been adequately discussed and evaluated in the EIS. Once selected, the agency will issue a Record of Decision (ROD) stating the final selected alternative along with a statement explaining the decision and factors considered during the decision process. Additional information such as mitigation measures and monitoring and enforcement actions will be included in the ROD. All documentation, including public comments received, becomes part of the official Administrative Record for the proposed action.

Key Point: after all this, a ROD states the final alternative.

Agency responsibility does not stop with the ROD. Every 3-5 years, the decisions documented by an EIS are required to be reviewed. Any new data can generate a new EIS or an amendment to the current EIS.

NEPA regulations provide for an administrative appeal process of the final decision. The exact process is detailed in the individual agency NEPA regulations.

NEPA contains no enforcement mechanism or authority. Enforcement of NEPA is through lawsuits brought by private citizens, special interest groups or state and local governments or agencies. Courts have recognized that NEPA does not impose a substantive duty on federal government to protect the environment. Instead, the courts have take the role of ensuring that the agency has adequately reviewed the environmental consequences and adequately documented the decision making process. Under a judicial review, courts are restricted to reviewing the official Administrative Record when determining whether a federal agency violated NEPA requirements. As always, there are exceptions.

Reference Sources:
• Mastering NEPA: A Step-by-Step Approach; Bass, Ronald E. and Herson, Albert I.; 1993
THE 2019 CLEAN SNOWMOBILE CHALLENGE had a total of 22 teams competing, 13 with internal combustion engines and 9 with diesel engines. Please note the Challenge dropped electric sleds due to safety concerns. I think Jay Meldrum, Director of the Michigan Tech’s Keweenaw Research Center, said it best in his description of this year’s very competitive event, “The competition is not about who finishes first ... it is a test of endurance, attentiveness to rules by riders, general performance, fun riding and environmental impacts.” And I again this year was judge for the Challenge.

Overall winner in the gasoline category: University of Wisconsin at Platteville ($1,000 from International Snowmobile Manufacturers Association). This year Platteville was the only gas-powered snowmobile to pass both emissions and sound standards; all the other 12 teams failed emissions or sound testing. So, we had only a first-place winner, University of Wisconsin at Platteville.

Overall winner in the diesel category: Michigan Tech University ($1,000 from Oshkosh); Second Place, South Dakota School of Mines and Tech ($750 from Cummins), third place Kettering University ($500). Winner of the Special BlueRibbon Coalition Award, For Most Practical Solution was the University of Wisconsin at Platteville. (See picture Jack Welch, presenting the Award on page 18)

As a representative of one of the founding organizations, I was honored to speak at the closing Banquet on Saturday evening.

And now for some history of the Challenge. The SAE Clean Snowmobile Challenge began in scenic Jackson Hole, Wyoming, at Flagg Ranch near the south entrance to Yellowstone National Park in the year 2000. The Challenge was created by Co-founders and organizers, Dr. Lori Fussell and Teton County Commissioner, Bill Paddleford. Their collective vision was to engage students from colleges and universities across North America to design, engineer and create -- using existing snowmobile platforms -- machines that would
resolve the growing concerns about the environmental effect of snowmobiles on Yellowstone National Park. The Challenge was in Wyoming for the first three years and Sharetrails.org/BlueRibbon Coalition (BRC) was one of the first sponsors and continues that sponsorship today. In 2003, as the Challenge grew in participation and public interest, it was moved to Houghton, Michigan, to the Michigan Technological University and for the last sixteen years has been hosted there. At Michigan Tech the Clean Snowmobile Challenge is an annual competition through SAE International, hosted by Michigan Tech’s Keweenaw Research Center and the Department of Mechanical Engineering – Engineering Mechanics. The events and tests are held north of Houghton at the Keweenaw Research Center, where student teams run a gamut of tests ranging from a 100-mile Endurance Run to oral presentations to noise and emissions measurements. They compete in two categories: internal combustion and diesel utility class.

During the Challenge’s time at Michigan Tech University, BRC has had two representatives. Kay Lloyd, a BlueRibbon Coalition Founder and Board Member and Past President of the Coalition.

And now for two quick flash backs from the 19 years of the Challenge.

The first is a story of my early years at Flagg Ranch in Wyoming on the edge of Yellowstone National Park. The year was 2001 the second year of the event. I was assigned to help the team from the University of Alaska at Fairbanks, Alaska. The team shipped their machine to the Salt Lake City Airport and rented a truck to bring the machine to Flagg Ranch. When they arrived, I saw them finish the assembly of their Arctic Cat snowmobile with a 4-stroke engine out of a Chev Geo vehicle. They started the machine and all it did was idle. They gave it gas and it quickly stalled out and quit. Since it was a vehicle engine, I asked do you have the dashboard to read the trouble codes from the Geo’s computer? They did, we got the codes and called the local Chev Dealer in Jackson Hole, Wyoming, and the tech helped tell the students how to fix the issue and the Alaska Team was able to compete in the Challenge events. Quite a interesting solution!

The second flashback is from Kay Lloyd, who recalls that, “The BlueRibbon Coalition has always been my guide for involving others. For many years I was the Scholarship Chair for the Washington State Snowmobile Assn. And from that came my enthusiasm for working with our youth. Therefore, when the opportunity presented itself to go as the BRC Representative to the Clean Snowmobile Challenge as a Judge I responded to the challenge. And for four years I enjoyed serving”. As a judge, Kay pointed out that she became good friends with the Team from the University of Idaho, and since then one of those students, Tony Keys, has graduated and moved to Washington and become involved with Washington State Snowmobile Association (WSSA) as a District Chairman. Kay closed her story by stating “Life is rewarding when you ‘pay it forward!’

As a judge at this year’s SAE Clean Snowmobile Challenge, I was pleased to join in and help. It was great being part the formative years of the Challenge which started in 2000. I look forward to judging again at the 20th Challenge in 2020.
Hello, if your reading this, you might be a little like me. My name is Christopher Moore, I’m from Fresno, California, and I love the mountains.

As far back as I can remember, I have gone camping and off-roading with my family, which includes my father, grandfather, uncle, brother, not to mention the adopted off-road family that helped raised me. I started on the trail with my Dad at only 6-months-old on the trail, still in diapers. I don’t really remember much but he talks about it all the time.

Between my Grandpa, Dad and fellow wheelers who educated me on everything from picking a line when crawling an obstacle, to cleaning the camp better than we found it, to basic respect for nature and life, and how to be a proper man.

I started driving my Grandfather’s 68 Toyota Landcruiser when I was 10 years old at Clear Creek at the Molina Ghost Run. The Ghost Run has been shut down for a number of years but we are fighting hard to get it back.

Dad had a Jeepster Commando and we would go to events and trips to wheel up and down California for years creating great memories I cherish to this day. Later, Dad and grandpa both sold their toys and bought new Jeep Wranglers. They wanted hard tops, doors and AC, who could blame them. We re-built those Jeeps from scratch every weekend with new parts and upgrades added to make them more capable.

When I turned 15, I was given a truck which
I could keep or sell for another car, so I went on Craigslist and went found my first Jeep Wrangler 1988 Jeep VJ.

Blood, sweat, tears, all my hard-earned money and a few weeks later I had a capable rock crawler. My grandfather got to a point where he could no longer go on the trails and gave me a choice to make. Go to college, get straight As and my 04 Rubicon is yours and you give yours to your brother.

So to school I went, with straight A’s and almost perfect attendance. Only reason I didn’t get the perfect attendance was a buddy broke a gear box on the Rubicon and needed rescue, so I had to help, I mean, come on, a Rubicon trip, sign me up.

Fast forward 5 years and 100 plus runs later, I just finished high Sierra Poker Run with my dad, brother, little cousin and new wheeling family including BRC. Grandpa’s jeep aka Waldo (his high school nickname) did amazing as always and his evil brother will be ready sometime within the next 2 years Coil Over LJ on one ton.

If this sounds like you and you can relate, I would appreciate your help fighting to keep our trails open and our way of life alive. Join us and support the people who protect your sport.
WELCOME to Pennsylvania’s 5500 miles of snowmobile trails. PA has a mix of scenic trails on State, Federal, Game Commission and Private Land. All are open to snowmobilers who have a current registration sticker displayed on the sled and insurance. The PA registration fee remains at $10. There are no trail permits. Currently the Pennsylvania State Snowmobile Association (PSSA) is working with local legislative representatives to research ways to increase this fee.

PSSA welcomes over 32,000 potential riders every year. As you can imagine the economic significance is over $132 million. Snowmobile recreation is the life-blood of small towns and rural areas in the winter.

A great way to experience the varied scenery of PA is by snowmobile.

Check out our website at www.pasnow.org. Under the “Directories” tab you will find a map of the entire state, click on an area and information concerning the area with contacts will appear. It is advisable to contact the club where you are going to ride.

Great riding opportunities can be found throughout the State. Several great places to ride are: in the North East – Northeast trail system; Central – Potter County; NorthWest – The Allegheny National Forest (ANF); and the West- Erie County. Continue to the South – east of Pittsburgh is the Laurel Highlands trail system and to the South Central - Glendale Lake. The center of the State contains the PA Wild’s area. All are worth the trip to ride.

Recently the PSSA Board upgraded the “Keystone Snowmobiler” magazine to digital format. This format allows PSSA to reach many more people. It is always on our website. Check it out.

Our snowmobile clubs are the backbone of the snowmobile trail system. Club volunteers maintain
and groom over 2000 miles of trails. Many of these are on private land open to the public. Youth Safety Classes are still held at several clubs. Help support the clubs where you choose to ride.

Recently PSSA contracted with “Video Mike” to produce videos of several riding areas in the state. You can find them on:

https://youtu.be/adRBGnP9xM  
#1 Marienville PA  
https://youtu.be/jt3LaJuSAoc

#2 Cameron PA  
https://youtu.be/6z10aeXM7Fk

#3 McKean County  
https://youtu.be/gLgktdy0HRI

#4 Somerset PA  
https://youtu.be/m6EvDtrPiis

These videos will also be reposted on SnowTrailsTelevision Facebook page.

We are currently looking for sponsors to promote videos for the PA Wild’s and Erie County areas.

PSSA recently held its annual Powersport Show in Lebanon, PA. This is a major fundraiser for the Association. Volunteers came from Ohio, Maryland and PA. Funds realized are used to help improve the snowmobile experience in Pennsylvania.

PSSA in cooperation with the Department of Conservation and Natural Resources provides “mini-grants” to qualified clubs to help with trail maintenance and grooming expenses. The total amount contributed in the last 7 years is over $550,000. There are over 50,000 volunteers hours associated with these grants.

A sign of good health is new growth – we recently added a new club to our snowmobile family. This club was formed in an underserved area of Bradford, PA. The club will help with grooming the northern section of the 330 mile ANF snowmobile trail system from the NY line to Westline in PA. A connector trail is also being planned with the cooperation of the Bradford water authority.

PSSA is always seeking new members, advertisers and donations.

We are a member of the American Council of Snowmobile Associations, United Snowmobile Alliance and the BlueRibbon Coalition.
IN 1926, CONGRESS PASSED A LAW called the Recreation and Public Purposes Act. This law authorizes the federal government to convey 25,600 acres of land managed by the Bureau of Land Management to a state, or a state’s political subdivisions (e.g. counties and municipalities), or non-profit associations.

There are limits to the acreage that each of the eligible entities can ask for, but each year these eligible entities can ask to withdraw these lands from the federal estate and manage them at the state and local level.

Not surprisingly, there are strings attached for those who want to use this act to improve the recreation amenities within a state. First of all, the federal public land must stay public and be used for a clearly defined recreation or other public purpose. The federal government has a right to take the land back if those who ask for the land fail to manage it according to their plan. The withdrawals must comply with already approved management plans. Also, lands already designated as national parks, national monuments, national forests, and national wildlife refuges are not eligible to be transferred.

Many western states have millions of acres of BLM land that are eligible for withdrawal through the Recreation and Public Purposes act. The outdoor recreation industry is also one of the fastest growing industries in the region, and OHV users create some of the largest economic impacts from outdoor recreation industry.

Despite the economic success of the outdoor recreation industry, the average number of acres that are asked for each year from the Recreation and Public Purposes Act is small. In Utah, for example, the state and its subdivisions ask for on average only 300 acres. Utah and other western states should be asking for their full allocations of almost 26,000 acres every year to support the growing, vibrant outdoor recreation industry in their states.

Many members of the outdoor recreation industry have thrown their political weight behind large National Monument designations created through the Antiquities Act. Because national monuments inevitably restrict use and create additional rules and regulations that hurt members of the outdoor recreation industry and the customers they serve, national monuments are justifiably controversial. An unnecessary rift has developed between the outdoor recreation industry and the political leaders who could help the industry thrive. It’s time for western states to demonstrate that there is a better path forward to create an
unrivalled, world-class destination for everyone who wants to recreate in the West.

Because the Recreation and Public Purposes Act defines hard limits on the amount of acres that can be transferred, it can never be abused like the Antiquities Act. In fact, it would take almost 100 years of a state maximizing its allocation of land under this act to take control of the same amount of land in some of our largest national monuments. Unlike controversial unilateral designations made by the President of the United States, state, local, and federal government officials can work with non-profits to identify small pieces of land that can be allocated for a wide range of recreation uses each year. The result will be growth in recreation amenities that is slow, steady, sustainable, and meaningfully includes decision-makers at every level of government in every corner of the state to ensure maximum levels of public support. The OHV community and non-profits like BlueRibbon Coalition/Sharetrails are uniquely positioned to play a leading role in such an effort.

The amount of federal land in the West is so vast that even the most competent and most well-funded federal agency would never be able to give the amount of attention and stewardship required to maintain access for an industry that is measured in tens of billions of dollars. In order to properly care for these lands we need to share the burden, share the cost, and eventually share the wealth that will result from properly managing these lands.

The Recreation and Public Purposes Act creates the perfect opportunity for elected officials in the West to manage more of the land in our state as equal partners with the land managers in the federal government. Members of the OHV community should start working with elected leaders to do everything in their power to ensure that western states ask for and create viable plans to manage their full allocation of 26,000 acres every year.

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Proposed map for a new State Park in Five Mile Pass in Utah. The polygons labeled with a phase are BLM lands we would like to acquire through multiple eligible entities. [View this map online at https://sharetrails.org/spfmp]
by Spencer Gilbert, Exec. Director, BRC/Sharetrails

CLARK LEROY COLLINS was known for his advocacy work but he did the work because he loved the people. Not just some people, everybody. He kept trails open so that fathers could teach their kids how to ride, and so that mothers could do the same! Not for the sake of riding but to build lifelong relationships. Seeing Clark angry was an experience. Not a bad one, a learning experience. You actually felt better after he talked with you, not at you.

Family was absolutely everything to Clark. Children, nieces, nephews and everyone else that crossed his path seemed to make it into his list of favorites!

When we started this project of deciding how we would be a new BRC, we decided quickly that it would be best to return to basics. Start fighting harder, giving more and making sure we don't lose our way. We figured if it were good enough for Clark, how could we go wrong.

I remember Clark as a kid. When I was in junior high, he spoke to a class of mine about politics. I assumed he was the governor. He seemed ten feet tall, at least that's how he carried himself. When I was older, I would see him in the lobby of Senator Craig's SE Idaho office answering land questions for the comers and goers. I know for a fact that if he had had great political consultants, he could have been a 20-term congressman. He could have gone to Washington and run the tables.

But then again, that would have meant less time with his wife and children- and that my friends would have been a no go. That and the minute someone asked him to compromise on some value, he would have...well, he would have said no!

We loved him and he loved all of you!

ABOUT CLARK COLLINS...

Clark Collins had a long and storied history of advocating for the rights of off-highway vehicle (OHV) riders, from the creation of the public land-access group the BlueRibbon Coalition (BRC), to building regional and national coalitions among all trail users, to his instrumental role in the passage of a federal law to dedicate user-paid monies for trail funding.

Born on Dec. 19, 1941 in Idaho, Collins caught the motorcycling bug while serving in the Navy in 1962 when he and a friend rented a Vespa scooter in Rome, Italy.

"It's a wonder we weren't killed," Collins recalled. "I learned to ride that thing on busy streets. When I got out of the Navy, I wanted to get a motorcycle. I started out on an 80cc Suzuki and...
worked my way up to a more serious dirt bike, a 1964 Bultaco Matador."

In Idaho, Collins raced cross country. Then, when he saw local riding areas threatened with closure in the 1980s, he focused his energies on advocacy for OHV riders. His concern about trail closures led to his creation of the BRC in 1987, a national non-profit organization dedicated to protecting responsible recreational access to public lands.

The BlueRibbon Coalition (BRC) "started because a bunch of politicians were supporting a Wilderness designation for one of our local riding areas," Collins says. "I got together with a bunch of other OHV enthusiasts, and we turned around all of the political support for the Wilderness designation—except for the governor. An aide kept telling me he wasn't backing away from it, but I finally got a chance to meet with him. He told me to my face—He said, 'You folks are politically insignificant.' He used just about those words. I thought maybe I needed to do something about that."

That governor decided to run against U.S. Sen. Steve Symms (R-Idaho) in 1986 and Collins decided, as a result, to organize OHV riders to help Symms in his re-election bid. Symms earned his re-election, and the BRC was officially born in 1987.

In 1990, Symms remembered the help he got from the OHV riding community, which prompted him to introduce, and fight for, the National Recreational Trails Fund Act at Collins' request.

The National Recreational Trails Fund Act, also known as the Symms Act at the time, became law in 1991. That program is now called the Recreational Trails Program (RTP), and it is considered to be one of the most important and beneficial laws for OHV riders ever passed by Congress.

The RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the U.S. Transportation Department's Federal Highway Administration (FHWA). The RTP program benefits hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

The RTP funds come from the federal Highway Trust Fund and represent a portion of the federal motor fuel excise tax collected from non-highway recreational fuel use. In other words, taxes generated by fuel used for OHV recreation - by snowmobiles, all-terrain vehicles (ATVs), off-highway motorcycles and off-highway light trucks - fund the RTP for both motorized and non-motorized use alike.

The RTP funds are distributed to the states by legislative formula-half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each state.

"The lesson there was that you can influence the process," Collins says. "There are a lot of people who get frustrated when it comes to political process, saying, 'We can't affect what happens in Washington.' They don't even try."

In 2005 Clark Collins was featured in Outside Magazine as one of twenty people on their list of "Earth Shakers: The counter-enviro power list."

Collins retired as executive director of the BlueRibbon Coalition in 2006. But he couldn't stay away from fighting for OHV riders' rights for long. In 2009 he began working with ATV organizations in Idaho, serving as president of the Idaho State ATV Association.

Collins was inducted into the AMA Motorcycle Hall of Fame in 2010. He remained involved in the BlueRibbon Coalition/Sharetrails until his passing on November 30th, 2019.

To view the full obituary of Clark Collins, visit: https://www.legacy.com/obituaries/idahostatejournal/obituary.aspx?n=clark-leroy-collins&pid=194642231&fhid=24605
THE INTERNATIONAL SNOWMOBILE MANUFACTURERS ASSOCIATION (ISMA) is a non-profit organization of the snowmobile manufacturers which began as an off-shoot of the International Snowmobile Industry Association (ISIA) in 1995. ISMA exists to represent the snowmobile manufacturer members (Arctic Cat, BRP, Polaris, and Yamaha) on many collective issues such as Safety, Emissions Standards, Production Certification Standards, Snowmobile Sound Testing, and more. In addition to the many regulatory actions, ISMA is involved at the Federal Level in the United States, Canada, and Europe on national issues of concern. ISMA is also involved in Land Use and Access guidelines, the overall promotion of snowmobiling as a great economic activity generator for rural communities in the winter, and a great winter family activity.

The members, through ISMA, support the American Council of Snowmobile Associations (ACSA), the Canadian Council of Snowmobile Organizations (CCSO-CCOM), BlueRibbon Coalition, the Canadian Avalanche Association, and the US Avalanche Safety training programs through Friends of the Forests who promote and teach avalanche awareness in the western part of the United States.

A noteworthy activity of the organization began in the year 2000 when the Clinton Administration closed all National Parks to snowmobiling as a result of the actions of the Fund For Animals in Yellowstone National Park. The actions taken by ISMA resulted in legislative action taken by the US House and Senate rescinding the closure order signed by President Clinton. Following that order, there have been numerous lawsuits but the snowmobile community prevailed and snowmobiling is still allowed in the National Parks.

We worked with the National Park Service and the Department of Interior to establish guidelines for
Yellowstone National Park, and in the process developed an understanding/working relationship with the industry. Today, highly regulated snowmobile access into Yellowstone Park occurs every winter and is supported by the snowmobile manufacturers and the surrounding snowmobile communities.

The manufacturers are involved in ongoing interactions with the US Forest Service across America and with Land Managers in Canada to help maintain access for snowmobilers. ISMA supports State and Provincial Organizations in their hard work to maintain land access to snowmobile riding areas and that is accomplished through joint working relationships and financial support as needed for legal and regulatory support in the efforts.

ISMA has a Grant Program that is available to Snowmobile Association members of ACSA and CCSO. Those grants support land access issues, special snowmobiling rides, and many safety programs.

The Safe Riders! You make Snowmobiling Safe program was initiated in 1996 by ISMA and has grown throughout North America. Based on recent surveys, over 80% of all Snowmobilers understand the goals of the Safe Riders! campaign and the safe snowmobiling guidance the program promotes. Many safety classes are held nationwide, teaching safe snowmobiling to new and old riders alike. Recently the program has expanded in support of education for mountain riders and understanding avalanche safety while snowmobiling.

The snowmobile manufacturers, through ISMA are major sponsors of the International Snowmobile Congress (ISC) which is held annually at different locations throughout the North America. The ISC serves as an excellent platform and gathering place for all snowmobilers to join together and share ideas and make plans for future snowmobiling activities and rides.

ISMA is a founding member of the Outdoor Recreation Roundtable (ORR), a national organization promoting outdoor recreation interests in the United States. We are also members of an identical organization in Canada. ISMA serves on a working group committee in Europe, promoting and protecting snowmobile interests and regulatory guidelines.

The manufacturers are pleased to support the great family fun activity of snowmobiling and individually and collectively support the associations and clubs related to the sport.

For more information about ISMA, visit the following:

- [www.snowmobile.org](http://www.snowmobile.org)
- [www.gosnowmobiling.org](http://www.gosnowmobiling.org)
- [www.snowmobilesafetycertification.org](http://www.snowmobilesafetycertification.org)
TO START THE RECENT SNOWMOBILE SEASON, the Blue Ribbon Coalition/Sharetrails (BRC) was invited to be a part of the Colorado, Utah and Idaho Snowmobile Snow Shows.

The first show was October 6th and 7th in Denver, Colorado. This was the 33rd Annual Rocky Mountain Snowmobile Expo and again BRC was featured. I want to thank SNOW GOER magazine and the Colorado Snowmobile Association for inviting us. The second show was the Utah SNOWEST Snowmobile show held October 26th and 27th in Sandy, Utah. The third show was the Idaho SNOWEST Snowmobile Show held in Boise, Idaho. I want to thank SNOWEST for inviting us to the Utah and Idaho shows.

All three shows featured the new 2019 snowmobiles from the four manufacturers, Arctic Cat, Polaris, Ski-Doo and Yamaha. In
addition, aftermarket products, resorts, lodges, trailers and destinations for snowmobilers were featured.

The booths were staffed by BRC’s National Snowmobile Ambassador, Jack Welch, along with BRC Executive Director Spencer Gilbert and Policy Director Ric Foster. Featured at the shows was the latest information on BRC Legal Action program. The Legal Action Program has helped maintain snowmobile access to Yellowstone National Park for the last 18 years. In addition, this year at all three shows BRC leaders distributed the latest available update on the 2018-2019 Non-commercially guided access program for Yellowstone National Park.

One of the highlights of the three snow shows was that Spencer and I had the opportunity to meet with John Prusak, Editor of Snow Goer Magazine that puts the Expo on each year. Also, at the Idaho show Spencer and I spoke with SNOWWEST Editors Lane Lindstrom and Steve Janes about issues facing snowmobiling including the ongoing efforts to maintain and improve snowmobile access to Yellowstone National Park. We also discussed the latest Winter Wildlands Alliance and other anti-groups actions on Over Snow Vehicle (OSV) and Forest Service Travel Management Planning process. In addition, we talked about the ongoing efforts to limit snowmobile access in California National Forests based on snow depth. Watch for more information on these issues at the BRC website www.sharetrails.org (and on our dedicated website for Yellowstone Snowmobile information www.saveyellowstonepark.com).

In summary, the attendance at the Colorado, Utah and Idaho snow shows was up over last year and attendees were very upbeat about 2018-2019 season and hoped it would snow very soon and it did!
The Most Important Miles Are Yet To Come!

Donate Your Unwanted Vehicles & Support Recreation Access!

You can now help protect recreational access by turning your unwanted but usable vehicles into valuable contributions. Vehicles can be donated to Vehicles For Charity at any time, with proceeds of each donation benefiting the BlueRibbon Coalition/Sharetrails. The process is simple (see below).

- Donate cars, trucks, motorcycles, boats, RVs, snowmobiles, campers, trailers and more!
- Free pickup from your house or office, usually within 3-6 days
- Get an Income Tax Deduction

Call 1-866-628-2277 for more information or visit www.vehiclesforcharity.org/charities
(BE SURE TO LIST “BLUERIBBON COALITION” AS YOUR CHARITY)

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EMAIL ________________________________@ ______________________
PHONE _______________________________________

Check One: ☐ Renewal? ☐ New Membership?

Check One:
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☐ Lifetime Individual Membership ($600)
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