

SB0857 HB0866 Bill Support.pdf

Uploaded by: Ben Dunkerton

Position: FAV

My name is Ben, I am a long time Off-Road Vehicle enthusiast who enjoys MD ORV opportunities and I support SB0857/HB0866. This Bill does several beneficial things for the public. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports will help make sure end users can regularly provide input for the types of access they want to see and be assured the funds are going there. The second comes from the increase in funding. Sustainable trail development and maintenance can be expensive, and this will help ensure both can be done. Finally, is the expanded uses which would allow ORV to be the only user group self-funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

Thank you,

Ben Dunkerton

SB0857 HB0866 - RandT Motorcycle club.pdf

Uploaded by: Brian Holsonbake

Position: FAV



Hi,

My name is Brian Holsonbake. I am the President of the R&T Motorcycle Club located in Frederick Maryland. Our club has been active in Maryland since 1970. We currently have around 100 active members and almost 15 more in our new applicant process. Our club is focused on the promotion of family oriented and sustainable ORV recreation opportunities for citizens of Maryland and the surrounding areas.

As long time Off-Road Vehicle enthusiasts we support SB0857/HB0866.

This Bill does several beneficial things for the public. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports will help make sure end users can regularly provide input for the types of access they want to see, and be assured the funds are going there. The second comes from the increase in funding. Sustainable trail development and maintenance can be expensive, and this will help ensure both can be done. Last but not least is the expanded uses. This would allow ORV to be the only user group self funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

The passage of these bills is very important to us. If you have any questions please feel free to contact me.

Thank you,

Brian Holsonbake

R&T Motorcycle Club President

ORV LETTER.pdf

Uploaded by: Brock Twigg

Position: FAV

Hi,

My name is Brock Twigg, a long time Off-Road Vehicle enthusiast and I support SB0857/HB0866. This Bill does several beneficial things for the public. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports will help make sure end users can regularly provide input for the types of access they want to see, and be assured the funds are going there. The second comes from the increase in funding. Sustainable trail development and maintenance can be expensive, and this will help ensure both can be done. Last, but not least is the expanded uses. This will allow ORV to be the only user group self-funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

Thank you,

Brock Twigg

President

Twigg Cycles Inc.

SB0857_HB0866_Support_Cass Laux.pdf


Uploaded by: Cass Laux

Position: FAV

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Thank you for your support!

A red handwritten signature, possibly reading "D. [unclear]", written in a cursive style.A red handwritten signature, possibly reading "John [unclear]", written in a cursive style with a long, sweeping line extending upwards and to the right.

SB0857_HB0866_Support.pdf

Uploaded by: Craig Owings

Position: FAV

Hi,

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Thank you for your support!

Maryland Reps 02-27-2024.pdf

Uploaded by: Dave Hayes

Position: FAV



NSXSA

National SXS Association
712 H St NE Suite 128
Washington DC 20002
(814)525-9102
Dave.h@nsxsa.com

Maryland General Assembly
2/17/2024

Representatives,

My name is Dave Hayes, and I represent the National Side by Side Association. Part of our mission is to support safe and sustainable Off-Highway Vehicle recreation and Bill SB0857 does just that. Since the pandemic first started, motorized recreation has been the fastest growing segment of the outdoor recreational economy, and this Bill would help ensure Maryland can not only meet that demand for access, but do so sustainably. We regularly field questions from Marylanders looking for access throughout the State. This funding can be utilized to provide them a legal way to enjoy the outdoors close to home, while providing funding to make sure they know how to do so safely and responsibly.

Sincerely,

Dave Hayes

Legislative Liaison

Off Road Vehicle Support SB0857-HB0866 (002).pdf

Uploaded by: Dave Hayes

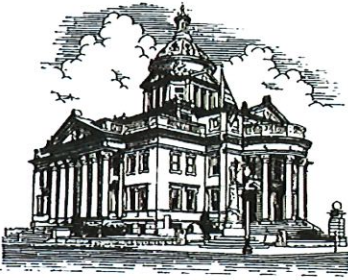
Position: FAV

SOMERSET COUNTY COMMISSIONERS

300 North Center Avenue, Suite 500 • Somerset, PA 15501

(814) 445-1400 • (814) 445-7991 Fax

www.co.somerset.pa.us



February 27, 2024

Brian K. Fochtman, Chair
Irvin H. Kimmel, Jr., Vice Chair
Pamela A. Tokar-Ickes, Secretary

RE: Off-Road Vehicle Support SB0857

Dear Senator,

We, the Somerset County Board of Commissioners would like to show our support, on behalf of long time Off-Road Vehicle enthusiast in Somerset County, for SB0857. This Bill will do several beneficial things for the citizens of Somerset County. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports, will help make sure end users can regularly provide input for the types of access they want to see, and be assured the funds are going to those areas. The second, comes from the increase in funding. Sustainable trail developments and maintenance can be expensive, and this will help ensure both can be done. Last but not least is the expanded use this will provide for Somerset County Residents. This would allow ORV to be the only user group self-funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

Improved infrastructure throughout Somerset County remains a priority of this Board of Commissioners. We would like to show our support for these bills and appreciate the actions that the Maryland OHV Association has taken. This undertaking by the Association, would be a quality project on behalf of the Commonwealth and ensure this rural town has the capacity to continue growing.

Sincerely yours,

SOMERSET COUNTY BOARD OF COMMISSIONERS


BRIAN K. FOCHTMAN, Chair


IRVIN H. KIMMEL, JR., Vice Chair


PAMELA A. TOKAR-ICKES, Secretary

SCBC/maw

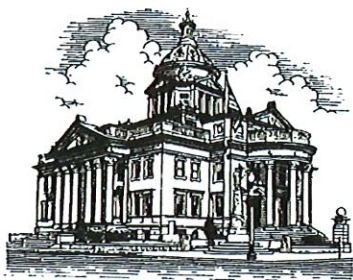
Cc

SOMERSET COUNTY COMMISSIONERS

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February 27, 2024

Brian K. Fochtman, Chair
Irvin H. Kimmel, Jr., Vice Chair
Pamela A. Tokar-Ickes, Secretary

RE: Off-Road Vehicle Support HB0866

Dear Congressman,

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Sincerely yours,

SOMERSET COUNTY BOARD OF COMMISSIONERS


BRIAN K. FOCHTMAN, Chair


IRVIN H. KIMMEL, JR., Vice Chair


PAMELA A. TOKAR-ICKES, Secretary

SCBC/maw

Cc

SB0857_HB0866 JR Testimony.pdf

Uploaded by: James Ratino

Position: FAV

My name is James Ratino and I am the President of Maryland Off-Highway Vehicle Alliance (MDOHVA). I have been volunteering as the President of this organization for over 5 years advocating for sustainable public and private Off-Road Vehicle (ORV) and multi-use recreation areas. It has given me the honor of meeting with legislators, like the fine sponsors of this Bill, riders throughout the State, and landowners. Once this legislation was submitted, I began consulting with our members and member organizations, and they support this Bill.

Throughout these years I have had the privilege of seeing the hard work the individuals at DNR put into developing Wolf Den Run State Park and Saint John's Rock, Maryland's only 2 ORV facilities. These two facilities would not exist without the initial passing of the Title Tax fund Bill in 2017 that fund the creation and maintenance of trails. I have also seen how general DNR funding does not always expand to enough to allow the general facilities and infrastructure to be fit out to accommodate these places. This Bill will address that.

This Bill creates an extremely novel approach, by allowing ORV enthusiast to be the only users group in Maryland self-funding their access. From the trails to the parking lots and campgrounds, this Bill will give DNR the funding and flexibility to fully fit out an ORV centered facility. Furthermore, this will cover the cost to ensure the public is aware of where they can legally enjoy their ORV, and be given the know-how to do so safely and sustainably; and allow diversity outreach efforts to non-English speaking families and riders.

We have also been following the demand for ORV access, and since COVID that demand has sky rocketed. Since Wolf Den Run SP has opened it has seen over 10,000 multi use-visitors. This include not just motorized recreation, but hiking, biking, hunting, and bird watching, without conflict, that have added approximately 2.5 million dollars annually to Maryland's outdoor economy. To help meet that demand and help achieve the 40% conservation goal by 2040, this legislation will allow DNR the ability to open private lands for public use. A model utilized in States like Maine, Vermont, New Hampshire, New York, Pennsylvania, West Virginia and Virginia - to name a few. That will increase public recreational access on properties like those primarily used for activities like logging, while contributing to MDs land conservation efforts. Expanding not just ORV recreation, but multi-use recreation as well.

On behalf of MDOHVA, the over a dozen Maryland ORV specific clubs and organizations that support MDOHVA, with their over 13,000 members, we support this legislation.

SB0857.pdf

Uploaded by: Josh Woehlke

Position: FAV

Hi,

I am a long time Off-Road Vehicle enthusiast and I support SB0857/HB0866. This Bill does several beneficial things for the public. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports will help make sure end users can regularly provide input for the types of access they want to see, and be assured the funds are going there. The second comes from the increase in funding. Sustainable trail development and maintenance can be expensive, and this will help ensure both can be done. Last but not least is the expanded uses. This would allow ORV to be the only user group self-funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

Thank you for your support!

SB0857 - Kyler.pdf

Uploaded by: KEN KYLER

Position: FAV



Non-Profit 501(c)(3) tax-exempt organization
membership@mdohvalliance.org

Feb 27, 2024

SB0857: Off-Highway Recreational Vehicle Trail Fund and Off-Highway Recreational Vehicle Recreation Oversight Board – Alterations and Establishment

My name is Ken Kyler and I am the Treasurer of the Maryland Off-Highway Vehicle Alliance (MDOHVA). The MDOHVA is an all volunteer Maryland non-profit that advocates for sustainable public and private Off Road Vehicle (ORV) recreation areas; for responsible and safe OHV recreation; and to ensure quality opportunities are readily available to all who wish to participate responsibly. I can tell you after consulting with our members, they support this Bill.

Over the past decade the MDOHVA has worked with DNR to create ORV opportunities such as Wolf Den Run State Park, and to have the ORV title tax funds transferred to DNR to support those activities. We know first hand that ORV enthusiasts want to be more included in ORV access and specifically the oversight of the funds we contribute. This Bill will address that.

We have also seen how additional facility creation did not necessarily come with additional funding. Funding to develop things like restroom facilities, parking lots, or campgrounds; and to ensure they have accessible features. This will allow those things to occur without straining the overall department budget. Furthermore this will cover the cost to ensure the public is aware of where they can legally recreate their ORV, and be given the know-how to do so safely and sustainably; and allow diversity outreach efforts to non-English speaking families and riders.

Lastly it will allow the DNR to lease lands for public use. A model utilized by States like Maine, Vermont, New Hampshire, New York, Pennsylvania, West Virginia and Virginia - to name a few. That will increase public recreational access on properties like those primarily used for activities like logging, while contributing to MDs land conservation efforts.

Thank you for the opportunity to testify today and we look forward to your support of this bill.

Thank you for your support,

Ken Kyler
Treasurer, MDOHVA

Untitled document.pdf

Uploaded by: Matthew Malone

Position: FAV

Written testimony in support of SB0857/HB0866

Hello,

My name is Matthew Malone, I am an avid off-road vehicle enthusiast and I support the crossfiled HB0866 and SB0857. This bill does several beneficial things for the public. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports will help make sure end users can regularly provide input for the types of access they want to see, and be assured the funds are going there. The second comes from the increase in funding. Sustainable trail development and maintenance can be expensive, and this will help ensure both can be done. Last but not least is the expanded uses. This would allow ORV to be the only user group self funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

Thank you,

Matthew Malone

mamalone200@gmail.com

Rockville, MD

SB857.pdf

Uploaded by: Mike McKay

Position: FAV

MIKE MCKAY
Legislative District 1
Garrett, Allegany, and Washington Counties



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11 Bladen Street, Room 416
Annapolis, Maryland 21401
410-841-3565 · 301-858-3565
800-492-7122 Ext. 3565
Mike.McKay@senate.state.md.us

Judicial Proceedings Committee
Executive Nominations Committee

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

Senate Bill 857 – Off-Highway Recreational Vehicle Trail Fund and Off-Highway Recreational Vehicle
Recreation Oversight Board – Alterations and Establishment

February 26, 2024

Dear Chairman Smith, Vice Chairman Waldstreicher, and Members of the Committee,

The bill alters the use of the Off-Highway Recreational Vehicle Trail Fund and establishes the OHRV Recreational Oversight Board. The board will then advise the Secretary of Natural Resources on the operation, acquisition, regulation, and oversight of OHRV trails and recreation in Maryland. The board will also review and approve expenditures from the OHRV Trail fund. The bill will help increase revenue percentages from the excise tax beginning in Fiscal Year 2026. I thank you all for your time and ask for a favorable vote.

Sincerely,

A handwritten signature in black ink that reads "Mike McKay".

Senator Mike McKay

Representing the Appalachia Region of Maryland

Serving Garrett, Allegany, and Washington Counties

Rajendra Rambharos Support of SB0857_HB0866.pdf

Uploaded by: Rajendra Rambharos

Position: FAV

My name is Rajendra Rambharos, I am a long time Off-Road Vehicle enthusiast and I support SB0857/HB0866. I am also the president of the Capital Off Road Enthusiasts club. This club has membership across Maryland, Virginia, DC, and West Virginia, and has been a supporter of safe and responsible offroad activities in Maryland. Our membership is over 150 members, and we support this proposed legislation. This Bill does several beneficial things for the public. First is accountability, the creation of an oversight board with stakeholders and publishing annual expense reports will help make sure end users can regularly provide input for the types of access they want to see, and be assured the funds are going there. The second comes from the increase in funding. Sustainable trail development and maintenance can be expensive, and this will help ensure both can be done. Last but not least is the expanded uses. This would allow ORV to be the only user group self funding their own access. Funds will go to general park maintenance, camping development, as well as rider awareness and safety classes. Ensuring riders are aware of the public places for recreation, and they know how to do so safely and sustainably.

Thank you,

Rajendra Rambharos

SB0857_HB0866_Support_GVMC.pdf

Uploaded by: Santo Mirabile

Position: FAV

Hi,

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Thank you for your support!

MD SB0857 Testimony SS.pdf

Uploaded by: Stephen Salisbury

Position: FAV

SB0857: Off-Highway Recreational Vehicle Trail Fund and Off-Highway Recreational Vehicle Recreation Oversight Board – Alterations and Establishment

Good afternoon. My name is Steve Salisbury. I am happy and proud to be here today as a volunteer with the Maryland Off-Highway Vehicle Alliance, informally known as the MDOHVA to ask for your support for SB 857.

I hold degrees in forest management and business from the University of Maine. I live in Frederick, MD where I work daily with off highway vehicle enthusiasts on motorcycles, ATV's and side by sides in powers. I've also worked for 7 years in off highway vehicle access advocacy for the American Motorcyclist Association. Nationally, enthusiasts and some state agencies use the terms off highway vehicle, OHV, and off road vehicle, ORV, interchangeably.

The MDOHVA is an all-volunteer Maryland non-profit organization that advocates for sustainable public and private Off Road Vehicle recreation areas, for responsible and safe ORV recreation and to ensure quality opportunities are readily available in Maryland to all who wish to recreate responsibly.

Over the past decade the MDOHVA has worked with the Maryland Department of Natural Resources to create ORV trails and facilities like those at Wolf Den Run State Park, and to have the ORV title tax funds transferred to DNR to support them. We have also been disappointed that additional funding, once available, hasn't been used to increase ORV access or related facilities to the maximum extent possible.

Maryland ORV title funds can and should be used to develop infrastructure like ORV restrooms, parking lots, or campgrounds, and to ensure they all have accessibility features. Enactment of SB 857 will allow those things to occur without straining the overall DNR budget.

MDOHVA leadership knows firsthand that ORV enthusiasts want to be more involved in Maryland ORV access decisions and oversight of the funds we contribute. Your passage of SB 857 will facilitate that.

SB857 will also allow ORV titling funds to cover the cost to ensure the public is aware of where they can legally recreate with their ORVs, to be provided with information to do so safely and sustainably, and to allow diversity outreach efforts to non-English speaking ORV families and individual riders.

Finally, this bill will allow the Maryland DNR to lease and manage ORV trails on private lands for public use. State land management agencies nationally employ similar models. The state of Maine currently manages roughly 6,000 ORV trail miles on the private property of almost 3,000 landowners. The states of Vermont, New Hampshire, West Virginia and others also manage ORV trails on private land for public use.

Thank you for the opportunity to testify today. The Maryland Off Highway Vehicle Alliance looks forward to your vote in favor of SB 857.

SB0857_HB0866_Support.pdf

Uploaded by: Timothy Cezar

Position: FAV

Hi,

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Thank you for your support!

SB0857_DNR_LOI_JPR_2-28-24.pdf

Uploaded by: Dylan Behler

Position: INFO



Wes Moore, Governor
Aruna Miller, Lt. Governor
Josh Kurtz, Secretary
David Goshorn, Deputy Secretary

February 28, 2024

BILL NUMBER: Senate Bill 857 – First Reader

SHORT TITLE: Off-Highway Recreational Vehicle Trail Fund and Off-Highway Recreational Vehicle Recreation Oversight Board - Alterations and Establishment

DEPARTMENT’S POSITION: LETTER OF INFORMATION

EXPLANATION OF DEPARTMENT’S POSITION

The Department provides this letter of information on Senate Bill 857. The Department prides itself on providing different options and opportunities for Marylanders to recreate across the State. The Off-Highway Recreational Vehicle Trail Fund has enabled the Department to expand our opportunities for such opportunities.

BACKGROUND INFORMATION

The MD OHV Alliance is a State-wide body of OHV recreation enthusiasts that works to Improve and promote responsible OHV recreation and management across the state. The MD OHV Alliance partners with MD DNR and has worked with previous administrations to enact three prior pieces of legislation: Creating the Off-Highway Recreational Vehicle Trail Fund with a portion of the OHV titling fees; removing landowners' liability for allowing OHV recreation for free; and allowing OHV riders to ride on county roads in Allegany and Garrett Counties up to 5 miles, to go between trailheads on different properties.

The OHV recreation fund has helped to create more trail infrastructure on state lands, however, finding and gaining approval for new trail development is particularly challenging for off-road vehicles, which have a larger footprint and more potential conflicts with other land management priorities or requirements than do traditional or multi-use trails. The Department has encountered challenges previously with trail development projects conflicting with other departmental goals and initiatives such as water quality management; forest protection and expansion; and rare, threatened and endangered species conservation. In addition, there is a desire for more geographic diversity for OHV trails including the Eastern Shore and Central MD.

The MD OHV Alliance has expressed a desire for new lands and new trails to be developed more rapidly and seem to have some concerns about past expenditures for trail equipment, vehicles, etc. As Wolf Den Run was the first State Park with a significant OHV focus, many of these expenditures were “start-up costs” and basic infrastructure purchases that were necessary to get the park open and the trails ready for use.

Contact: Dylan Behler, Director, Legislative and Constituent Services
dylan.behler@maryland.gov ♦ 410-260-8113 (office) ♦ 443-924-0891 (cell)

Based on the Department's experience with Wolf Den Run, the planning, design, development, and construction of safe and sustainable trails that are enjoyable for visitors and integrated with conservation goals and objectives takes time. Much of the success at Wolf Den Run State Park is due to collaboration among natural resource professionals and park staff that are well versed in OHV park operations and trail design, maintenance, and management.

BILL EXPLANATION

The bill would increase the portion of the excise tax to be contributed to the fund, establish the Off-Highway Recreational Vehicle Recreation Oversight Board to advise the Secretary of Natural Resources on certain matters, as well as review and approve expenditures from the fund. The bill also mandates the percentage of funds to be spent on trail activities such as acquisition, development, maintenance, and trail-related infrastructure. The Bill prioritizes the acquisition of new land appropriate for OHV use, expedites the development of new trails on these properties, and allows for trail funds and State staff resources to be used to design, develop, maintain, and manage OHV trails on leased land that is not owned by the State.