

MONTANA OFF-HIGHWAY VEHICLES 2008

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Prepared for:

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Introduction

About 54,000 off-highway vehicles (OHVs) were registered in Montana during 2007. OHV owning households own an average of two machines and two family members usually participate in outings.

Residents spend nearly all of their out-of-pocket trip costs for gasoline. We estimate that OHVs buy about 5.3 million gallons of gasoline per year. With a base tax of \$0.27 per gallon, we estimate that OHVs in Montana generate over \$1.4 million in revenue for the state highway trust fund.

Methodology

This project was sponsored by the Montana Fish, Wildlife, and Parks Department. Bureau of Business and Economic Research (BBER) staff conducted the research, using a two-pronged approach, described below. For a more complete description of methodology see Appendix 2.

1. The BBER contacted 580 Montana households whose members own registered OHVs or off-road motorcycles. 424 of these households completed a Computer Assisted Telephone Interview asking about their OHV use for a response rate of 73 percent.
2. Information on nonresident OHVs was estimated by using Institute for Tourism and Recreation Research (ITRR) activity reports.

Assumptions

We used several basic assumptions to derive statewide impacts from our survey of Montana OHV activity. The following assumptions were applied to data from both resident and nonresident OHVs.

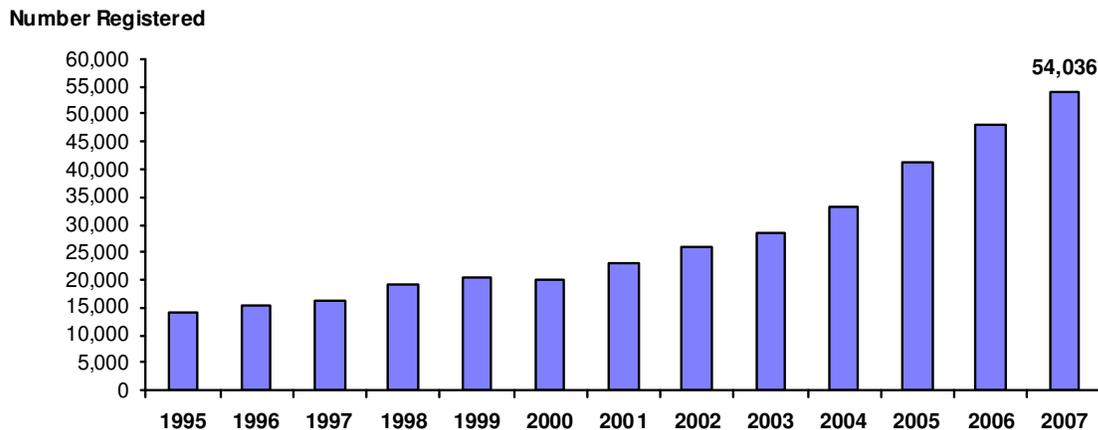
Fuel usage depends on size and age of machines as well as the speed and terrain the machine is used on; based on information from active OHVs, we assumed an average fuel consumption of 29 miles per gallon of gas.

Other assumptions pertained to data analysis of impacts generated by resident OHVs only. Based on interviews with Montana OHVs, residents travel between 15 and 20 miles per activity day on their OHVs, and spend about \$21 for OHV fuel per activity day.

OHV Numbers

OHV owners who use their OHVs on public lands are required to register with the Montana Department of Justice, Title and Registration Bureau. Figure 1 shows the number of OHVs registered since 1995. Recent changes in the titling of OHVs resulted in a large increase in the number of registered machines. Persons with unregistered OHVs took advantage of the perpetual license for recreational vehicles and trailers. In 2007, about 54,000 OHVs were registered with the state of Montana.

Figure 1: Number of Registered OHVs, Montana, 1995-2007



Source: Montana Department of Justice, Title and Registration Bureau.

Activity Days

One measure of the sport's popularity and potential impact is the number of "activity days", a figure roughly defined by the estimated number of OHVs and their average number of outings per season. Keep in mind that OHV riding is a dispersed outdoor activity, so precise counts are virtually impossible; however, we derive an estimate using survey data. Using the number of OHVs and the average number of days the typical participant uses their machine, we estimate the number of activity days for resident OHV use is between 1 and 1.5 million days.

ITRR estimates that about 2.7 percent of nonresidents participate in OHV activities. This translates in to about 277,500 individuals. A conservative estimate of nonresident activity days is 300,000.

Expenditures

We estimated OHV-related spending for residents in our 2008 survey. The sample size for non-residents was too small to make reliable estimates of nonresident expenditures.

Our estimates for total activity days provide the basis for estimating expenditures per day. We used spending per day, rather than per outing, because OHV outings generally are only one day.

The BBER survey of resident expenditures suggests that residents typically don't incur lodging costs and spend little on eating and drinking, and other expenses. A majority of residents (Table 1) don't make expenditures in most of the spending categories. Resident's median expenditures were about \$41 per day, all on gasoline for machines and transportation. The median is that number where half of the population is above and half is below. Medians are used for calculations because the averages were skewed by a few big spenders.

Table 1: Resident OHV Expenditures per Person per Day, Montana, 2008

	Percent of respondents with expenditures	Median
Gasoline for OHVs	100%	\$21
Gasoline for transportation	70%	20
Lodging	3%	0
Campgrounds	28%	0
Eating and drinking places	50%	0
Grocery stores	7%	0
Entertainment	5%	0
OHV dealers	6%	0
Other retail	8%	0
Other outing expenses	5%	0
Total	424	\$41

Even though resident OHVs are not considered part of the economic base, residents spend substantial money to OHV in Montana. Table 2 summarizes resident's annual expenditures. Residents spend about 43 million dollars on trip expenditures nearly all for gasoline and another 80 million dollars on yearly expenses. Over three-quarters of yearly expenditures are spent on OHVs and trailers. This spending contributes to the well-being of businesses catering to OHVs in Montana.

Table 2: Total Resident OHV Expenditures, Montana, 2008

Gas for OHVs	\$21,900,000
Gas for transportation	21,000,000
Total trip expenditures	42,900,000
OHVs	41,900,000
OHV trailers	17,100,000
OHV clothing	2,700,000
Safety equipment	1,700,000
OHV repair and maintenance	7,300,000
OHV registration and licensing	1,000,000
Other yearly OHV expenditures	8,300,000
Total yearly expenditures	80,000,000
Total resident expenditures in Montana	\$122,900,000

Key Issues

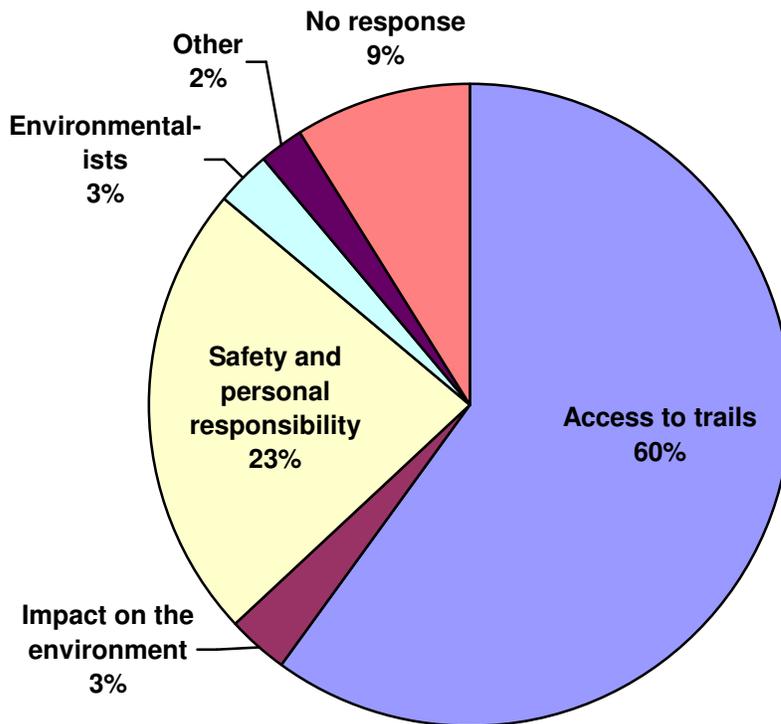
Our survey also offered an opportunity for respondents to comment on what they thought was the most important issue facing off-highway vehicle recreation (Figure 2). All the comments solicited can be found in Appendix 1. Access to trails was the most frequently cited issue. Sixty percent mentioned access issues. About 23 percent mentioned safety, particularly personal responsibility. Many of the personal responsibility comments reflected a view that the activities of a few were ruining riding opportunities:

"A lot of trails have been closing. Few people who don't follow rules ruin it for rest."

"Off-highway vehicle users who go off trails to get them shut down."

"Drivers staying on the trails. Young people are riding everywhere, they're going to close it because of it."

Figure 2: The Most Important Issue Facing Off-Highway Recreation?



Gasoline Used by OHVs

Gasoline usage estimates are important because they suggest tax amounts contributed to the state highway trust fund by OHVs. We asked each respondent the average distance traveled on a typical OHV outing. Resident OHVs travel an average of about 21 miles per day.

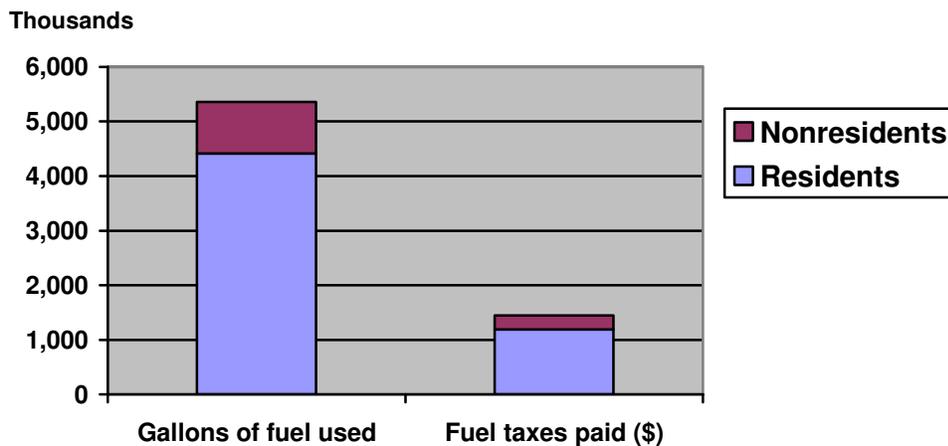
We used several additional items on the questionnaire to estimate and verify gas usage. Specifically, we asked three questions about each **working** OHV a household owned. Table 3 shows the questions and the results compiled from respondents' answers.

Table 3: OHV Characteristics

Question	Answer
How many days is that OHV used per year?	A median of 12 days per year.
How many miles per gallon does the machine achieve?	An average of 29 miles /gallon.
How many gallons of gas are used by the OHV each day?	An average of 3.4 gallons per day.

These results were then used to calculate the average amount of gasoline used each year by OHVs in Montana and this average amount multiplied by the number of privately owned OHVs. OHVs in Montana used about 5.3 million gallons of gas during 2008. Residents use about 4.4 million gallons and nonresidents about 900,000 gallons. Resident OHVs contribute over 1.2 million dollars to the Highway Trust Fund with non-residents contributing an additional quarter of a million dollars.

Figure 3: OHV Fuel Use and Gas Taxes Paid, Montana, 2008



Summary

In summary off-highway vehicle riding is growing sport in Montana, with economic impacts. We estimate that OHVs spent nearly \$123 million in Montana during 2008. We estimate that OHVs paid over 1.4 million dollars directly into the highway trust fund during 2008 via gasoline taxes.

Appendix 1: OHV Respondent Comments

A lot of access is closing. Don't want to lose any more trails.

A lot of people abusing areas to ride. Wish we had more areas.

A lot of riders need to quit tearing up the country.

"A lot of these guys are going off the main road and going through grassland and I don't approve of that. Stay on the road or trails. It is get rutted up in the hillsides, ruining the grass, besides you get dry grass you set a fire too."

A lot of trails have been closing. Few people who don't follow rules ruin it for rest.

Ability to use them in the national forest

Access for kids to ride on.

"Access- loves marked trails. However, would be nice to have more accessibility. Only certain people abuse trail system, but it shows. Need more information for trails."

"Access restrictions, but BLM has done well in Fort Peck."

Access to existing trails.

Access to public lands and not being harassed.

Access to ride it.

Access to roads and trails; abuse of roads; erosion.

"Access to trails, good, but could use a few more trails."

Access to trails.

Access to trails.

Access to trails.

"Access, closing down of trails."

"Access, Forest Service..places getting closed off. They don't damage things, but some people take advantage of it."

Access.

Access. Its really limited.

Access. None around here anymore.

Accessibility - they are closing all of the trails. Where are going to ride them?

Accessibility of roads

Accessibility to ride off-roads; more access to places to ride.

Accessibility.

Accessibility.

Accessibility.

All the trails that are closed that have been paid for with public money.
Allowance to ride on off-road trails and roads.
"An ability to have open trails to ride on legally, let us ride."
ATVs interrupting hunting opportunities.
ATVs need to stay on the trails.
Availability of off-road trails
Availability to get into back country.
Being able to have trails to ride.
Being able to ride on some of the back roads they are closing too many.
Being able to ride vehicles in scenic environment.
Being able to use land.
Being kind to habitat and not destroying public or private property.
Being safe on them.
BLM and Forest Service seem to close roads for no reason.
Careless riders damaging the environment.
Clearer definition of where you can go in and you can't go in. It's confusing right now.
"Closed roads, governmental/state influence."
Closing all the areas we can go in. Gating us off.
Closing down a lot of trails that were open in the past.
Closing down too many trails.
Closing of areas to recreation.
Closing of the roads that they are doing. Husband was very upset when they closed the roads in the Belts because of the erosion. Off-road vehicle use is down because they're closing roads.
Closing of trails.
Closing of trails.
Closing of trails.
Closing of wilderness.
Closing places because of too much activity.
Closing the roads and all of the trails.
Closing too many roads down.
Closing trails and limiting areas to ride.
"Closing trails. We pay taxes for trails, however a few people ruin it."
Closure of land.
Closure of roads and access.
Closure of roads and trails. We don't need anymore wilderness. We have enough.
Closure of trails.
Closure of trails.
Closure of trails.
Closures of access roads.
Closures.
Closures; there's going to be too many. There's not enough allowance into areas that I think should be.
Common sense.
Continued use and less closure of trails.
Continuing reduction in areas we're allowed to ride in national forests.
Convenience. Don't have to walk to do your work
"Development of traveled land. Need more riding trails, less housing."
Don't mind trail closures. Think it needs to be managed.
Don't want them in the wilderness.
"Drivers staying on the trails. Young people are riding everywhere, they're going to close it because of it."
Educating off road vehicle users to stay on existing path.
Enforcement; not enough people to enforce laws that are made.
Environmental issues like erosion
Environmentalists.
Environmentalists.
Everyone is shutting them off. Multi-use needs to include Off-highway vehicle.
Everything is getting closed in the Belts.

Fact that they're confining us down to smaller and smaller areas. Not enough places to ride. Seeing a lot of wear and tear on the land.

Finding a place to ride.

Forest Service access.

Forest Service closing off access to roads.

Forest Service is limiting access to trails that have been open since the early 60s.

Fuel prices.

Gates.

Get them out of the forest.

"Getting more and more trails cut off, we used ride all over but can't anymore."

Getting off-road users to stay on trails. There should be fines for people riding off trails. Maybe patrol trails.

Government control of where people can use them.

Government is shutting down places to ride the off-road vehicle.

Having a place to ride. They take more away every year.

Having a place use them.

Having access to places to ride.

Having access to use them.

Having an actual developed place to ride.

"Having places to ride, we need more places in Terry here. I used to be able to ride anywhere now I can't ride anywhere but Glendive."

Hope that there continues to be places to ride.

"How people use them, in what situations. Some of them use them in stupid places and some of them use them inconvenient places. Some of them in the silliest places. Pretty much all in all everyone does pretty well."

"I don't think hunters should use them, and also I don't think they should be closing down all those trails."

"I don't think hunters should use them, they scare the deer off and hunters that try and be fair about it can't hit a damn buck because these assholes are tooling around on their ATVs."

I think it's illegal use.

I think we should be able to use them during hunting season.

I think you should be allowed to use them when you hunt because they are much more reliable than horses.

"I want them all to be street legal, if they are fast and safe enough."

"Idiots ruining it: by not using designated trails, not respecting landowners, signs, not obeying signs."

In Bitterroot; closing places to ride.

Inconsiderate off road users that damage property.

Irresponsible use.

It seems like environmentalists are ruining the outdoor activities in this state. They are making it so we can't enjoy our own nature and backyard you know?

Keep the remaining roads and trails open for our use.

Keeping accessibility to our trails open.

Keeping kids off.

Keeping lands open to be used.

Keeping off-road areas accessible.

Keeping people from making their own trails.

Keeping people on authorized trails.

Keeping rights as far as where we can ride.

Keeping roads open.

Keeping roads open.

Keeping the land open.

Keeping the trails we have open.

Keeping trails and areas open.

Keeping what we got open. They want to close everything off.

Lack of access to places to ride.

"Lack of access to roads, all roads are closed for off-road use."

Lack of access to trails.

Lack of access.

Lack of access.

"Lack of places to ride obviously, the National Forest Service is full of East Coast yahoos who have no idea about anything, they think we're earth rapers and it's complete bullshit. I hunt in the Belt a lot and we were up there this year and they went in."

Lack of places to ride them.

Lack of places to ride.

Lack of trails.

Lack of trails.

Land access.

Land closure.

Land closure.

Land closures.

Land owner informing.

Law breaking off-highway vehicle users.

Less and less places to ride.

"Less places to ride, so more people go off trail. Just create more designated places for people to use."

Limited ability to use them outdoors. Closure of trails.

Limited access-too many trails closing down.

Limited area to ride.

Limited areas to use off-road vehicles.

Limited to restricted areas to ride

Limited usage.

Limited use of land.

Limiting of use on atvs and snowmobiles. They are restricting our use in national forests.

Limiting trails to ride on in certain areas.

"Littering, unrestricted off-road use."

Locking off land.

Losing trails to ride.

Loss of access.

Loss of places to go.

Loss of places to ride.

Loss of use. Closing out all the areas.

"Maintain them, right to ride them."

Maintaining established trails and keeping them open.

Maintenance of trails.

"Major part of the economy, lot of out of state dollars coming in because you can use them, recreation for family and hunting and a way to see beauty of MT."

many places to ride off-road are closing

Maps for trails.

Misuse.

"More and more people are not using trails. Very dangerous with hunters and hikers.

Need to be better patrolling of trails, also need heavier fines for riding off trails."

More places to ride.

"Most important: people not using trails, closing of access of trails because of change of ownership of land.

Second most important: trail erosion, littering from inconsiderate riders."

Motorcycles on four wheel trails.

Need to fight against closures.

Need to keep trails open for them.

No place to go.

No place to ride anymore that's why we haven't ridden anymore.

No place to ride.

"Non-access, bike and hiking trails crossing off-road vehicle trails."

"Not enough places to ride, too limited."

Not enough places to ride.

"Not having any place to ride know for fact that they are shutting down roads used for 50 years for erosion control. Shut down for big game protect, both of these are not good reasons. Use of trails for 50 years saying for game protection but we have large population."

Not legal to be off-roads. Just ride on logging roads.

"Not really sure, certain areas being shut down."

Not to close everything down.

Nothing to say.

Nowhere to go with them.

Nowhere to ride.

"Number, too many of them."

Off-highway vehicle users need to obey the laws.

Off-highway vehicle users who go off trails to get them shut down.

"Off-trail travel: just going off designated trails, going into areas they're not allowed in."

Opening up the forest so that we can ride in them.

Out-of-stators wanting to shut it down.

"People abusing them by leaving the trails and ripping up the ground, especially during hunting season."

People breaking the rules.

"People driving off trails, ruining it for everybody, got to stay on the trails."

People going off the roads and creating their own roads and stay off private property.

People going off trail.

People going where they shouldn't go.

"People keep going where they shouldn't be going, they shouldn't cut on peoples land."

"People littering, not riding on trails."

People need to obey the rules otherwise they're going to close them down. Stay on the trail. Close the gate.

"People need to stay on designated trails, puts bad name for rest of us off-roaders."

People need to stay on designated trails. Too many people going off trail.

People not obeying the rules and getting off the trails.

People not respecting rules about trails. Worry about losing rights for off-road vehicle use.

People riding them in closed areas lot of trails being closed.

"People should go by the rules, stay on marked trails. Don't go on property that's not posted. Go by the rules."

People taking vehicles where prohibited.

People that abuse the right - people who aren't going where they should.

People that go where they aren't supposed to.

People trying to take riding land away.

People who are anti-off-road use. Irresponsible idiots who drive them around where they are not supposed to.

"People who don't respect the land and rules, they cause huge erosion, and set bad example for rest of off-road vehicle users."

"People who don't stay on trails, tearing up the country."

"Phony environmentalist ideals, they don't want us here, I don't hurt anything I just feed the animals."

Place to ride 'em.

Places to go; access to places to go; all the land has become private and they don't want anyone else on it.

Places to ride - too few. Forest Service roads are closed.

Places to ride them - closures on roads.

"Places to ride, I'm not sure where they are."

Places to ride.

Places to ride.

Places to ride.

Places to ride.

Places to ride. Access to trails.

Places to use them.

Places to use them. Access to areas to use them.

Possible disturbance of other folks.

Price of fuel.

Probably safety with cars on Forest Service roads.

Probably trails to run them on.

Proper use.

"Public access for places to ride--too many closing down, lack of off-road vehicle parks."

Quit holding the shows down open more up.

Really couldn't say.

Renegade riders who go off trails and make all off-highway vehicle users look bad.

Responsibility of driver to not degrade environment with machine.

Responsible accessibility.

Restricted use of them.

Restricting public land use and trails too much.

Restriction of use.

Restrictions on areas we can ride on.

Right to use them.

Road and trail closures.

Road and trail closures.

"Road closures, less roads to ride on now than ever before."

Road closures.

Road closures.

Road restrictions.

Safety

Safety and access.

Safety and obeying the laws and rules of where your riding.

Safety on the trails.

Safety.

Safety. People need to be responsible with off-road vehicle.

Safety. Age of people that ride them is too low.

"Safety. FS closing roads and trails to off-highway vehicle, but letting horses use road."

Scaring the wildlife for people that go out in the woods with them. When I go out with my horse I see them and they have deer and bears going every which way not to mention the horses.

Should be able to drive on the roads in state land. We go hunting and they have roads that are chained off.

Shutting all the trails down.

Shutting so much down that there is not enough places to ride anymore.

"So many closures make hunting hard, but people who misuse ruin trails."

Stay on the road.

Stay on the trails they are supposed to be on.

Staying in open areas.

"Staying on the roads, on the trails, without taking off and making big ruts on public lands."

Staying on the trails or on the roads - access to them.
Staying where they are authorized to go so don't lose privileges.
Sticking to the main trails so they don't tear up the land.
Still having places to ride
Stupid people driving them. Wouldn't have a problem if everybody would follow the law and be smart.
"Taking away all the places to ride. A whole bunch of trails and they keep closing them off. Pay a bunch of money for tracks and the tracks don't allow 4-wheelers in. For where I live, I have to travel 100 miles before I can ride."
"Taking away land to ride, eliminating state land to ride"
Taking too many trails away.
"That everyone stays on the roads, not to go off-roading that aren't allowed, unfortunately it's the bad operators that make it worse for everyone else so just stay on the roads and trails. Be courteous to other drivers."
That they stay on mandated trails
That they tear up the countryside.
The ability to keep riding them. Keeping the trails open. Special interest groups want to shut down the trails.
The ability to use Forest Service Roads and trails.
The ability to use off-road trail systems.
The ability to use them and where to use them. We haven't had any problems where we've gone but I know a lot of People are talking how they're starting to restrict the usage.
The accessibility to trails and public lands.
The availability of trails in MT.
The closing down of trails normally can ride on.
The closing of state land.
The Forest Service road closures
The roads getting closed.
"The trails need to be marked better, we got lost once, more trails, more access, easy access."
"The trails up here keep getting closed, open more trails."
The way they are shutting down the trails.
"They are closing more and more trails up here, I think they need to keep them open."
They are closing off too many of the areas.
"They' are taking away trails, land, and access for off road vehicles. 'They' are doing more damage to roads and water tables than off road vehicles."
They carry weeds. We don't allow other people on our land because they bring in weeds. We use it only for work reasons.
They keep shutting down trails.
"They need to keep the forests open, they keep complaining but its BS. They do more damage than ATVS."
"They shouldn't be allowed on the trails, except logging roads."
"To be able to go on off-road, I don't want any of these restrictions. It seems these trails are being closed more and more."
To protect the land from being overtaken by vehicles and tore up by off-road vehicles. To preserve the land.
Too few places to use off-road vehicle.
Too many closures.
Too many places we can't ride.
Too many roads being closed.
Too many trail closures.
Too many trails closed - roads closed off; people can't get into places to get game. Land belongs to people not Fish and Game. Should be allowed to get into places that are close off.
Too many trails.
"Trail Access, Places to Ride."
Trail access.
Trail access.
Trail access.

Trail accessibility.

Trail accessibility.

Trail closure and access.

Trail closure.

Trail closure.

"Trail closures, too many of them. Hunters have hard time with game retrieval. Maybe time limit access."

Trail closures.

Trail closures.

Trail closures. Everybody closes trails. Getting tougher to find a place to go.

Trail closures. Not happy with less trails.

Trail closures. They seem to keep closing trails we used to ride and give you stupid reasons like it's for your safety and all that stupid shit.

"Trails (snowmobiling specifically) close, more fences and less areas to off-road."

Trails being closed up.

Trails closing hard to find a place to ride because idiots ride them where they aren't supposed to.

"Trails that you can still go on, places you can still go."

Trails. I think we need more trails.

Transmission of noxious weeds.

Tree huggers!! No more trail closing.

Trespassing and off-trail use.

Trying to keep trails open

Trying to shut down so many roads and trails

Underage kids riding and getting hurt

"Up here the government keeps closing up the best trails, they need to allow us to ride where we want."

Usage. Discriminating usage; off-road people tend to want to go where they want to go. A little abusive on where they go.

Use in the National Forests.

Users sharing trails.

Very reasonable things to use. New machines aren't hard on the environment they get very good gas mileage and are a reasonable machine.

Want to use off-road vehicle on public land.

Wasted land because no one can use it. If people rode up there they would take better care and help clean up the forests.

We can't access many areas.

We have a hard time finding a place to use them.

We must stay on designated trails so they don't restrict travel.

We need to be able to use off-road vehicle anywhere in MT.

We should be able to use them for hunting in my opinion.

Weed control.

"What I worry about is underage drivers, too big of four wheelers for too young drivers."

Where and how people ride them.

Where to ride legally.

Where to ride.

You need to have more trails up here that we can ride. There's not a lot you can ride on. They need to have more 4-wheely trails.

Your FWP and nature lovers I have no use for them

APPENDIX 2 METHODOLOGY

This project was sponsored by the Montana Fish, Wildlife, and Parks Department. Bureau of Business and Economic Research (BBER) staff conducted the research, using a two-pronged approach, described below:

The BBER sampled 1,303 owners from the list of titled OHVs administered by the Montana Department of Justice, Title and Registration Bureau. The BBER was able to locate telephone numbers for 580 Montana households whose members own registered OHVs or off-road motorcycles. 424 of these households completed a Computer Assisted Telephone Interview asking about their OHV use for a response rate of 73 percent. Table A1 shows the case disposition.

Interviews were conducted December 10-22, 2008. The survey period was scheduled after the general hunting season. Hunting season is a period when OHVers are especially active.

Table A1: OHV Case Disposition

Completions by phone	424
Refusals	118
Non-interviews	20
Unresolved appointments	18
Unable to locate	574
No longer owns OHV	54
OHV for work only	83
Other not eligible	12
Total sampled	1,303

2. Information on nonresident OHVers was estimated by using Institute for Tourism and Recreation Research (ITRR) activity reports. ITRR samples non-residents each quarter as to their activities in Montana and how much they spend. ITRR estimates that about 2.7 percent of nonresidents participate in OHV activities. The sample size was too small to make any reliable estimates of nonresident spending.

APPENDIX 3 OHV QUESTIONNAIRE

ENTER COMPLETE PHONE NUMBER INCLUDING AREA CODE.

ESTABLISH CONTACT WITH AN ADULT MEMBER OF THE HOUSEHOLD FAMILIAR WITH THE HOUSEHOLD OHVS.

Hello, my name is (). We are doing a survey on OHV usage for Montana Fish, Wildlife and Parks.

Your household (name) has been randomly selected from the OHV registration files. Results from this survey will be used to estimate the economic impact of OHVs in Montana.

CONFIDENTIALITY STATEMENT

Before we start, I want to assure you that this interview is completely confidential and voluntary. If we should come to a question you don't want to answer; just let me know and we'll go on to the next question. This interview will take about 10 minutes.

Q1: First, are you familiar with the Montana Trails Program administered by the Montana Department of Fish, Wildlife,?

IF YES:

Q1A: Are you familiar with how the TRAILS program is funded?

Q2: How many days have you OHV'd in MONTANA during 2008?

Q3: How many miles do you usually ride each day you OHV?

Q4: On the typical OHV outing, how many persons from your household go?

Q4A: Does each household member ride their own machine?

IF NO:

Q4B: How many persons do not ride alone?

Q4C: Why don't they ride alone?

- 1 TOO YOUNG
- 2 NOT ENOUGH OHVS
- 3 DO NOT LIKE TO DRIVE OWN MACHINE
- 4 REQUIRED BY RENTAL
- 5 COST
- 7 OTHER (SPECIFY ON CORRECTIONS)

Q5: How many OHVs does your household own?

Q5A: How many are (Is it) in working order?

Q5B: How many are (Is it) CURRENTLY registered?

CHECKPOINT FOR HANGUP

FOR EACH WORKING OHV:

Q5C1: How many miles per gallon does that OHV get?

Q5C2: How many days per year is that machine used in an average season?

Q5C3: How many gallons of gasoline are usually used per day by that machine?

TRIP EXPENDITURES

Now let's think about your LAST MONTANA outing...

TRIP1: What was the general area in MONTANA you OHV'd?

TRIP2: And how many days did that outing last?

If more than 1 day:

TRIP3: Did you stay in a hotel, motel, B&B, campground, with friends or relatives, or what?

- 1 ... HOTEL, MOTEL
- 2 ... B & B
- 3 ... CAMPGROUND
- 4 ... FRIENDS OR RELATIVES
- 5 ... OTHER

TRIP4: How many members of your household were on the trip?

I am now going to read a list of items normally purchased on a trip. Can you please tell me about how much you spent for each item or at each type of establishment on your last MONTANA outing:

E1A: Gasoline for OHV's:

E1B: Gasoline for transportation:

If T2>1 E1C: Lodging (hotels, motels, campgrounds, etc.):

E1D: Eating and drinking places:

E1E: Food, grocery or convenience stores:

E1F: Entertainment and recreation places:

E1G: OHV dealers, rental or repair shops:

E1H: Clothing, souvenir or other retail shops:

E1I: Other expenditures on your outing (SPECIFY ON CORRECTIONS):

9996 ... MORE THAN \$9,996

9998 ... DK

9999 ... REFUSED

YEARLY EXPENDITURES

OHV'rs also make many major purchases during the year. I am now going to read a list of items that are not tied to a specific trip. Can you please tell me how much you spent on any of these items during 2008.

- E2A: OHV (s):
- E2B: OHV trailer:
- E2C: OHV clothing:
- E2D: Safety equipment:
- E2E: OHV repairs and maintenance:
- E2F: OHV registration:
- E2G: OHV club dues:
- E2H: Other OHV related expenses or purchases (SPECIFY AS CORRECTION).

- 99996 ... MORE THAN \$99,996
- 99998 ... DK
- 99999 ... REFUSED

ISSUES IMPORTANT TO OHVRS

MAIN ISSUE: What do you think is the most important issue facing OHV s in Montana?

Finally, we need some household characteristics for classification purposes?

HH1: Including yourself, how many persons live in your household?

IF MORE THAN 1:

HH2: How many are children under 16 years of age?

Thanks! Those are all the questions I have.