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STRATEGIC
PLAN

2009

California State Parks – Off-Highway Motor Vehicle Recreation Division

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12 MISSION STATEMENT

13 The Mission of the Off-Highway Motor Vehicle Recreation (OHMVR) Division is
14 to provide leadership statewide in the area of off-highway vehicle (OHV)
15 recreation; to acquire, develop, and operate state-owned vehicular recreation
16 areas (SVRAs), and to otherwise provide for a statewide system of managed
17 OHV recreational opportunities through funding to other public agencies. To
18 insure that quality recreational opportunities remain available for future
19 generations by providing for education, conservation, and enforcement efforts
20 that balance OHV recreation impact with programs that conserve and protect
21 cultural and natural resources.

22

OHMVR PROGRAM DESCRIPTION

BACKGROUND

California State Parks, OHMVR Division (the Division), administers the OHMVR Program. Launched in 1971 by two state legislators “off-roader” Gene Chappie, and “environmentalist” Ed Z’berg, the forward thinking Chappie-Z’berg Off-Highway Motor Vehicle Law of 1971 established a template for managed OHV recreation in designated areas. The program sought to manage an increasingly popular and rapidly growing motorized off-highway recreational use.

The Chappie-Z’berg Law was founded on the principle that managed OHV use was better for the environment than unmanaged activity. The Law required maintenance and oversight to allow for sustainable OHV use consistent with good environmental stewardship. The Law also provided that existing OHV areas be expanded and managed for long-term use. Another OHMVR Program component supported motorized off-highway access to non-motorized recreation opportunities. Finally, the founding legislation required the OHMVR Program be given equal priority with other programs in State Parks.

Since passage of the original Chappie-Z’berg Law in 1971, additional laws have been passed in California affecting OHV recreation. Numerous related federal actions have also affected OHMVR Program management. In 1982, the California Legislature created a separate division of California State Parks, the OHMVR Division, which administers the OHMVR Program today. The Division was charged with direct management of the OHMVR Program. The 1982 law also created an Off-Highway Motor Vehicle Recreation Commission (Commission) to allow public input and provide policy guidelines for the OHMVR Program. Certain aspects, such as the way funding is allocated, and the roles and the responsibilities of the Commission, have changed over time. The OHMVR Act of 2003 may be found at California Public Resources Code Section 5090.01, et seq. and the Chappie-Z’berg Off-Highway Motor Vehicle Law of 1991 is found in the California Vehicle Code Section 38000, et seq.

Despite these legislative changes, even today, the original intent of managed, environmentally responsible and sustainable OHV use continues to be the primary goal of the OHMVR Program.

56 ORGANIZATION AND ADMINISTRATION

57 OHMVR Program funding is directly generated by the recreational community it
58 serves. Funding comes primarily from three sources: an allocation of gasoline
59 taxes associated from fuel burned while recreating off-highway; green and red
60 sticker fees; and, entrance fees generated at the SVRAs. The OHMVR Program is
61 carried out through the advisory oversight activities of the Commission and the
62 administrative efforts of the Division under the direction of the Deputy
63 Director.

64

65 Off-Highway Motor Vehicle Recreation Commission

66 The OHMVR Act provides for a nine member Commission consisting of five
67 members appointed by the Governor, two by the Senate Committee on Rules,
68 and two appointed by the Speaker of the Assembly with the following duties
69 and responsibilities:

- 70 ✓ Be fully informed regarding all governmental activities affecting the
71 OHMVR Program.
- 72 ✓ Meet at least four times per year at various locations throughout the
73 state to receive comments on the implementation of the OHMVR
74 Program. Establish an annual calendar of proposed meetings at the
75 beginning of each calendar year. The meetings shall include a public
76 meeting, before the beginning of each Grants Program cycle, to collect
77 public input concerning the OHMVR Program, recommendations for
78 program improvements, and specific project needs for the system.
- 79 ✓ Hold a public hearing to receive public comment regarding any proposed
80 substantial acquisition or development project at a location in close
81 geographic proximity to the project, unless a hearing consistent with
82 federal law or regulation has already been held regarding the project.
- 83 ✓ Consider, upon the request of any owner or tenant, whose property is in
84 the vicinity of any land in the system, any alleged adverse impacts
85 occurring on that person's property from the operation of OHVs and
86 recommend to the Division suitable measures for the prevention of any
87 adverse impact determined by the Commission to be occurring, and
88 suitable measures for the restoration of adversely impacted property.

- 89 ✓ Review and comment annually to the director on the proposed budget of
90 expenditures from the fund.
- 91 ✓ Review all plans for new and expanded local and regional vehicle
92 recreation areas that have applied for grant funds.
- 93 ✓ Review and comment on the strategic plan developed by the Division
94 pursuant to Section 5090.32.
- 95 ✓ Prepare and submit a program report to the Governor, the Assembly
96 Water, Parks, and Wildlife Committee, the Senate Committee on Natural
97 Resources and Water, and the Committee on Appropriations of each
98 house on or before January 1, 2011, and every three years thereafter.
99 The report shall be adopted by the Commission after discussing the
100 contents.
- 101 ✓ Additionally, the Commission approves general plans and amendments to
102 general plans for the SVRAs pursuant to Public Resources Code section
103 5002.2.

104

105 Deputy Director

106 The Division is administered by a Deputy Director appointed by the Governor
107 who is responsible for directing and managing the OHMVR Program. The Deputy
108 Director oversees the functions of the Division, which include the following.

- 109 ✓ Planning, acquisition, development, conservation, and restoration of
110 lands in the state vehicular recreation areas.
- 111 ✓ Direct management, maintenance, administration, and operation of lands
112 in the state vehicular recreation areas.
- 113 ✓ Provide for law enforcement and other appropriate public safety
114 activities.
- 115 ✓ Implementation of all aspects of the OHMVR Program.
- 116 ✓ Ensure OHMVR Program compliance with the California Environmental
117 Quality Act (CEQA) (Division 13 (commencing with Section 21000)).
- 118 ✓ Provide staff assistance to the Commission.
- 119 ✓ Prepare and implement plans for lands in, or proposed to be included in,
120 state vehicular recreation areas (SVRAs)
- 121 ✓ Conduct, or cause to be conducted, surveys, and prepare, or cause to be
122 prepared, studies that are necessary or desirable for implementing the
123 OHMVR Program.

- 124 ✓ Recruit and utilize volunteers to further the objectives of the OHMVR
125 Program.
- 126 ✓ Prepare and coordinate safety and education programs.
- 127 ✓ Provide for the enforcement of Division 16.5 (commencing with Section
128 38000) of the Vehicle Code and other laws regulating the use or
129 equipment of OHVs in all areas acquired, maintained, or operated by
130 funds from the fund; however, the Department of the California Highway
131 Patrol shall have responsibility for enforcement on highways.
- 132 ✓ Complete by January 1, 2009, a strategic planning process that will
133 identify future OHV recreational needs, including, but not limited to,
134 potential OHV parks in urban areas to properly direct vehicle operators
135 away from illegal or environmentally sensitive areas. This strategic
136 planning process shall take into consideration, at a minimum,
137 environmental constraints, infrastructure requirements, demographic
138 limitations, and local, state, and federal land use planning processes.
139 The strategic plan shall be reviewed by the Commission and updated
140 periodically.

141
142

143 **PROGRAM AREAS**

144 Under the direction of the Deputy Director and Division Chief, the Division is
145 organized into a number of program areas.

146

147 **State Vehicle Recreation Areas**

148 The Division administers five Districts, encompassing eight SVRAs, throughout
149 the state. Each District is managed by a District Superintendent, who is
150 responsible for overseeing four core programs: Visitor Services, Resource
151 Services, Technical Services, and Administration Services. Within each of these
152 core programs are the basic services provided by the SVRAs.

153 SVRAs provide a critically important recreational opportunity for the OHMVR
154 Program. A primary purpose of the OHMVR Program, from its inception, was to
155 enhance and enlarge the existing system to manage lands for OHV recreation in
156 an ecologically balanced manner according to the management standards

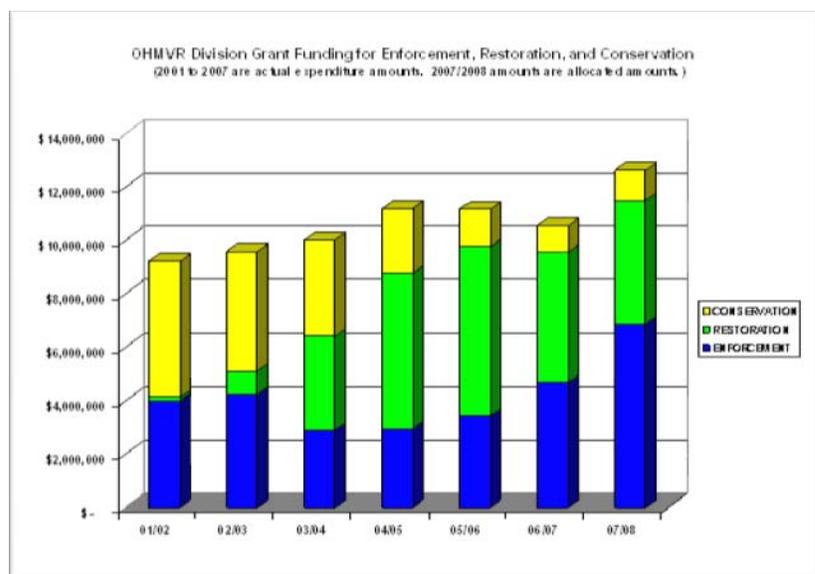
157 established for the OHMVR Program (PRC § 5090.02). SVRAs are established to
158 provide the fullest public use for OHV recreation and to implement sound
159 environmental programs to protect, preserve, and sustain the lands for future
160 generations of OHV recreational use (PRC § 5090.43). The SVRA system ranges
161 from the southern desert at Ocotillo Wells SVRA to the coastal sand dunes at
162 Oceano Dunes SVRA, the coastal range areas of Hungry Valley and Hollister Hills
163 and the valley areas of Prairie City SVRA and Carnegie SVRA in the north.

164 The dedicated purpose for the SVRAs makes them relatively unique in the
165 OHMVR Program. Although federal lands provide a larger area of OHV
166 opportunity, SVRAs are dedicated to providing OHV recreation and, thus, OHV
167 customers at SVRAs do not compete or conflict with other forms of recreation,
168 or with other resource uses, such as energy, forest management, or mineral
169 extraction. Because SVRAs are on lands dedicated to OHV use, they provide a
170 model for land management focused on that purpose, allowing maintenance,
171 land planning, environmental resource protection, regulation and enforcement
172 to be effective and efficient. Conflicts with surrounding land uses can also be
173 better managed through collaboration with local land use planning. SVRAs
174 provide a legal place where people can recreate, thus reducing the incidents of
175 illegal OHV use in areas not appropriate for that use.

176

177 **Grants and Cooperative Agreements**

178 To achieve the various
179 goals and mandates of
180 the OHMVR Program, the
181 Division makes grants
182 and cooperative
183 agreements available to
184 local, state, and federal
185 entities, Native American
186 tribes, educational
187 institutions, and eligible
188 non-profit organizations.
189 Division staff ensure the
190 appropriate use of these
191 funds and monitor
192 projects for OHMVR



193 Program compliance. Staff also work with and provide technical assistance to
194 the various entities to identify appropriate projects for future funding, help
195 identify solutions to OHV related issues, and provide training to assist with the
196 grant application process.

197

198 **Education and Outreach**

199 The Division provides education, training, and information to promote safe and
200 environmentally responsible OHV recreation. These goals are also accomplished
201 by developing and distributing educational materials, providing guidance and
202 support to agencies and organizations engaged in promoting sound and
203 progressive management.

204

205 **Environmental Sciences**

206 The Division is mandated to ensure that OHV recreational areas are managed
207 for long-term environmental sustainability, and to comply with applicable
208 environmental laws, guidelines, and regulations. Environmental sciences staff
209 continually monitor conditions in the SVRAs and develop and implement sound
210 resource management practices. Activities include the review and monitoring
211 of grant and cooperative agreement funded projects, and the provision of
212 expertise and assistance to grantees and other providers of OHV recreation
213 throughout the state.

214 Environmental sciences staff focus their efforts on monitoring the condition of
215 soils and wildlife habitat, habitat restoration, and project planning and
216 assessment for compliance with laws as applicable such as the California
217 Environmental Quality Act (CEQA), state and federal Endangered Species Acts,
218 California Fish and Game Code, and clean air and water mandates. Adaptive
219 management techniques are incorporated into on site management activities
220 within the SVRAs.

221 To preserve and protect the many prehistoric and historic cultural resources
222 located throughout the SVRAs, the Division employs cultural resource
223 specialists to inventory, record, and monitor these non-renewable assets.
224 Cultural resource staff work directly with SVRA site managers to ensure such
225 sites and values are protected on an ongoing basis. These specialists ensure

226 Division compliance with state and federal cultural resources protective
227 mandates, such as the federal Antiquities Act and Public Resources Code 5024.

228

229 **Planning and Acquisition**

230 Planning staff work with specialists from a variety of disciplines, as well as
231 members of the public through workshops and other public forums, in
232 developing short, medium and long range plans designed to ensure efficient
233 implementation of the OHMVR Program. Among these plans are Unit General
234 Plans, Road and Trail Plans, Acquisition and Development Plans, and the
235 Division Strategic Plan. Planning staff also track the progress of various plans,
236 and complete reports and provide updates for distribution to the Deputy
237 Director, Commission, and other governmental entities as required by statute.

238

239 **Public Safety**

240 The Public Safety Program provides statewide leadership in OHV related public
241 safety. Staff from the Public Safety Program advise and assist the SVRAs and
242 other organizations providing public safety services related to OHV recreation
243 including public safety educational efforts. They also coordinate with, and
244 provide training for, law enforcement agencies throughout the state regarding
245 consistent implementation of OHV laws. Public Safety Program staff meet with
246 law enforcement agencies and other stakeholders around the state to identify
247 issues, encourage cooperation, and facilitate solutions. They review law
248 enforcement grants and grant applications. In addition, they provide technical
249 assistance and expertise to the Administration and the Legislature for
250 legislation pertaining to OHV recreation.

251

252 **Marketing and Outreach**

253 Marketing and Outreach plays a vital role in the Division achieving widespread
254 understanding regarding the OHMVR Program and its role in providing for a
255 sustainable system of OHV areas. This allows the Division to effectively address
256 issues such as environmental protection and safe and appropriate vehicle

257 operation in off-highway settings. By using marketing tools for advertising,
258 public relations, market research, promotions and brand development, the
259 Division creates various campaigns to address these issues. Marketing and
260 Outreach staff also work to identify emerging trends and communities of
261 interest in OHV recreation, and work to find ways of effectively engaging them
262 in the OHMVR Program. Using public feedback and research, the Division
263 identifies important issues where public interaction needs to occur on a
264 broader scale. By linking elements from the safety education curriculum with
265 more traditional marketing tools, the Division encourages safe and
266 environmentally responsible OHV recreation by also focusing on young and
267 impressionable enthusiasts.

268

269 **Winter Recreation**

270 From November to May, the Division, in partnership with federal and county
271 agencies, administers both a motorized and non-motorized winter program. To
272 support motorized recreation, the Division supports a system of trailheads and
273 groomed trails for snowmobile use. The SNO-PARK program provides
274 opportunities for non-motorized snow play such as sledding and cross-country
275 skiing.



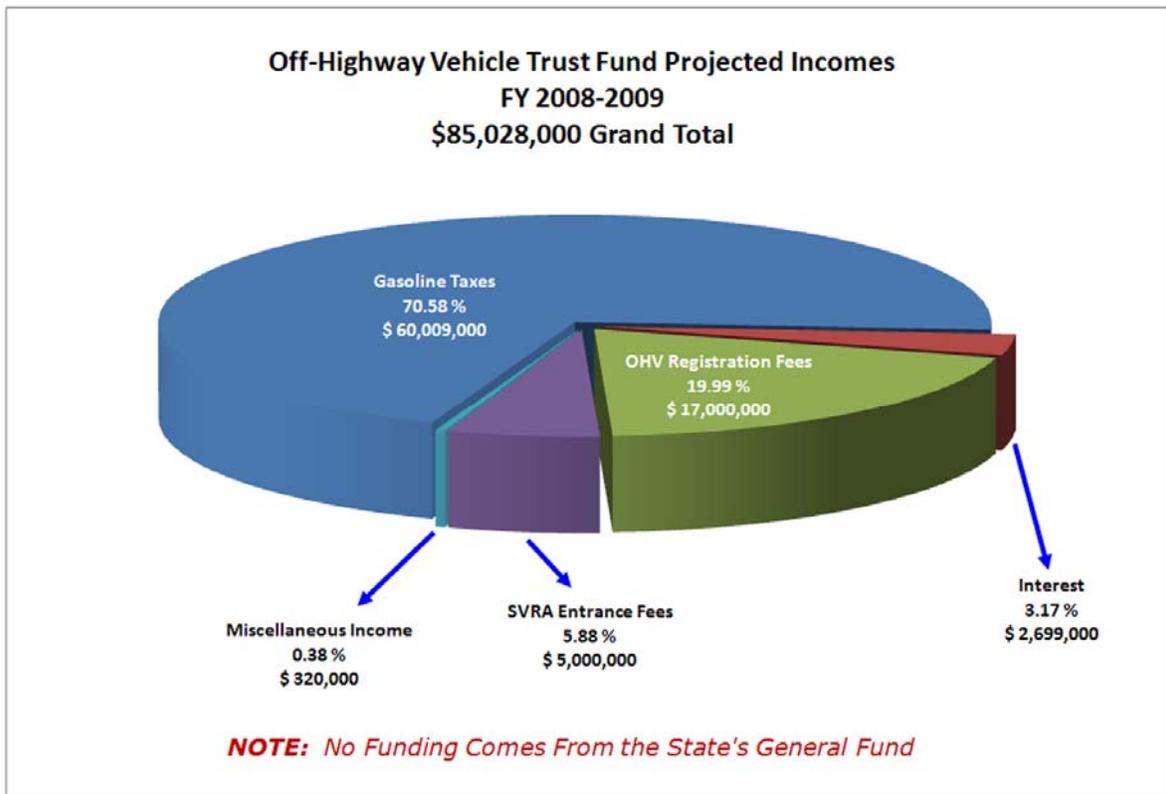
Both of the motorized and non-motorized programs offer parking areas cleared of snow along with restrooms and trash collection services.

Snow in the Sierra Nevada creates an exciting opportunity for the Division to offer a SnoPALS program in partnership with the California Police Activities League (PALs). This program offers Winter Safety and Snowmobile Operation Classes for children.

NOTE: The SNO-PARK program is funded exclusively from sales of SNO-PARK passes.

291 **FUNDING SOURCES**

292 The funding from the OHMVR Program comes primarily from three sources: fuel
293 taxes on gasoline burned in motor vehicles operated off-highway for
294 recreation; green and red sticker fees; and, entrance fees at the SVRAs. The
295 OHMVR Program is often referred to as the “Green Sticker Program”, referring
296 to the green colored registration stickers issued by the California Department
297 of Motor Vehicles (DMV).



298

299

300 GUIDING PRINCIPLES

301 SUSTAINABILITY 302

303 The legislative intent of the OHMVR Program is to ensure OHV recreation in
304 California is provided and managed in an ecologically balanced fashion. The
305 purpose of the OHMVR Program is to sustain a system of lands used by
306 motorized activity so that OHV recreational opportunities, other forms of
307 recreation, and motorized access to other forms of outdoor recreation remain
308 available for future generations to enjoy.

309 OHV recreation results in impacts requiring close monitoring and continuous,
310 ongoing maintenance of facilities and conservation of the environment. The
311 OHMVR Act commits the Division to providing guidance, support and funding to
312 agencies and organizations involved in actively managing OHV recreation. This
313 includes providing for environmental protection, habitat restoration, and repair
314 of damage from OHV use.

315 This Guiding Principle must be kept first and foremost in mind when addressing
316 the long-term strategy for the OHMVR Program.

317 318 TRANSPARENCY IN DECISION MAKING AND OHMVR PROGRAM 319 ADMINISTRATION

320 The Division conducts operations openly with the Commission, interested
321 stakeholders, and other public agencies. Past audits have demonstrated the
322 need for the Division to foster open communication with the public to ensure
323 the appropriate expenditure of and accountability for Trust Funds on the part
324 of the Division and State Parks.

325 This Guiding Principle requires the Division, as well as others involved in the
326 OHMVR Program and using Trust Funds to conduct, report on, and account for
327 their activities in an open and public manner.

328

329 **WORKING WITH PARTNERS AND VOLUNTEERS**

330 OHV recreation in California occurs in many areas, on lands with varying
331 characteristics and administered by a wide variety of government agencies. In
332 addition, many organizations and individuals have an interest in OHV
333 recreation, including those interested in participating in OHV recreation,
334 ensuring environmental protection, maintaining open space, accessing non-
335 motorized recreation opportunities via off-highway routes, and those
336 concerned with improving the safety of OHV recreation. Each of these
337 individuals and organizations have different missions, viewpoints, and
338 regulatory requirements guiding their respective interests. For the Division to
339 meet its mandate of managing OHV recreation in a sustainable manner, it must
340 work in a collaborative fashion with a wide variety of individuals and
341 organizations to cooperatively implement balanced management responses to
342 OHV use in ways that respect the various interests involved.

343

344 **CONSIDERING THE NEEDS AND CONCERNS OF STAKEHOLDERS**

345 In setting OHMVR Program priorities and developing management responses to
346 OHV uses, the Division considers input from a variety of interest groups. The
347 Division will conduct outreach activities and actively seek out information
348 regarding stakeholders’ needs and concerns by holding public meetings,
349 conducting workshops, and evaluating suggestions received by mail and
350 through web-based communications (OHVinfo@parks.ca.gov).

351

352 **SOUND DATA FOR MANAGEMENT DECISION MAKING**

353 The Division collects and evaluates data from a wide variety of sources to
354 ensure decisions are based on the best and most current data available. The
355 data must be gathered and maintained in a manner that it is accessible and
356 available to decision makers and other interested groups and individuals.
357 Sharing data freely is essential to facilitate understanding of issues surrounding
358 the OHMVR Program, and quality decision making. When accurate, high quality
359 data is not available, the Division actively works to fill these data gaps.

360 STRATEGIC THEMES

361 In the External and Internal Assessments discussed in this Plan, the Division has
362 identified four themes to guide the development of its Goals, Objectives, and
363 Actions.

364 365 EMPHASIZE THE BASICS

366 It cannot be emphasized enough that sound management of OHV recreation
367 requires constant vigilance and care be given to ensuring roads, trails and
368 areas are maintained, soil conditions and wildlife habitat are monitored, and
369 management actions are performed promptly when problems are identified.

370 Existing management of SVRAs is increasingly being challenged, and programs
371 managed by federal and local agencies are overtaxed. Reduction and/or
372 redirection of funding and staffing for maintenance and environmental
373 protection of existing opportunities have led to concerns over the quality of
374 maintenance and conservation practices. Closures of areas historically deemed
375 appropriate for OHV recreation have occurred as a result of inability to focus
376 on the basic requirements of maintenance and resource management.

377 This Plan provides a framework for the allocation of resources to the state's
378 outstanding OHV system and to working in a collaborative fashion with other
379 agencies to bring better emphasis and focus on the basics for sound ecological
380 management of lands and enhancement of OHV opportunities and facilities for
381 the future.

382 383 THE GREENING OF OHV

384 The legislation creating the Division and ongoing investments in management
385 of the OHMVR Program establish that, with proper investment, OHV use can be
386 managed in a sustainable, responsible way. The OHMVR Program is, and has
387 always been, mandated and designed as a program that provides, regulates and
388 manages OHV activities in an environmentally responsible way as a response to
389 the deleterious effects that result from *unmanaged* OHV use. The Plan
390 establishes goals, objectives, and action steps to not only enhance the OHMVR

391 Program’s management response to the environmental effects of OHV use, but
392 also to reduce the carbon footprint associated with OHV use. Key actions
393 associated with this approach include the following.

- 394 ✓ Leverage approaches such as development of urban or regional
395 opportunities that reduce system-wide transit time and consumption of
396 resources to reach and use recreation destinations.
- 397 ✓ Support technology to reduce impacts of the system infrastructure and
398 facilities.
- 399 ✓ Support, and where possible, facilitate technological advancements to
400 reduce the environmental impacts of OHVs.
- 401 ✓ Utilize management and acquisition strategies resulting in maintaining or
402 improving quality species habitat and opportunities for quality outdoor
403 recreation.

404 The Division is committed to reducing its effect on
405 the environment by making environmentally
406 responsible choices. For example, the Plan outlines
407 efforts and actions regarding improving
408 technology, reducing use of fossil fuels, energy
409 efficiency, and overall environmental sustainability
410 of our operations.

411 Implementation of these goals will include
412 activities such as purchase of renewable energy
413 and alternative fuels and vehicles, energy-
414 efficiency improvements for new and existing
415 facilities, and procurement of less energy-intensive
416 and more environmentally responsible goods and
417 services. The Division will also continue to
418 participate in industry discussions to facilitate
419 improved OHV technology and reduced impacts to
420 OHV areas.

421 In addition, the Division will pursue actions to
422 reduce greenhouse gas emissions, toxic substances,
423 and waste from its operations. Future goals include developing green
424 specifications for equipment, facilities, and vehicles. Staff development,
425 training programs, and information tools will be implemented to support these
426 policies and encourage environmental responsibility.



427 IMPROVING TECHNOLOGY

428 On a number of fronts, technology is evolving in ways that will enable the
429 OHMVR Program to achieve important recreational, environmental and
430 management goals.

431 Newer and improved types and capabilities of OHVs are being developed and
432 marketed. This means both more interesting opportunities and experiences for
433 participants in recreational activities, and reduced reliance on traditional fuels.
434 For example, electric vehicles and solar powered recharging stations offer a
435 real potential for reducing reliance on fossil fuels.

436 Engineering solutions and maintenance practices are continually evolving and
437 improving, resulting in better designed and more easily maintained trails for
438 motorized recreation. This will result in improved soil and habitat
439 management, leading to sustained opportunities provided in an
440 environmentally protective and responsible manner.

441 Ever and rapidly evolving electronic technology means that managers and staff
442 can have more efficient and ready access to information essential for making
443 sound management and planning decisions, monitoring the effectiveness of the
444 OHMVR Program, recruiting and training quality staff, facilitating
445 communication and coordination by and among the many interested
446 stakeholders, and administering the many aspects of the OHMVR Program
447 needed to achieve success.

448

450 In recent years, many authors and
451 researchers have noted increases in
452 childhood obesity as young people
453 choose to engage in indoor activities
454 such as electronic gaming and surfing
455 the internet, rather than more active
456 outdoor pursuits. The focus on indoor
457 pursuits has also led to a lack of
458 connection with nature. Through the
459 popularity of OHV recreation, young
460 people can be drawn into outdoor
461 activities which expose them to new
462 experiences, and where we can take the
463 opportunity to teach them how to
464 appreciate, understand and protect our
465 state’s natural resources.



466 One example of this concept is the Off-
467 Road PALS program at Hungry Valley
468 SVRA. In this program, at-risk youth from
469 Santa Maria schools are offered an opportunity to spend two days and nights at
470 the park.

471 Students are highly motivated to participate in this program because of their
472 desire to ride an all-terrain vehicle (ATV). Most participants to the program
473 have never spent time in remote outdoor settings.

474 Once participants arrive at the Park, they begin the two-day program. On day
475 one they learn safe and responsible ATV operation and hands-on maintenance
476 of motorized vehicles in general and ATVs in particular. The second day is
477 spent in the park focused on various aspects of natural and cultural resource
478 management. The students interact with park staff and teachers in an
479 environment that promotes learning, an appreciation of the outdoor
480 environment, and team building. In addition to outdoor awareness, a major
481 focus of this program is on career opportunities in parks and resource
482 management. Through this program, many young people who otherwise would
483 have had little or no exposure to nature have come to value and enjoy the

484 natural environment. For
485 several participants this
486 experience has made a
487 significant contribution to
488 their lives in participating in
489 outdoor activities and in the
490 focus on their future.

491 The Cal PAL program at Hungry
492 Valley, and others like it,
493 addresses the clear
494 opportunity to use the draw of
495 OHV recreation as a “Gateway
496 Activity” to welcome young
497 people into the outdoors,
498 where they can then be
499 introduced to alternative ways
500 of experiencing nature, and
501 developing a deeper appreciation and understanding of the environment.



502

503

EXTERNAL ASSESSMENT

THREATS TO EXISTING OPPORTUNITY

Millions of OHV Trust Fund dollars have been awarded to land management agencies over the years to acquire, develop, manage and maintain OHV recreation opportunities, and sustain the lands in a way that they may be used for future recreational activity. Many of these areas that have been available for OHV recreation are being closed to motorized use. These closures are the result of a number of factors, including but not limited to: reallocation of lands for alternative uses such as energy development, inappropriate use of lands not authorized for such use, conflicts with other uses, unresolved impacts to ecological resources and species, threats to public health, lack of needed resources for adequate maintenance and management, litigation or the threat of litigation. It is critical that OHV Trust Fund investments are appropriately protected, and future OHMVR Program and resource allocation policies and activities are adapted to anticipate and respond to threats to those investments.

Closure of Federal Lands

Conversion to Other Uses – OHV opportunities on federal lands are under threat of proposed closures or severe limitations as a result of conversion to other uses such as development of alternative sources of energy (geothermal, wind, and solar), as well as the expansion of military training areas. Decisions to allocate lands for these activities threaten to reduce lands available for OHV recreation.

Route Designation on Federal Lands – Designation of an authorized system of routes and areas for OHV use is critical for a well managed program. Since 2000, the OHMVR Program has funded the USFS and BLM to implement route designation processes leading to decisions concerning routes deemed appropriate for continued OHV recreational uses. These processes are resulting in the designation of routes for continued use as well as closing other routes that have been historically. The reasons for the closures are varied and complex including: species protection or other environmental reasons; the OHV

537 use was not lawful or adequately enforced; difficult or costly maintenance, and
538 safety.

539 There are indications some closures are resulting from inadequate resources to
540 complete the environmental and engineering assessments required by USFS
541 practices and procedures. Other routes may be closed because they contain
542 links across private lands or due to inadequate maintenance and operating
543 funding. With further assessment, it may be that some closed routes would be
544 appropriate to remain open or be reopened. Collaboratively exploring solutions
545 to these issues with the federal agencies will require a commitment of added
546 resources to consider if options may exist to keep these routes open, or to
547 reopen them following additional evaluation where possible and appropriate.

548 ***Conversion to Wilderness or Roadless Areas*** – Legislation is pending and
549 regularly introduced in Congress to create Wilderness and to place further
550 restrictions on the use of roadless areas that historically have been lawfully
551 available for motorized recreation or for motorized access to other forms of
552 recreation. Devoting a sufficient level of resources to monitoring, studying,
553 and responding to these proposals will be essential for the long-term health of
554 the OHMVR Program as well as to address the management response needed if
555 the areas are closed to OHVs.

556

557 **Environmental Compliance**

558 Over the years, the Division has spent millions of dollars on programs and
559 activities to manage and protect sensitive natural and cultural resources,
560 including endangered species preservation and recovery and CEQA or NEPA
561 compliance. Compliance with environmental law and regulation is critical to the
562 continued success of the OHMVR Program. Not only is compliance essential for
563 sustaining the ecological balance of the lands to enable continued OHV use, but
564 failure to comply has resulted in litigation by groups who diligently monitor
565 land management activities for compliance. As a result, funds and other
566 resources that should be directed towards ensuring OHV use is managed
567 sustainably are instead redirected towards responding to lawsuits. This
568 threatens both the funding ability of the OHMVR Program as well as the ability
569 of OHV uses to continue where they are appropriate. Consistent, diligent
570 compliance with environmental laws and regulations can avoid this outcome.

571 Financial and staff resources of the OHMVR Program must thus continue to be
572 allocated to environmental conservation and protection programs as mandated
573 by the OHMVR Program. The primary purpose for these efforts is to develop
574 and implement sound environmental programs not only to sustain the lands for
575 future generations of OHV use, but, to also avoid litigation and further closure
576 of areas to appropriate OHV use.

577

578 **Public Health**

579 In recent years, concerns have been raised about the effects of OHV recreation
580 on public health. The concerns often extend well beyond the boundaries of the
581 OHV opportunity, with issues related to water and air quality being of
582 particular interest. Water quality impacts include sediment runoff into drinking
583 water sources, human sanitation (fecal coliform), and contamination from
584 heavy metals and petroleum products. Air quality impacts include particulates
585 (PM₁₀ and PM_{2.5}), carbon emissions (climate change), and site-specific hazards
586 such as asbestos-bearing serpentine soils and Valley Fever. At times, the
587 response of land managers has been to close areas entirely to OHV recreation.
588 For example, the 31,000-acre Clear Creek Management Area (CCMA) managed
589 by BLM’s Hollister Field Office is currently closed to all public recreation due to
590 concerns about asbestos exposure. The closure affects an estimated 35,000
591 annual visitors to the area.

592 Efforts to better define and respond to these problems are already underway,
593 but much more work will be necessary. The Division will continue to enhance
594 monitoring and management efforts at the SVRAs to determine appropriate
595 management responses and to be able to work effectively with the local and
596 state regulatory agencies and respond to public concerns. Additionally, the
597 Division will assist OHV recreation areas managed by other agencies that rely
598 on OHV Trust Funds by supporting development and implementation of
599 appropriate measures for minimizing public health impacts.

600

601 **Trespass, Conflicts, and Violation of Closed Areas**

602 The issue of OHV trespass on private property, noise and dust nuisances, and
603 incursions into lands such as rivers that are off-limits to or inappropriate for
604 motorized uses is a common topic raised by the public. Law enforcement

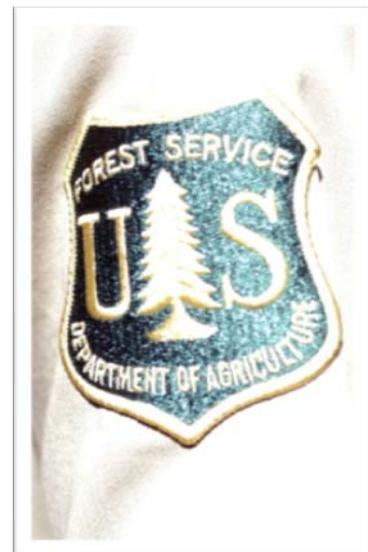
605 officials regularly note that responding to calls from private property owners
606 with complaints of unauthorized and illegal OHV activity and nuisance is a top
607 concern. These concerns have resulted in an increase in county ordinances or
608 county planning documents restricting OHV uses. In many cases, these
609 restrictions are threatening areas historically open for OHV use. Moreover,
610 federal public land managers and law enforcement officials, as well as other
611 interested groups and individuals, continue to note the problem of unlawful
612 incursions into designated Wilderness and other areas devoted to protection of
613 natural and cultural resources.

614 More comprehensive data and appropriate management responses must be
615 developed regarding the problem of trespass, conflicts regarding appropriate
616 land uses, and violation of sensitive areas not appropriate for OHV use.
617 Adequate data can be difficult to attain given the often remote and sporadic
618 nature of the activity and shortage of resources to regularly monitor it. But,
619 when the evidence of such activity is found, several responses are needed.
620 One is the need to increase law enforcement patrols and implement signage,
621 education, or other measures in an effort to reduce or prevent future
622 incursions. Additionally, funds must be allocated to repair or restore damage
623 to areas where unauthorized motorized activity has taken place. Otherwise,
624 when land managers are unable to control such activity, the result will be
625 closure of areas to OHV activity where that activity would otherwise be
626 appropriate. To prevent such outcomes, the Division must continue to dedicate
627 resources to educating OHV participants in the responsible use of vehicles and
628 managing and enforcing trespass while at the same time pursuing ways of
629 providing an outlet for pent-up demand. The Division will pursue better
630 information on the extent and location of the
631 demand to address this need.

632

633 **Reductions in Budgets for Land Management**

634 Increasing pressure on public agency resources, as
635 well as the poor economy, have led to cuts in
636 funding allocated to many land management and
637 law enforcement organizations. For example,
638 increased fire suppression costs on national forests
639 have resulted in redirection of available funding
640 from other land management activities, including



641 management of OHV trails. Also, as staff leave public agencies due to
642 retirements, the scarcity of funds has led to many positions being eliminated or
643 left vacant. These funding and personnel reductions have resulted in
644 inadequate management and enforcement oversight at a number of OHV
645 recreation areas making the availability of Trust Funds and Division assistance
646 to public land managers even more critical.

647

648 **Overuse Due to Increasing Recreational Demand**

649 As areas historically available for OHV recreation are closed or restricted to
650 OHV use, and increasing numbers of people choose to participate in outdoor
651 motorized activities off of the main paved paths of travel, the density of use is
652 increasing. The full extent of this phenomenon is not well documented, but
653 land managers have noted anecdotally the problem exists as visitation
654 increases when nearby OHV areas are closed.

655 In some cases, the result of overuse is existing trails and routes cannot be
656 adequately maintained to existing standards, and use must be curtailed. This

657 has the
658 undesirable
659 effect of further
660 aggravating
661 overuse problems
662 elsewhere, and
663 exacerbates
664 trespass
665 problems as
666 people become
667 frustrated and
668 look for other
669 places to go
670 underscoring the
671 importance of obtaining data to identify such overused areas and locating
672 suitable areas for additional opportunity.



673

674 **Urbanization**

675 Rapid urbanization has created conflicts in many existing managed OHV
676 recreation areas which were once far removed from housing and commercial
677 development. As more homes and businesses are built in these once remote
678 areas, conflicts between OHV recreation use and neighboring landowners
679 become a management issue, particularly in relation to noise and the
680 generation of dust.

681
682 Urbanization claims approximately 40,000 acres of farmland per year in
683 California. California is currently the second most urbanized state in the
684 nation. As California’s population increases, the demand for, and impact on,
685 the already limited amount of OHV recreation areas in close proximity to urban
686 areas becomes an even more significant issue. This is of particular concern in
687 and around the heavily populated and fast growing counties of Los Angeles,
688 Orange, San Diego, Riverside and San Bernardino, as well as along the western
689 slope of the Sierra Nevada and in the Central Valley, where the current
690 population of 5.5 million is expected to grow to more than 11 million by 2040.

691 As development spreads across the state, OHV opportunities are increasingly
692 threatened due to land use allocations and regulations, zoning laws, and
693 increased concern for environmental impacts. The remaining lands available
694 for OHV opportunity are receiving increased use, potentially resulting in
695 impacts to recreational opportunity, the outdoors experience, and natural and
696 cultural resources.

697

698 **Sound**

699 Complaints about motorized recreation increase as people residing in newly
700 developed areas complain about nearby noise associated with OHV operation.
701 OHMVR Program efforts to enforce noise standards (Vehicle Code section
702 38370) for dirt bikes and ATVs have been in effect for some time. By and large
703 the public has embraced these standards, including those in the professional
704 racing series. However, more effort will be required to ensure sound from
705 other forms of OHVs – both highway and non-highway registered – is kept at a
706 level that does not contribute to pressures to close areas to OHV use.

707

708 **MEETING NEEDS FOR FUTURE RECREATION DEMAND**

709

710 **Population Growth**

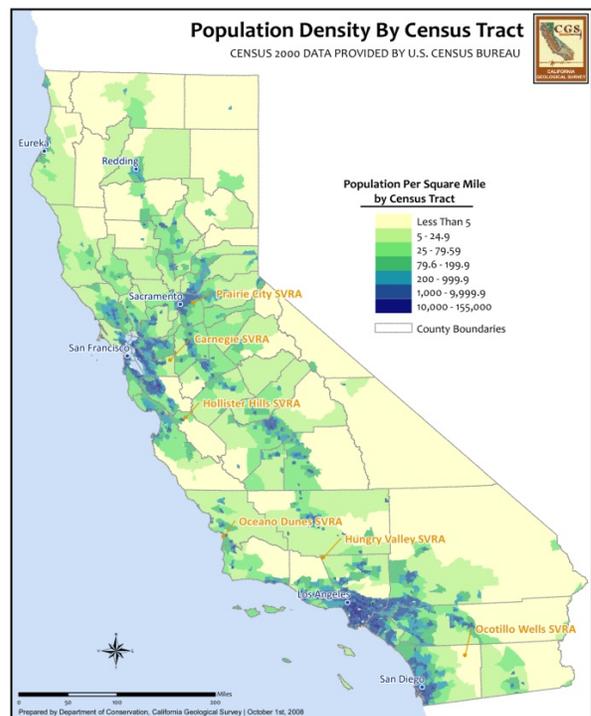
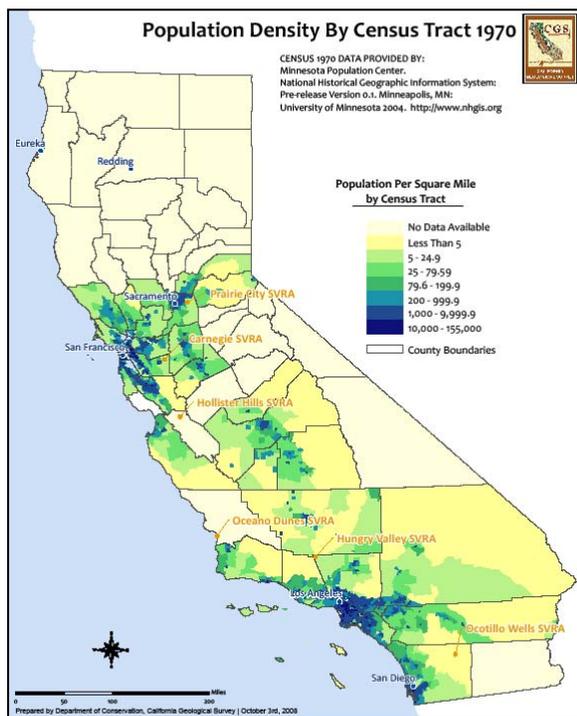
711 As the population grows, more people are operating vehicles off-highway for
712 recreation and in pursuit of non-motorized recreation. Existing facilities are
713 reaching maximum capacity and many are not receiving the management
714 attention needed to maintain ecologically sustainable high quality OHV
715 recreation. New opportunities are not being developed to keep pace with the
716 increased demand.

717 The face of California is constantly changing and the population twenty years
718 from now will look dramatically different from what it is today. Between now
719 and 2030, the Department of Finance (DOF) projects the state will add
720 approximately 500,000 people on an annual basis. In sheer numbers, from a
721 base population of 34.1 million in 2000, DOF projects California will grow to
722 44.1 million in 2020 and almost 60 million in 2050. This growth will present a
723 significant challenge to the OHMVR Program and the ability to deliver park and
724 recreation services in the years ahead.

Population Density of California: 1970 vs. 2000

725

726



727 **New Participants**

728 Rapid growth in OHV recreation has led to a large
729 segment of enthusiasts who have not been fully
730 educated on environmentally responsible and safe
731 operation of motorized vehicles in a natural setting.
732 These new enthusiasts have been exposed to marketing
733 campaigns which often portray destructive and
734 inappropriate OHV operation, or watch races on
735 television or the internet where extreme operations can
736 be contained and managed.

737 As these new participants enter remote OHV recreation
738 areas, they are not fully prepared for the conditions
739 they encounter, nor do they know enough about the
740 equipment they own. The Division has been
741 investigating the benefits of establishing OHV training
742 and recreation facilities closer to urban centers, where
743 appropriate vehicle operation can be taught in a
744 controlled and highly managed setting and reach more
745 people. Once these new participants are comfortable
746 with the operation of their vehicles, and understand
747 the appropriate ways to operate them in off-highway
748 settings, they can responsibly recreate in more natural
749 settings.

750

751 **Greater Participant Diversity**

752 Along with data indicating changes in participation by
753 ethnic groups (see sidebar), an important feature in
754 OHV recreation is participation of families in the
755 recreation. OHV areas are heavily utilized by families
756 and groups with young children. Today, greater
757 numbers of women are participating in the recreation
758 as well. As these individuals begin raising their own
759 children, they involve them in the recreational activity.
760 For many children, participation in OHV recreation
761 provides them with the experience of accessing the

According to a recent study from the USFS, *Off-Highway Vehicle Recreation in the United States and its Regions and States: An Update National Report from the National Survey on Recreation and the Environment (NSRE)*, “Among race and ethnic groups, white and black Americans participated in OHV at essentially the same rate in 2005-2007 as they did in 1999-2000, with a spike upward around 2003. American Indians and Asian/Pacific Islanders showed a decrease in participation between fall 1999 and fall 2007.” Most notably, Hispanics participated at more than twice the rate—26 percent—in 2007 as they did in 1999, adding participants at the fastest rate of all new participant groups.

762 outdoors and of camping in remote areas, which they may not otherwise be
763 exposed to or interested in doing. Recent studies and publications indicate
764 children receive a great deal of benefit from time spent outdoors in the natural
765 environment. OHV recreation is serving as a valuable “gateway” activity for
766 these young people, exposing them to both OHV and non-motorized outdoor
767 recreation.

768

769 **Doubling of the State’s Senior Population**

770 Another demographic factor to be considered is that California’s senior
771 population (people aged 65 and older) is expected to double by 2020. This age
772 group often has significant travel options given their record number of second
773 home ownerships, placing them in more than one point of departure. Higher
774 numbers of motorized and mechanical recreational equipment ownership is
775 also a key attribute of the group. This pattern, coupled with more family-driven
776 activities, will require the OHV Division and OHMVR Program to be more
777 proactive in future designs and development of OHV sites and OHV touring
778 opportunities. Brought on by aging baby boomers, the Division anticipates
779 increased interest in the statewide long distance motorized trail system and a
780 need for places to pursue various types of multi-day SUV touring opportunities.

781

782 **Change in OHV Use Patterns Due to the Economic Environment**

783 Sales of large 4x4 vehicles and high end sand rail are decreasing in conjunction
784 with the economic downturn, while sales of recreational utility vehicles (RUVs),
785 ATVs, and motorcycles are remaining stable, and in some cases are even
786 increasing. The shift could be caused by lack of liquidity in the target market,
787 or users switching from one vehicle type to another based on economics.

788 Changes can also be seen in the types of vehicles being used to transport OHVs
789 and the average length of stays. At Hollister Hills SVRA, staff has noted a
790 decrease in the number of large enclosed trailers used for transporting OHVs to
791 the park and an increase in the use of smaller, more fuel efficient transport
792 vehicles. On the other hand, staff at Oceano Dunes SVRA has noted an increase
793 in large transport vehicles accompanied by longer stays as people choose to
794 make one long visit rather than several shorter visits, which require multiple

795 trips from their home
796 area. Some OHV storage
797 facilities have been
798 located near remote
799 OHV sites, allowing
800 people to avoid towing
801 their vehicles back and
802 forth from home. While
803 these trends have been
804 noted, they are based on
805 anecdotal reports, and
806 their impact and
807 longevity are not known.



808

809 **Use of Fossil Fuels**

810 Many questions have been raised surrounding tailpipe emissions from vehicles
811 being operated for recreation and their effect on the environment. While OHV
812 recreation is only a part of this larger phenomenon (which also includes such
813 activities as driving scenic highways and operating pleasure boats and motor
814 homes), close attention needs to be given to finding ways to reduce overall
815 emissions. Vehicles registered as OHVs are issued a green registration sticker if
816 they meet certain emission requirements set by CARB. Vehicles not meeting the
817 CARB standard are issued red registration stickers, and their use is restricted in
818 some areas of the state. The amount of emissions being generated by these red
819 sticker vehicles is not known. Greater efforts are needed to find ways to
820 measure and analyze emissions from red sticker vehicles.

821 A recent trend is the development of alternative fuel OHVs. Highway-legal
822 vehicles designed for off-highway use (sport utility vehicles, 4x4s, all-wheel
823 drive and crossover vehicles) are now being offered by many manufacturers in
824 flex-fuel and hybrid configurations.

825



841

Some manufacturers are now offering fully electric motorcycles and four wheeled vehicles for off-highway use. These electric vehicles produce minimal noise, can be operated near urban areas with little disturbance to surrounding residents, and may present opportunities for development of OHV recreation areas in locations near urban

842 centers which were previously considered too problematic for development.
843 Locating facilities close to urban centers would further reduce emissions by
844 shortening the commute from people’s homes to recreation areas.

845

846 **More Capable Vehicles**

847 Highly capable OHVs are designed, built and sold that allow operators to access
848 areas previously inaccessible to vehicular use. The development of appropriate
849 facilities for these vehicles has not kept pace with this growth. In some areas,
850 people in search of greater challenges are operating these vehicles
851 inappropriately or choosing to enter areas which are not suitable for vehicular
852 operation, creating impacts to facilities and lands that are not sustainable.

The Effect of X-Games

There has been a recent upsurge in the popularity of extreme sports, along with greater televised coverage of such events. These extreme activities often feature motorcycles and four wheeled vehicles being operated at high speed, jumping high into the air, or being driven at very high speeds over rough terrain. This has led to the desire amongst some to purchase similar vehicles and engage in these extreme activities. What many fail to realize is these activities are only appropriate on closed courses specifically designed for such extreme operation. Problems arise when misguided individuals attempt to emulate the extreme vehicle maneuvers on trails designed for casual recreational use.

A better job of educating the public regarding appropriate uses of trails in natural areas must be done. Many areas provide adequate opportunities for nature-based recreational driving, but are wholly inappropriate for extreme vehicle operations at high speeds. There needs to be a separation of uses in order to continue to provide recreational settings where those who wish to traverse a beautiful natural environment can continue to do so.

By providing opportunities for other more extreme OHV activities in controlled settings, or on closed courses specifically designed to be managed for such uses, facilities can be provided for those wishing to recreate in a more active manner without creating conflicts among the various types of desired OHV use.

854 ENVIRONMENTAL EDUCATION AND SAFETY TRAINING

855

856 Two primary purposes must be addressed with improved and expanded
857 educational programs related to the OHMVR Program. First, increased OHV use
858 is leading to increased harmful impacts on the environmental condition of the
859 lands where OHV use occurs. Second, with the proliferation and ownership of
860 new OHVs, participants are not always getting appropriate training in the safe
861 and lawful use of the vehicles. Thus, education in environmentally responsible
862 use, along with training in the safe and lawful operation of the vehicles, is
863 essential. Going hand-in-hand with this education effort is the appropriate
864 application of law enforcement efforts having both an educational/training
865 component and an enforcement component, when education alone does not
866 achieve the desired result of improved responsible and safe riding.

867

868 Education

869 With the large interest in OHV recreation, providing an effective statewide
870 educational curriculum is essential to ensuring participants know how to
871 recreate safely, know of legal places to recreate, respect private property,
872 operate their vehicles in an environmentally responsible manner, and
873 understand how their actions affect not only the entire OHV community but
874 others around them. The Division has supported and funded a number of
875 educational efforts across the state through the SVRAs and through the Grants
876 Program. Many of these educational efforts and programs are very successful
877 and are taught at a number of locations by a variety of organizations. There is
878 an opportunity to realize even greater results by establishing a coordinated,
879 statewide, comprehensive education campaign that meets the increasing need
880 to provide training in both environmentally responsible OHV use and in the safe
881 and lawful operation of OHVs.

882

883 Law Enforcement

884 As a result of the increasing popularity of OHV recreation in California, the
885 demand for legal places to recreate has also increased. However, cities,

886 counties and the state have not been able to keep up with the pace of the
887 demand. Law enforcement plays an important role in educating and mentoring
888 the OHV community, and when necessary, enforcing the laws and issuing
889 citations. Law enforcement agencies across the state face challenges in
890 recruitment and retention of staff. Identifying officers interested in OHV
891 recreation can be an additional challenge. Providing the specialized equipment
892 is often difficult given local funding demands. While counties struggle to find
893 funding to provide legal places to provide recreation, law enforcement must
894 address the issues of sound, off-highway registered vehicles on highways,
895 environmental degradation and trespass. The Trust Fund has and will continue
896 to provide critical support for these efforts.

897

898 **IMPROVED COMMUNICATION AND RELATIONSHIP BUILDING AMONG** 899 **INTEREST GROUPS**

900

901 In recent years, membership in traditional OHV clubs and organizations has
902 dropped while at the same time, the number of people participating in internet
903 web forums dedicated to various types of OHV recreation and related
904 environmental stewardship is rapidly growing. These new social networks are
905 often less formally organized as are the more traditional OHV clubs. However,
906 these venues are able to rapidly distribute information to a wide audience,
907 which is both very helpful (when alerting the community to developing issues)
908 and, at times, extremely problematic (as when misinformation is mistakenly
909 propagated through many forums before being corrected).

910 **Collaboration with Organizations and Individuals**

911 Many organizations and individuals have an interest in OHV recreation,
912 including those interested in participating in OHV recreation, ensuring
913 environmental protection, maintaining open space, accessing non-motorized
914 recreation opportunities via off-highway routes, and improving OHV safety, and
915 those concerned with the effects of OHV recreation on other forms of
916 recreation and land uses. A significant majority of OHV opportunity is on
917 federal lands managed by the BLM and the USFS. At the same time, OHV
918 activities affect local communities wherein city and county governments must
919 address regulatory and land use planning issues. In order for the Division to

920 meet its mandate of managing OHV recreation to meet demand and sustain the
921 lands and environment in which it exists, all interested individuals and
922 organizations must work collaboratively together. The Division must assume a
923 leadership role and be a catalyst for improved collaboration. The Division will
924 facilitate the collaborative efforts by assuring financial assistance for staff
925 training and other management responses is appropriately provided along with
926 necessary technical assistance.

927 **Consideration of Stakeholders' Needs and Concerns**

928 In setting OHMVR Program priorities, the Division considers input from a
929 variety of interest groups. While the Division actively seeks out information
930 regarding stakeholders' concerns by holding public meetings, sponsoring
931 facilitation for public meetings, conducting workshops, and evaluating
932 suggestions received by mail and email, a substantial need and expectation for
933 more outreach remains. As the Division moves forward, public participation
934 opportunities will increase to keep pace with the various communities of
935 interest.

936 **Coordination With Public Land Managers and Regulatory Agencies**

937 OHV recreation in California occurs in many areas, on lands administered by a
938 wide variety of government agencies. In addition, there are a number of
939 regulatory agencies whose missions have an impact on OHV recreation. These
940 agencies include the U.S. Fish and Wildlife Service, California Department of
941 Fish and Game, California Regional Water Quality Boards, CARB, and regional
942 air quality districts. The DMV and CHP also have a regulatory role concerning
943 OHV use with regard to administration of the California Vehicle Code. As
944 previously discussed, public health issues have arisen resulting in closures or
945 other restrictions on public recreational use of lands. The Division has begun
946 efforts to increase coordination among the various entities to ensure informed
947 and effective OHV management responses are achieved in light of regulatory
948 requirements.

949

950

951 **COLLECTION AND CONSIDERATION OF BEST AVAILABLE DATA**

952

953 **Data Retrieval**

954 The Division currently collects data on OHV activities from a wide range of
955 sources. However, this information is not currently organized in a logical
956 fashion and is often difficult to retrieve and validate. The Division recently
957 embarked on a contract to implement a system to standardize the way in which
958 data on grant-funded activities are captured, stored and made available for
959 retrieval. Future efforts will focus on collecting and standardizing other data
960 necessary for administering the OHMVR Program.

961 **Accurate, Complete Data**

962 Currently, gaps exist in information collected concerning OHV usage, location,
963 demand and impacts. Additional data are being collected by other public
964 agencies, OHV industry, environmental organizations, and educational
965 institutions. These various sources of information are not collated in one
966 database, but instead are scattered throughout various organizations.
967 Dispersed and incomplete data make it very difficult to provide good analysis
968 of OHV issues required for sound decision making, development of
969 management responses, and implementation and monitoring of management
970 solutions. Sharing data among the various agencies and entities, as well as a
971 system to maintain and access it, will be necessary for this effort.

972

973 **Collection of Data by DMV**

974 Data kept by the DMV concerning vehicle registrations are difficult to interpret.
975 For example, ATVs are often listed as dirtbikes, RUVs as sand rails, etc. The
976 database used by the DMV is based on old programming language which is very
977 costly to rewrite. In addition, there is no standard for issuing Vehicle
978 Identification Numbers (VIN) which is consistent from one manufacturer to the
979 next, making identification of specific vehicle types by VIN problematic.
980 Because of the difficulty in working with the DMV programming code, and the
981 variability in VIN standards, using the DMV database to analyze vehicle
982 purchasing and use patterns is subject to significant levels of error. It will be

983 necessary to work toward solutions for these problems and, in the meantime,
984 obtain and utilize third-party programs that convert the DMV data to usable
985 formats.

986

987 **Collection of Data by CARB**

988 Information collected by CARB relating to emissions attributable to
989 recreational OHVs operated off-highway has been difficult to validate. For
990 example, data regarding the frequency and duration of motorcycle use does not
991 conform to what the Division is observing on the ground. The Division and CARB
992 need to work closely to obtain the most accurate and reliable data.

993

994 INTERNAL ASSESSMENT

995 Providing for a statewide system of well managed OHV recreation opportunities
996 and sustaining the lands on which they exist is a complex undertaking,
997 requiring staff from the Division and other agencies to have knowledge of, and
998 be able to respond to, a wide range of issues and concerns

999 It has been noted that one of the most significant challenges to the USFS lands
1000 is unmanaged OHV use. Managed use, overseen by trained and knowledgeable
1001 staff, is essential for all agencies in addressing the growing demand for OHV
1002 recreation opportunities statewide. The dramatic increases in visitation to the
1003 SVRAs, increases of OHV use on federal and other public lands, increasing
1004 needs for habitat and ecosystem monitoring, and changes in the Grants
1005 Program all require additional resources to be added to the Division and other
1006 agencies along with appropriate levels of training and development. Current
1007 staffing, education, experience and skill levels are not adequate to manage the
1008 growth of the OHMVR Program.

1009

1010 LOSS OF INSTITUTIONAL KNOWLEDGE

1011 As senior staff retire or move to other assignments, they take with them the
1012 knowledge and skills they have acquired over many years working on OHV
1013 recreation issues. Due to budgetary concerns for many government entities,
1014 the development of new staff has not kept pace with the turnover in senior
1015 staff. In the Division, staff transferring from other areas, both inside and
1016 outside of state government, lack the specialized knowledge of OHV recreation
1017 issues necessary to be effective in the OHMVR Program. Emphasis must be
1018 placed on teaching and mentoring new members of the organization. The same
1019 is true of federal and local agencies involved with the OHMVR Program.

1020

1021 **TECHNICAL COMPLEXITY OF THE OHMVR PROGRAM**

1022 Staff at all levels who work on OHV issues are faced with a variety of complex
1023 issues regarding environmental compliance and monitoring, compliance with a
1024 soil standard and applying that standard across a wide variety of landscapes
1025 and soil conditions, watershed analysis, acquisition transactions, renewable
1026 resource considerations, and land use planning and management. This
1027 technical complexity shows no sign of decreasing. Training programs designed
1028 to help staff improve knowledge, skills and abilities specific to management of
1029 OHV programs need to be developed to ensure staff are prepared to deal with
1030 this complexity.

1031
1032 **UNDERSTANDING THE EQUIPMENT**

1033 Staff working in OHV programs are challenged to learn the operating
1034 capabilities and potential impacts of a wide range of recreational OHVs. Dirt
1035 bikes, ATVs, sand rails, RUVs, golf carts, 4x4s vehicles of various types, rock
1036 buggies, snowmobiles, and prototype vehicles, all have unique characteristics
1037 and operating parameters which must be considered when managing OHV
1038 recreation areas. Staff are required to develop an understanding of the
1039 interrelationship between operation of the various vehicle types, the diverse
1040 soil types, and the natural environments in which they are operated.

1041 Staff from the Grants Program must develop a thorough understanding of the
1042 wide variety of OHV equipment listed above to effectively evaluate requests for
1043 funding the purchase of these vehicles by grant applicants. When evaluating a
1044 grant request for a particular type of vehicle, grant administrators must
1045 consider the vehicle’s appropriateness for its intended use, cost effectiveness,
1046 maintenance needs, and estimated life.

1047
1048 **OHMVR PROGRAM ADMINISTRATION AND ON THE GROUND**
1049 **EXPERIENCE**

1050 All Division staff, from those working on the ground in the SVRAs to the
1051 administrative staff working at the Division’s headquarters in Sacramento, must
1052 possess a knowledge of OHV recreation in its various forms and the principles
1053 of resource management to be effective. The Division has had difficulty

1054 recruiting staff with this knowledge, and must spend significant resources
1055 teaching and training staff once they are hired.

1056 To fully understand the range of OHV recreational pursuits, opportunities,
1057 impacts, and challenges they present, new staff must spend time on the ground
1058 and with the other federal and local agencies involved with OHV management.
1059 This enables them to gain direct experience and understanding of the rules,
1060 procedures, and other administrative requirements of other agencies as well as
1061 the operation of OHV equipment. Only by gaining this type of understanding
1062 can staff be effective in responding to the needs of the OHMVR Program.

1063

1064 **STATE VEHICULAR RECREATION AREAS**

1065 SVRAs provide highly-managed opportunities that balance resource protection
1066 with OHV recreation. They provide a model for areas dedicated to OHV
1067 recreation where management responses are refined and can be emulated
1068 elsewhere as appropriate. As they fulfill their primary purpose of providing
1069 OHV recreation, they also serve to provide environmentally sustainable
1070 conditions by maintaining, preserving, and protecting open space and areas of
1071 rich biodiversity in an ecologically balanced way. Environmental Scientists at
1072 each SVRA implement Habitat Monitoring Programs to provide data used in
1073 making management decisions. Rangers are available to provide OHV education
1074 and safety training, natural resource interpretation, enforce laws, and for rapid
1075 response to accidents and other emergencies.

1076 The SVRAs have experienced dramatic increases in visitation in recent years.
1077 Visitation at Ocotillo Wells SVRA has more than doubled since 2000. Hollister
1078 Hills and Oceano Dunes SVRAs reach maximum capacity on a regular basis
1079 during their busy seasons. This level of visitation has resulted in increased
1080 impacts to park resources. Additional staff positions were approved in the
1081 2008/09 budget. Finding qualified staff to fill these positions is critical to
1082 address resource protection, public safety, facility maintenance and to ensure
1083 the SVRAs can continue to be managed in a sustainable fashion.

1084

1085

1086 **FUNDING TO STATE PARKS FOR SUPPORT SERVICES**

1087 The Division was formed as a separate entity within California State Parks by
1088 the Legislature in order to ensure OHV Trust Funds were directed towards
1089 support of OHV recreation and not inadvertently used to support other
1090 unrelated activities of State Parks.

1091 At the same time, at the inception of the OHMVR Program, it was deemed to
1092 not be entirely efficient to establish completely separate, common
1093 administrative functions such as human resources, accounting, contracting,
1094 legal service, and budgeting functions. Thus, the Division must rely on these
1095 services being performed by those functions that also serve State Parks as a
1096 whole.

1097 Nevertheless, due to the unique nature of the requirements for managing the
1098 OHMVR Program, the Division has needed to develop its own administrative
1099 expertise. As the Division has grown in experience and complexity, and in
1100 order to address the priorities of the OHMVR Program as well as maintain and
1101 account for the separation of funds, the Division has assumed, and performs as
1102 many functions as possible with Division staff and resources. Some functions,
1103 such as equipment purchasing and management, legal services, and public
1104 safety management and personnel services are performed partially by the
1105 Division but still require support from the Department. As a result, funds from
1106 legislative appropriations intended to support OHV recreation are redirected to
1107 the Department to support these activities. This results in duplication of effort
1108 and unnecessary expenditures. With the growth and experience of the Division,
1109 and to ensure appropriate use of OHV funds to meet the priorities of the
1110 OHMVR Program, the Division will pursue performing these activities by its own
1111 Division staff.

1112

1113 **GRANTS AND COOPERATIVE AGREEMENTS**

1114 To achieve the legislative mandate of providing and expanding areas and
1115 opportunities for OHV recreation through funding to local and federal agencies,
1116 Native American Tribes, non-profit organizations, and educational institutions,
1117 the Division manages an extensive Grants Program that will allocate \$27.1
1118 million for the 2008-2009 fiscal year.

1119 To meet the administrative and competitive contracting requirements for the
1120 Grants Program, the Division has revised and updated regulations governing
1121 the allocation of grant funds and implemented an on-line application process
1122 for 2009. These developments allow for a more efficient application process for
1123 potential applicants, and enable the Division to supply funds to applicants
1124 which are most in need of funding to support projects which provide the
1125 highest probability of achieving OHMVR Program goals. The commitment of
1126 resources and staff development, as well as technical assistance and training to
1127 the applicant agencies is essential to the continued success, administration,
1128 and evolution of this important program.

1129

1130

VISION STATEMENT

1131 The Division will:

- 1132 ✓ Be the nationwide model and set the standard for administering and
1133 managing an OHV recreation program at the state level,
- 1134 ✓ Provide outstanding OHV opportunities to meet the changing trends and
1135 demographics associated with OHV recreation,
- 1136 ✓ Improve the quality and quantity of motorized recreational opportunities
1137 to meet the changing and growing interests of OHV enthusiasts
1138 recreation on lands in California,
- 1139 ✓ Aggressively pursue responsible care of California’s natural and cultural
1140 resources,
- 1141 ✓ Develop and implement best-management maintenance and
1142 environmental practices for use in State Vehicular Areas and promote
1143 them in other areas, and
- 1144 ✓ Ensure grants are awarded to programs that support OHV opportunities,
1145 OHV education and safety, and restoration of areas damaged as a result
1146 of motorized recreation and motorized access to other forms of
1147 recreation.

1148

GOALS AND OBJECTIVES

1149

1150

1151 **GOAL 1 – Sustain Existing Opportunity: Protect, preserve, and enhance**
1152 **existing OHV opportunities in a manner that ensures well managed,**
1153 **interesting, and high quality experiences, and mitigate the environmental**
1154 **impacts that may be associated with those activities.**

1155 The Division will protect and preserve existing OHV opportunities taking into
1156 consideration the need to sustain lands for future OHV uses. This will be
1157 accomplished through identification and implementation of solutions to
1158 maintenance, environmental, and any other problems that have led to closures
1159 of traditionally used trails, road and areas,

1160 To advance the OHMVR Program to provide an ecologically balanced system
1161 and sustain OHV opportunities for the long term, it is essential that areas,
1162 trails, and other facilities are adequately maintained, operated and improved
1163 as necessary. The External Assessment by the Division reveals a wide array of
1164 concerns over the loss of OHV opportunities and the increasing amount of OHV
1165 use on and degradation of remaining opportunities.

1166 The reasons for existing problems are many and varied. They include
1167 insufficient funding for projects and staffing for such things as routine
1168 maintenance, law enforcement, and improvement of existing facilities. In
1169 addition, the application of the most recent best management practices have
1170 not kept pace with the needs.

1171

1172 *OBJECTIVES/STRATEGIES*

1173 **1.1**

1174 **Ensure requirements for the soil standard and habitat protection plans (HPP) are**
1175 **being implemented in the SVRAs and other projects supported by OHV Trust Funds.**

1176 ❖ Action 1.1.1: Establish Trail Teams in the SVRAs to be responsible for
1177 overall trail development, maintenance, and compliance with the soil
1178 standard.

1179 ❖ Action 1.1.2: Establish in the Grants Program an incentive for
1180 development and training of grant recipient staff in soil and habit
1181 conservation compliance.

1182

1183 **1.2**

1184 **Identify and implement best management practices (BMPs) for keeping SVRAs, and**
1185 **other lands supported by OHV Trust Funds, compliant with current trends in**
1186 **resource management to reduce environmental impacts.**

1187 ❖ Action 1.2.1: Establish a Division Trail Management Team to develop and
1188 maintain a regularly updated trail maintenance manual including BMPs
1189 available for achieving high quality soil, environmental conservation, and
1190 functional trail maintenance results.

1191 ❖ Action 1.2.2: Division Trail Management Team will work collaboratively
1192 with other agency teams to provide a forum to share trail maintenance
1193 techniques and develop BMPs.

1194

1195 **1.3**

1196 **Using the 2009/2010 fiscal year as a baseline, achieve a 25% reduction in carbon**
1197 **footprint from OHV recreational use by 2020.**

1198 *Note: Proposed timelines in the section below are for discussion purposes only.*

1199 ❖ Action 1.3.1: Within ___ years, establish the baseline system carbon
1200 footprint for 2009 utilizing analysis metrics established by researchers
1201 engaged in the Governor’s Climate Action initiation.

1202 ❖ Action 1.3.2: Within __ months of establishing baseline data, establish
1203 action plan to achieve 25% reduction target.

1204 ❖ Action 1.3.3: Within __ months of establishing baseline data, identify a
1205 minimum of two opportunities in each SVRA to implement energy
1206 reduction methods that can be used as part of the point source and off-
1207 set strategies.

1208 ❖ Action 1.3.4: Commencing in the _____ fiscal year, establish carbon
1209 footprint considerations for award of funding from the Grants Program.

1210 ❖ Action 1.3.5: In next 24 months initiate a process to work with CARB to
1211 develop complete data on emissions attributable to non compliant
1212 vehicles, and review the red sticker regulation.

1213

1214 **1.4**

1215 **Implement a “sound level management program” with the aim of reducing excessive**
1216 **sound levels generated from vehicles recreating off-highway where such sound**
1217 **levels exceed established standards.**

1218 ❖ Action 1.4.1: Adopt an SAE Standard testing procedure that can be
1219 effectively administered in the field to test for excessive sound levels for
1220 vehicles not covered under the SAE J1287 test method and continue
1221 enforcing the sound level standard on ATVs and dirt bikes using the SAE
1222 J1287 test procedure.

1223 ❖ Action 1.4.2: Conduct annual training for local, state and federal
1224 agencies, tech inspectors and volunteers to appropriately market,
1225 administer and enforce the sound level standard on all types of off-
1226 highway vehicles.

1227 ❖ Action 1.4.3: Adopt regulation requirements and procedures for sound
1228 level enforcement for the Grants Program.

1229 ❖ Action 1.4.4: Establish facilities for sound monitoring stations at the
1230 SVRAs and implement regular sound testing.

1231 ❖ Action 1.4.5: Implement a contract for sound monitoring along the
1232 boundaries of SVRAs.

1233

1234 **1.5**

1235 **Implement a dust management program with the aim of reducing the amount of dust**
1236 **generated by OHVs.**

1237 ❖ Action 1.5.1: Develop and implement a dust monitoring protocol to
1238 quantify the extent and impacts of dust at each SVRA.

1239 ❖ Action 1.5.2: Develop a menu of management practices to be used when
1240 dust levels are found to exceed desired levels.

- 1241 ❖ Action 1.5.3: Prepare a dust management program manual and train the
1242 trail management and maintenance teams with regard to dust
1243 management.
1244 ❖ Action 1.5.4: Establish and implement dust monitoring considerations
1245 for award of grant funding.

1246

1247 **1.6**

1248 **Identify critical urban conflicts, and take actions to reduce the threat of urbanization**
1249 **on existing and future OHV opportunities and related environmental conditions.**

- 1250 ❖ Action 1.6.1: Identify and map areas of urban encroachment and related
1251 conflicts and the effects of those conflicts on continued operations at
1252 SVRAs and other areas used for OHV recreation.
1253 ❖ Action 1.6.2: Develop the plan and funding needed to implement
1254 strategies to reduce or mitigate conflicts leading to reductions in OHV
1255 opportunity.

1256

1257 **1.7**

1258 **Provide leadership for effective OHV law enforcement to reduce conflicts and**
1259 **maintain stability for long term recreation.**

- 1260 ❖ Action 1.7.1: Coordinate between public land managers and appropriate
1261 law enforcement agencies relative to OHV law enforcement on public
1262 lands where agencies lack their own law enforcement personnel and/or
1263 need assistance.
1264 ❖ Action 1.7.2: Develop a POST approved (Peace Officer Standards and
1265 Training) course in OHV enforcement.
1266 ❖ Action 1.7.3: Develop a POST approved course in OHV accident
1267 investigation, focusing on methods of documenting and investigating
1268 accidents occurring in off-highway settings.

1269 **GOAL 2 – Increase OHV Opportunity: Add new OHV opportunities where**
1270 **appropriate and needed to replace loss of existing opportunities and respond**
1271 **to changing and future demand.**

1272 This is a companion goal to the first goal. The Division is dedicated to
1273 advancing the preservation of existing opportunities and ensuring management
1274 responses are adequate for sustaining both existing and future opportunity.

1275 The need to expand existing areas, facilities and opportunities, as well as
1276 provide new areas, facilities and opportunities, as directed in the statute, is a
1277 high priority for the Division. Accordingly, the Division will pursue acquisition
1278 and development projects where needed and appropriate, as they arise. This
1279 goal focuses on ensuring a coherent long-term management approach by
1280 tracking current opportunities, identifying existing and potential gaps,
1281 forecasting future demand, and seeking new OHV opportunities.

1282

1283 ***OBJECTIVES/STRATEGIES***

1284 **2.1**

1285 **Establish, for each priority major population center, at least one OHV opportunity**
1286 **within a sixty mile radius of the urban footprint.**

1287 ❖ Action 2.1.1: Identify four urban centers and establish a working team to
1288 include appropriate local officials to study the feasibility of establishing
1289 OHV opportunity on a local and/or regional basis.

1290

1291 **2.2**

1292 **Add new areas dedicated to OHV recreation, and acquire lands necessary to ensure**
1293 **existing availability.**

1294 ❖ Action 2.2.1: Develop acquisition plan based on rating criteria to
1295 establish priorities for acquisition of new lands.

1296 ❖ Action 2.6.2: Establish at least one urban park to serve as a model for
1297 how to provide for OHV recreation in an increasingly urbanized state.

1298 **2.3**

1299 **Develop five new use opportunities in response to growing recreation trends and**
1300 **equipment (rock crawlers, endurocross, electric, etc.).**

1301 ❖ Action 2.3.1: Define criteria to evaluate where there are unmet needs in
1302 provision of opportunities for specialized forms of OHV recreation or
1303 equipment.

1304 ❖ Action 2.3.2: Identify potential locations where activities identified
1305 using criteria developed in Action 2.2.1 can be accommodated.

1306

1307 **2.4**

1308 **Establish a minimum of two snowmobile touring trails designed for multi-day trips**
1309 **with accommodations (cabins, restrooms, and so forth).**

1310 ❖ Action 2.4.1: Identify a committee to assist the Deputy Director to
1311 define criteria for new multi-day touring trail locations.

1312 ❖ Action 2.4.2: Identify potential locations where criteria can be
1313 accommodated and establish development priorities based on overall
1314 strategic goals. Initiate trail and facility planning.

1315

1316 **2.5**

1317 **Implement the California Statewide Motorized Trail as outlined in the Act.**

1318 ❖ Action 2.5.1: Working in conjunction with stakeholder groups, identify
1319 existing segments with potential for connectivity.

1320 ❖ Action 2.5.2: Identify gaps in the segments and establish priority list for
1321 acquisition.

1322 ❖ Action 2.5.3: Establish development priorities based on overall strategic
1323 goals and initiate site planning acquisition requirements and potential
1324 partnerships to complete the trail.

1325 ❖ Action 2.5.4: Request from Department of Finance approval for
1326 expenditure of OHV Trust Funds for acquisition of parcels identified in
1327 Action 2.5.3 and to complete environmental requirements.

1328 **GOAL 3- Staff Development: Enhance the ability of program managers and**
1329 **staff dedicated to the development, management and implementation of the**
1330 **OHMVR Program.**

1331 The Division will improve transparency, efficiency, and quality of program
1332 administration through recruitment, training, and organization of high quality
1333 staff dedicated to the OHMVR Program mission. The Internal Assessment
1334 identified a number of issues impacting the capacity of Division staff to fully
1335 achieve the mission and goals.

1336 A variety of essential actions are required to meet the OHMVR Program’s Goals
1337 and Objectives. The Division will focus on enhancing opportunities within the
1338 OHMVR Program, as well as for other agencies through the Grants Program to
1339 improve staff capacity, including development of enhanced skills and
1340 knowledge, addressing staffing needs, and improving organizational structures.

1341 Other issues identified include: loss of institutional memory due to
1342 retirements; increased complexity of various technical, land use planning, and
1343 regulatory requirements affecting the OHMVR Program; and the need to
1344 understand and work more closely and collaboratively with other agencies,
1345 customers, and stakeholders to understand and respond to their administrative
1346 and other concerns.

1347

1348 ***OBJECTIVES/STRATEGIES***

1349 **3.1**

1350 **Develop a knowledgeable staff with the skill sets necessary to be successful.**

- 1351 ❖ Action 3.1.1: Establish the knowledge, skills and abilities required for
1352 every Division classification.
- 1353 ❖ Action 3.1.2: Create a Division position manual outlining policy and
1354 procedures for each core program.

1355 **3.2**

1356 **Develop opportunities for Division staff to participate in diverse work assignments**
1357 **as part of training and development plans.**

1358 ❖ Action 3.2.1: Develop approach and determine the types of assignments
1359 most appropriate. Assignments may include rotating staff between
1360 various SVRAs, County Parks, BLM, USFS, other land management
1361 agencies or regulatory agencies, as well as outside of state government.

1362

1363 **3.3**

1364 **Increase the average number of years employees work at the Division and strive to**
1365 **maintain full workforce capacity.**

1366 ❖ Action 3.3.1: By 2014 maintain staffing at an 8% or less vacancy rate.

1367 ❖ Action 3.3.2: Establish an internal working group to recommend
1368 potential Division initiatives to improve retention.

1369

1370 **3.4**

1371 **Establish an active recruitment program to fill vacancies with qualified personnel.**

1372 ❖ Action 3.4.1: Incorporate recruitment goals in all external outreach
1373 efforts.

1374

1375 **3.5**

1376 **Increase accountability for expenditures of the OHV Trust Fund, by reducing the**
1377 **number of functions performed by State Parks.**

1378 ❖ Action 3.5.1: Develop a Division Operation Manual.

1379 ❖ Action 3.5.2: Initiate paperwork to establish and/or enhance Division
1380 positions and organizational structure for the following activities.

1381 ✓ Concessions

1382 ✓ Planning

- 1383 ✓ Public safety
- 1384 ✓ Administration
- 1385 ✓ Hiring
- 1386 ✓ Interpretation

1387

1388 **3.6**

1389 **Increase skills of the Public Safety staff personnel involved in the regulation of OHV**
1390 **programs.**

- 1391 ❖ Action 3.6.1: Develop appropriate curricula for OHV law enforcement
1392 personnel.
- 1393 ❖ Action 3.6.2: Provide, at least annually, statewide training for local, state
1394 and federal law enforcement officers on current issues in OHV
1395 enforcement.

1396

1397 **GOAL 4 – Develop an Informed and Educated Community: Achieve a highly**
1398 **informed and educated community associated with OHV recreational**
1399 **activities, dedicated to safe and lawful OHV operation and responsible**
1400 **environmental stewardship.**

1401

1402 ***OBJECTIVES/STRATEGIES***

1403 **4.1**

1404 **The Division will convene an OHV Education Stakeholder Group to identify steps for**
1405 **a successful statewide educational program regarding responsible OHV use.**

- 1406 ❖ Action 4.1.1: The OHV Education Stakeholder Group will develop and
1407 coordinate a statewide OHV educational curriculum promoting
1408 environmental responsibility, safety and ethics.
- 1409 ❖ Action 4.1.2: The OHV Education Stakeholder Group will identify subject
1410 matter experts for advice. Experts will include but are not limited to:
1411 experts in recreation, OHV recreation, demographics of California,
1412 various leaders in diverse communities, resource protection, law
1413 enforcement, and use of technology in educational program delivery.
- 1414 ❖ Action 4.1.3: The OHV Education Stakeholder Group will identify four
1415 geographic areas where inappropriate and damaging OHV use is affecting
1416 private property owners. The group will provide suggested remedies for
1417 reduction of conflicts.
- 1418 ❖ Action 4.1.4: Division will make educational curriculum materials
1419 available on the Division website as well as in hardcopy packages to be
1420 utilized by others involved in educational efforts associated with OHV
1421 activities.

1422

1423 **4.2**

1424 **Commercial OHV advertising targeted to California consumers, including print and**
1425 **broadcast media, will accurately represent appropriate and responsible OHV use.**

- 1426 ❖ Action 4.2.1: The OHV Education Stakeholder Group will identify mediums
1427 where OHV use is exemplified in a harmful, damaging and inappropriate
1428 manner. Finding will be presented to the Division and Commission.

- 1429 ❖ Action 4.2.2: The OHV Education Stakeholder Group will promote highly
1430 publicized awards for organizations who portray responsible OHV
1431 recreation in their advertising. Findings will be presented to the Division
1432 and Commission.
- 1433 ❖ Action 4.2.3: The Division will work with state agencies to incorporate
1434 responsible advertising standards into purchasing and grant decisions,
1435 including purchases for all state-owned and grant supported vehicles and
1436 equipment.

1437

1438 **4.3**

1439 **Increase availability of training classes addressing OHV safety and environmental**
1440 **stewardship at SVRAs and grant funded areas.**

- 1441 ❖ Action 4.3.1: SVRAs will have a safety training facility located on-site.
- 1442 ❖ Action 4.3.2: Working in collaboration with The OHV Education
1443 Stakeholder Group and the Commission, the Division will implement an
1444 incentive program for youth to participate in focused safety and
1445 stewardship training activities.
- 1446 ❖ Action 4.3.3: Division will adopt regulations for the Grants Program to
1447 provide additional consideration for applicants which provide OHV safety
1448 training classes.

1449

1450 **GOAL 5 – Cooperative Relationships: Establish and maintain productive**
1451 **relationships by, and between individuals, organizations, industry, and**
1452 **government related agencies to cooperatively identify problems and develop**
1453 **and implement solutions to advance the Mission and Goals of the OHMVR**
1454 **Program.**

1455 For the OHMVR Program to be effective, it is essential that OHMVR Program
1456 managers and administrators be fully informed about a variety of interests and
1457 regulatory requirements. Additionally, to develop sound management
1458 responses to various environmental issues and respond to OHV customer
1459 demand, it is important for interested parties to work collaboratively.
1460 Accordingly, the Division will strive to achieve highly integrated, organized, and
1461 coordinated stakeholder and public agency groups. These groups will work on a
1462 collaborative, ongoing basis to identify issues concerning the sustainability of
1463 OHV opportunities and seek solutions to the issues identified.

1464

1465 ***OBJECTIVES/STRATEGIES***

1466 **5.1**

1467 **Improve communication and interaction among local, state and federal agencies**
1468 **having direct or indirect land management, law enforcement and/or regulatory**
1469 **responsibilities involving OHMVR Program activities and issues.**

1470 ❖ Action 5.1.1: Form and organize an interagency group to address
1471 concerns related to the OHMVR Program.

1472 ❖ Action 5.1.2: Establish one or more positions to serve as agency liaisons.

1473

1474 **5.2**

1475 **Improve communication, coordination, and integration between agencies and**
1476 **stakeholders to focus on collective efforts in achieving consensus in addressing**
1477 **identified issues.**

1478 ❖ Action 5.2.1: Establish statewide and/or Regional Stakeholder groups
1479 composed of members able to work in a highly integrated, organized, and
1480 coordinated fashion to help implement the Plan.

1481 **5.3**

1482 **Improve and increase public involvement at the SVRAs.**

- 1483 ❖ Action 5.3.1: Establish and support Cooperating Associations in each
- 1484 SVRA.
- 1485 ❖ Action 5.3.2: Develop and implement a volunteer recruitment program
- 1486 for the SVRAs.
- 1487 ❖ Action 5.3.3: Implement an “adopt a trail” program for SVRAs.

1488

1489 **GOAL 6 – Informed Decision Making: Improve the quality, quantity, and**
1490 **accessibility of information needed to support sound decision making and**
1491 **transparency of administration, and communication with the interrelated**
1492 **groups interested in, and associated with, the OHMVR Program.**

1493 The Division strives for improved strategic and management decision making by
1494 acquiring and using appropriate data. Access to and use of data is an essential
1495 component of the Division’s Guiding Principles. The Division seeks to conduct
1496 operations openly and base decisions on sound data.

1497 For there to be a logical and orderly allocation of resources and development
1498 of appropriate management responses to the demand for OHV use, it will be
1499 necessary to have good information about those uses, the people participating,
1500 the demand and the extent of the impacts that can be expected

1501 Both the External and Internal Assessment revealed that on occasion, while
1502 needed data may exist, the information is not currently organized and
1503 maintained in a way it can be efficiently obtained and used. Thus, it will be a
1504 necessary ongoing activity to gather, organize and maintain existing data and
1505 to develop the new data necessary for making sound decisions concerning the
1506 OHMVR Program.

1507

1508 ***OBJECTIVES/STRATEGIES***

1509 **6.1**

1510 **Consolidate existing data stored throughout the Division.**

- 1511 ❖ Action 6.1.1: Establish and use a central location for all media. Establish
1512 and use a Division-managed database that staff can easily access via the
1513 Department intranet.
- 1514 ❖ Action 6.1.2: Inventory and catalog existing data.
- 1515 ❖ Action 6.1.3: Initiate any needed contracting or approvals to move
1516 forward with constructing a data management system.

1517 **6.2**

1518 **Identify and obtain data needed to fill informational gaps.**

1519 ❖ Action 6.2.1: Establish a Division data library and note apparent data
1520 gaps.

1521 ❖ Action 6.2.2: Outline key decision areas and associated data needs,
1522 including geospatial markers and GIS systems.