



OFF HIGHWAY MOTOR VEHICLE DIVISION INFORMATION BULLETIN



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Summary

After discussing changes to the “Competition/Red Sticker” Motorcycles and All-Terrain Vehicles (ATVs) program with State and Federal Land Managers, the Off-Highway Motor Vehicle Recreation (OHMVR) Division recommends that land managers no longer require off-highway vehicles (OHVs) to have registration or identification as a requirement to compete in sanctioned, open and closed-course competition events.

Sanctioned Events

Going forward, sanctioned competitive events will continue. Although competition events have no lawful requirement for registration, multiple options were considered in order provide a consistent approach on public lands throughout California.

Discussion

The revised California Air Resources Board (CARB) regulation has left it to land managers to interpret statute and administer sanctioned competition events. After reviewing the available federal and state definitions, field feedback and opinions, the OHMVR Division is providing the following guidance to SVRA and other land managers:

1. 2022+ model competition labeled OHVs are not eligible for either a Red or Green sticker identification and therefore cannot be operated for recreational use on public lands.
2. During sanctioned competition events OHV identification is not required.
3. Sanctioned competition events may include both closed course competition and open course competition as historically allowed in SVRAs, federal and other public lands.
4. Practice for these vehicles outside of a sanctioned event is problematic, not addressed in CARB regulation and could be considered illegal recreational use if not closely monitored.
5. Venues such as the Prairie City (PCMX), Mammoth Lakes and the Hollister Hills MX tracks can be used for competition practice if designated for that purpose and access to the general riding areas is limited. Allowing competition practice for these vehicles on open courses where general public access is allowed would be considered recreational use and therefore prohibited.

6. These restrictions are consistent with the CARB regulation but may be difficult for the competition riding public to accept. The Red Sticker regulation allowed seasonal recreational use of the same type vehicles from 2003 until 2022. The fact that the majority of competition OHVs sold were used for recreational purposes as prohibited by federal statute, but allowed by CARB regulation, makes for a difficult message. Providing a consistent, factual explanation will go far to get us past the Red Sticker into the future of sanctioned competition events on public lands OHV areas.

Conclusion

After careful consideration and meetings with state and federal partners the OHMVR Division believes that requiring no vehicle registrations at sanctioned events is the most logical solution. If legislation is passed to require competition vehicle registration (e.g. SB 894), the issue can be addressed later.

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