

# #ReformOHV

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## What – SB 249

An act to reform California Off-Highway and Motor Vehicle recreation in efforts to repair, reduce, and prevent OHV damage to California’s natural and cultural resources.

## Who

Introduced by Senator Ben Allen with a coalition of 23 environmental and Native American organizations, including:

- California Native Plant Society
- Sierra Club California
- Center for Biological Diversity
- Defenders of Wildlife
- The Wilderness Society
- California Wilderness Coalition
- Society of American Indians
- Friends of Tesla Park
- Morongo Basin Conservation Association
- Community OHV Watch (COW)
- Alliance for Responsible Recreation (ARR)
- ORV Watch Kern County



*Off Highway Vehicle Damage is outpacing California's ability to contain it, resulting in permanently scarred landscapes and lost natural resources throughout the state. (Pictured here: OHV hillside damage viewable from the Pacific Crest Trail.)*

## Why

Off-highway vehicle damage is outpacing California’s ability to repair and regulate its use. Fuel tax funding for the state’s OHMVR division has created a massive surplus for the division (\$145 million this year). Today, OHV parks are expanding while failing to consistently follow wildlife habitat protection plans or undertake meaningful natural resource monitoring.



*Illegal riding is out of control. In this image taken from Carnegie State Vehicle Recreation Area, only the horizontal trails are legal. Even in areas designated for “Trails Only Riding,” SVRAs cannot adequately control riding or close and restore damaged areas quickly enough to prevent further environmental damage.*

*Analysis of the Carnegie SVRA wildlife habitat protection plan (WHPP) shows a failure to adhere to the WHPP adopted in 1990, and a statistically significant reduction in species abundance and diversity in OHV Riding areas compared to non-OHV Riding areas.*





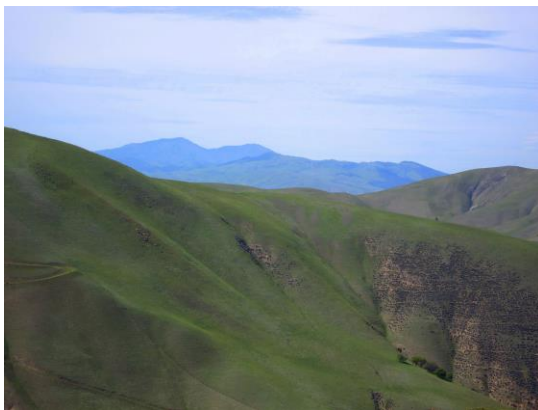
*Above: Illegal riders flagrantly disregard restoration and protected wilderness areas. (Juniper Flats in San Bernardino County).*

*Left: Vertical hill climbs create dangerous instability, erosion, and permanent environmental degradation. State Vehicle Recreation Areas (SVRAs) and other OHV riding areas use best management practices (BMPs), but BMPs do not eliminate environmental impacts and are not mitigation measures. Damage from OHV use is continuous and repeated.*

## How

SB 249 provides important OHV reform, focused on three key areas:

- ✓ **Greater Environmental Protection** - SB 249 creates improved transparency and implementation of commonsense measures to protect our sensitive cultural and natural resources.
- ✓ **Fuel Tax Revisions** – Distributes fuel tax more equitably between motorized and non-motorized forms of recreation like hiking, kayaking, and camping.
- ✓ **Accountable Management** - SB 249 clarifies State Parks organizational structure and guarantees transparency.



*Before & After in Alameda and San Joaquin Counties. Left: Untouched Tesla property slated for OHV expansion. Right: Nearby Carnegie SVRA – a view of Tesla's fate.*

**#ReformOHV | Vote Yes on SB 249!**