

Dan Canfield  
19-4-1

**California State Parks  
Off-Highway Motor Vehicle Recreation  
Division  
April 25, 2019 Air Resources Board  
Meeting Presentation**



**19-4-1: Public Hearing to Consider Proposed Amendments to the Red Sticker Program for Off-Highway Recreational Vehicles**

Hello – I am Dan Canfield with California State Parks, Off-Highway Motor Vehicle Recreation Division. Thank you for the opportunity to address the board today and thank you to CARB staff for their outreach and cooperative efforts throughout this process. State Parks supports CARB in their efforts to regulate emissions of off-highway motor vehicles.

State Parks has worked closely with CARB and DMV to administer the Red Sticker Regulation since inception in 2003. State Parks has been the primary agency enforcing the red sticker regulation and associated riding season. Accomplished Directly through the management of nine State Vehicular Recreation Areas (or SVRAs) which are part of the state park system, and through grants to local law enforcement and federal agencies for enforcement on vast federal lands in California

The Red Sticker Regulation was meant to be a temporary solution to allow manufacturers, dealers, enthusiasts and land managers to assist CARB in reducing air emissions from off-highway motorcycles and all-terrain vehicles. This proposed regulation is a necessary step to improve statewide regulation of air emissions associated with recreational off-highway motor vehicles.

The three largest public land managers to offer OHV recreation in California, State Parks, the United States Forest Service and the Bureau of Land Management will continue to have the responsibility to administer the use of off-highway motor vehicles on public lands. We are hopeful that this process has provided the necessary motivations for manufacturers to bring to market more air emissions compliant Green Sticker OHVs in California. Further incentives for riders to purchase air emissions compliant Green Sticker motorcycles are being discussed and are important for our mutual success moving forward.

During the last sixteen years of the Red Sticker Regulation, air emissions non-compliant OHVs have operated recreationally on public lands, during certain riding seasons and have been subject to intermittent enforcement. Staffing limitations and land accessibility issues, especially on the vast federal lands in California have confounded effective enforcement efforts. There is a whole generation of Red Sticker Regulation riders who will need to be educated and motivated to comply with the new regulation.

In the SVRAs we experience an approximate 20% reduction in visitation every time Red Sticker motorcycles are restricted. Many of those riders likely do not quit riding for four or five months. They find somewhere else to ride and that might not always be in a legal or managed riding area. We estimate our federal partners, the United States Forest Service and the Bureau of Land Management account for approximately 80% of OHV recreation on public lands in California. They do not have the staff to effectively enforce the Red Sticker regulation on their vast land holdings - therefore making the proposed regulation easier to enforce must be a priority for success.

We believe air emissions standards are most effectively regulated at the manufacturer and dealer level, not at the consumer level. This is not a matter of motivation on the part of land managers. It is a matter of mission priority for law enforcement staff assigned to off-highway recreation areas having priorities other than air emissions enforcement. Impaired drivers, vehicle accidents, felony crimes, and marijuana grows resulting in serious environmental damage to public lands are all too common in our parks.

Successful implementation of the proposed regulation must address two important issues that CARB cannot pursue in regulation:

- 1) The current Red Sticker Regulation requires manufacturers to identify emissions non-compliant OHVs by placing a C or 3 in the eighth digit of the VIN (vehicle identification number). This allows DMV to issue the correct Red Sticker to those vehicles. The proposed regulation cannot address the VIN. State Parks is concerned DMV will have difficulty in correctly identifying competition vehicles and possibly result in the issue of erroneous Green Stickers, reducing the benefits of the new regulation. Manufacturers can voluntarily issue the necessary VINs to identify those vehicles but there is no legal requirement. Without a VIN for DMV to identify these vehicles, law enforcement officers in the field will not be able to identify stolen, lost or recovered vehicles and return them to the owners. Dealers will not be able to finance and owners will not be able to insure them. This issue requires a legislative fix before the release of the 2022 model-year competition motorcycles.
- 2) The second issue has to do with race practice for owners of emission non-compliant competition vehicles. Stakeholders agree race practice is an important part of the sport of off-highway motorcycle racing. Rider conditioning, vehicle familiarity and tuning of the vehicle prior to racing is not only necessary to compete but a safety issue as riders must be trained and fit before competing. The proposed regulation cannot address race practice and land managers will continue to need to effectively administer the use of competition vehicles on public lands. State Parks is working with CARB and competition event organizers to address this issue and determine whether an administrative or legislative fix is necessary.

State Parks will continue to work with CARB and all stakeholders to find a path to effectively regulate and administer this important program.

Thank you

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