



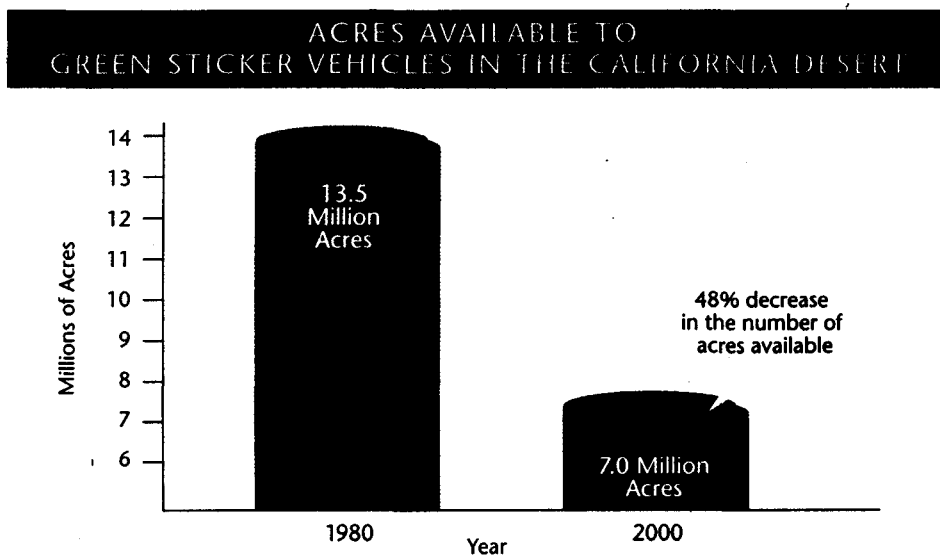
# *Taking The High Road:*



THE FUTURE OF CALIFORNIA  
OFF-HIGHWAY VEHICLE  
REGISTRATION

## Decreases in Land Availability for Off-Highway Vehicle Recreation

The sport continues to grow even as congressionally mandated wilderness area designations and urbanization reduce OHV access to many traditional OHV use areas. The first Wilderness Act, passed in 1964, designated approximately one million acres of California as wilderness. Between 1968 and 1978, fourteen additional wilderness areas were designated. Wilderness acts and monument designations in 1984, 1992, 1994, and 1999 increased closed or restricted areas by more than 8,581,259 acres, most of which preclude any form of Green Sticker vehicle access.



The California Desert Protection Act of 1994 affected OHV recreation through its wilderness designations and through the transfer of BLM land to the National Park Service. The California Desert District of the BLM managed 13.5 million acres, the majority of which was available for OHV recreation prior to passage of the California Desert Protection Act. Of the original 13.5 million acres, 6.4 million acres (48 percent) were closed to Green Sticker vehicle access as a result of wilderness area designations and land transfers to the National Park Service.

Despite differing perspectives of off-roaders and environmentalists related to the legitimacy of these closures, managed OHV facilities are receiving rapidly increasing use and impacts. As a growing sport attempts to fit into smaller areas, off-roaders and environmentalists must work together to deal with this reality. Failing to do so will result in areas currently authorized for legal OHV use becoming supersaturated with riding activity, subsequently falling out of compliance with state and federal regulations.