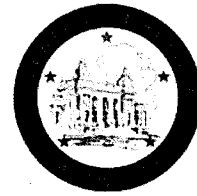


**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 3.4
(ID # 11525)**

MEETING DATE:

Tuesday, December 17, 2019

FROM : EXECUTIVE OFFICE:

SUBJECT: EXECUTIVE OFFICE: Amendment to add Off Highway Vehicle Facility Funding to the current Legislative Platform, All Districts. [\$0]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Amend and approve the addition of the Off-Highway Vehicle Facility Funding proposal to the current Legislative Platform; and
2. Direct the Executive Office and the County's Sacramento based representatives to advance the legislative proposal contained herein.


ACTION:Policy


Brian Nestande 12/10/2019

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Hewitt and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt
Nays: None
Absent: None
Date: December 17, 2019
xc: EO

Kecia R. Harper
Clerk of the Board
By 
Deputy

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FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$0	\$0	\$0	\$0
NET COUNTY COST	\$0	\$0	\$0	\$0
SOURCE OF FUNDS: N/A			Budget Adjustment:	No
			For Fiscal Year:	19/20

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

This Form 11 once adopted will add the following proposal to the 2020 Legislative Platform and allow our Deputy County Executive Officer of Legislative & Governmental Affairs to advocate and work with our Lobbying Team in Sacramento to find a legislative solution.

The County of Riverside is currently home to the second highest number of registered off highway vehicles (OHV) in California, behind only the County of Los Angeles. In Fiscal Year 2015/16, Riverside County residents accounted for about 8.9% of the approximately \$15.1 million in annual registration fees paid statewide.

Under current regulations, counties that do not manage legal OHV riding facilities are ineligible to receive funding from a share of registration fees commensurate with the number of vehicles registered in the county; rather, the funds are distributed based on availability of OHV areas. The impacts on counties are dramatic; for example, the County of Imperial, which has only about 9,000 registered OHVs, receives about five times the funding that the County of Riverside receives in a given year, even though there were approximately 116,000 OHVs registered in Riverside County in Fiscal Year 2015/16.

The County has identified eight parcels totaling almost 300 acres that, until recently, were home to an entitled and permitted OHV park in the City of Lake Elsinore. The facility, which was operated by a private sector concern, closed in 2019, but it is still operable under the current use permits. Because it is entitled for OHV use and has been in service for several years, the parcels are already disturbed and barriers to establishing an OHV park (such as environmental constraints) are not applicable.

The purpose of adding the following item to the 2020 Legislative Platform is to secure funding for the County of Riverside to purchase the aforementioned existing dormant OHV facility and establish a legal, County-owned public OHV riding area. Along with working with the California State Parks Off-Highway Vehicle Recreation Division to modify language that penalizes those jurisdictions that do not currently have an OHV facility.

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STATE OF CALIFORNIA**

Impact on Residents and Businesses

Finding a legislative solution to Establish a publicly owned legal OHV riding area would result in numerous benefits such as reducing illegal OHV use throughout Inland Southern California, reduce recreational vehicle traffic along the regions freeways, improve air quality, and lead to investment and job growth to the creation of a new center for OHV activity in an area that already has a significant concentration of registered OHVs.