



County of Yolo Regional Off-Highway Vehicle Park Phase 1: Market Analysis and Economic Baseline Assessment Results

DRAFT
Rev. August 2021



County of Yolo

Regional Off-Highway Vehicle Park

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Acronyms and Abbreviations

4-WD	4-wheel drive
AMI	area median income
ATV	all-terrain vehicle
BLM	Bureau of Land Management
CCAP	Cache Creek Area Plan
CCRMP	Cache Creek Resources Management Plan
CDFW	California Department of Fish and Wildlife
CORVA	California Off-Road Vehicle Owners Association
DMV	department of motor vehicles
m ³	cubic meters
MX	motocross
OCMP	Off Channel Mining Plan
OHV	off-highway vehicle
OHMV	Off Highway Motor Vehicle
RV	recreational vehicle
SVRA	State Vehicle Recreation Areas
USBR	U.S. Bureau of Reclamation
USFS	U.S. Forest Service
UTV	utility terrain vehicle

1 Executive Summary

1.1 Study Objectives and Phases

The first phase of this market analysis and feasibility study is to assess the overall demand and market for OHV riding in Yolo County. The first phase conducts foundational research and develops the tools necessary for designing, siting, and estimating the economic feasibility of specific OHV park developments in Yolo County. Phase 2 assesses and recommends two OHV park developments on the basis of these attributes.

1.2 Yolo County Information

There were 217,352 Yolo County residents as of 2019. The population has been growing at a modest 1.1 percent. Although the median age has increased, the overall population is relatively younger than the California's population. We estimate a total of 8,283 OHVs in the County and almost 16,000 riders. The median number of rides per month is 3.5. Almost half of the riders experience OHV riding with their families, predominantly with three- and four-wheels.

Current OHV usage within the County is heavily focused within the Lower Cache Creek streambed from Capay to Yolo. Lower Cache Creek is a wide, meandering riverbed, with abundant gravel bars. Riding experience is typically on four wheelers or quads but even all wheel vehicles such as Jeeps or trucks are used. The COVID-19 pandemic has increased OHV sales and demand for riding. In non-drought years, the Creek will typically contain a sufficient volume of water in the winter and spring months to effectively prohibit OHV use, providing landowners a seasonal break from OHV activity. The combined effects of pandemic and drought have increased OHV activity in Cache Creek. The increased riding in Cache Creek has resulted in many issues, including trash, illegal trespass, vandalism, damage to environmentally sensitive areas and restoration areas along the creek, ignition of fires, abandoned vehicles and cars, noise complaints, and an increased need for difficult emergency evacuations of injured or stranded riders.

Preliminary environmental evaluation identifies Lower Cache Creek, Yolo Bypass, Upper Cache Creek, Capay Valley/Hills, and Dunnigan Hills as potentially feasible regions for new OHV park development.

1.3 Review and Benchmarking of Federal, State, and Regional OHV Parks and Recreation Areas

To further expand the research foundation of this study, a baseline assessment was conducted to benchmark OHV parks throughout northern California. The State Vehicle Recreation Areas (SVRAs) include: Prairie City, Carnegie/Livermore, Hollister Hills, and Clay Pit. Other OHV riding areas include: the Bureau of Land Management's (BLM) Knoxville Recreation Area in Napa County, U.S. Forest Service's (USFS) Stonyford Recreation Area in the Mendocino National Forest in Colusa County, U.S. Bureau of Reclamation (USBR) and California State Parks and Recreation's Mammoth Bar OHV on the Middle Fork American River in Auburn, E Street MX in Marysville, and Argyll MX in Dixon.

SVRAs provide some of the most diverse and expansive riding experiences in the region. These areas often provide camping, parking, picnicking and concessions, as well as proximity to other recreational experiences that allow for longer overnight trips to the regions where the SVRAs are located. Federally managed OHV areas, such as Knoxville and Stonyford provide similar long-trail experiences but are more primitive in their offerings. The experience is largely a trail riding experience with limited camping, few facilities, and no events.

Two OHV parks in Yolo County could provide different experiences, one with a focus on trail and road riding and the other with a focus on Motocross (MX), kids tracks and limited all-terrain vehicle (ATV) trails in a small park setting. This combination of these niche experiences would differ from the larger parks like Prairie City, Hollister Hills, and Carnegie SVRAs.

The California OHMV Division provides various resources to guide the County in the development and ongoing management of OHV parks, should one or more be developed in Yolo County. Critical among the support provided is their Grants and Cooperative Agreements Program, as well as natural resource management and safety programs. Providing long terms sustained recreation opportunities is a top priority for the OHMV Division. Effective natural resource management is addressed in this study. The County would need to develop their own natural resources monitoring program for a self-contained park, even if it is relatively small.

The organizational structure of a proposed facility depends upon if Yolo County chose to lease to a park operator or if the County chose to operate a facility. Staffing, emergency services and law enforcement needs are addressed in this study.

1.4 Consumer Research and Public Outreach

In general, consumer preference has shifted from motorcycles to three- and four-wheel vehicles (also referred to as ATVs in this study). In Yolo County, the total number of OHVs owned has remained relatively flat since 2008, though the share of ATVs has grown. There are roughly twice as many ATVs as motorcycles. Yolo County's 8,283 OHVs are roughly 10 percent of the 85,171 OHVs in the six counties neighboring Yolo County. More recently, sales of all OHVs have spiked in the wake of the COVID-19 pandemic.

1 EXECUTIVE SUMMARY

In September 2020, a survey of OHV riders was conducted for this study to ascertain the key features users would like to see in an OHV park, to understand skill levels, to understand the demographic and geographic profile of potential users. In total, 1,384 surveys were completed. As might be expected, survey respondents were primarily from Northern California; with approximately 28 percent from Yolo County.

Key Findings:

- High interest among survey respondents for an OHV park in Yolo County
- Majority of riders are intermediate
- High quality, well maintained open riding areas and wildland dirt trails are in highest demand
- Most ride with family
- There is a price point between \$5 and \$30 that respondents are willing to pay depending upon value proposition and features offered
- As many as 20 percent of likely overnighters would be destination visitors

1.5 Survey Insights

Almost all respondents knew where Yolo County is located, with 83 percent having visited the County in the last year. Respondents showed high receptivity to a new OHV park in the County, with most indicating they would be likely to visit a new OHV park in the County. These findings suggest the market in Yolo County is currently underserved. A well-designed and well-managed facility would meet the needs of the market. The County could likely find a viable market in any range of facilities from a smaller facility serving at least part of the current Cache Creek ridership, to a larger facility that could have a sizable regional draw. Trail riding experiences are the dominant preference, which lends to a larger facility or some type of gateway to trail riding.

1.6 Community Workshops

The SMG Consulting team, in coordination with Yolo County staff, conducted two community workshops, which were held on October 29 and November 5, 2020. The following points summarize the key themes by topic that came out of the workshops.

- The majority of participants expressed support for developing an OHV park(s) in Yolo County. Enthusiasts would like to have more well-managed, quality areas to ride.
- A variety of riding areas and tracks were recommended. Southern California SVRAs, Stonyford, and Prairie City were referenced as good examples.
- Several participants shared opinions regarding locations, including Stonyford, County Road 40, Cache Creek, and the hills west of Winters.

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- Linking a new park or providing a gateway to Knoxville was also mentioned. There was a keen interest in this area with a general understanding of opportunities and limitations.
- There is concern about the future cost of riding in a new park. Some participants argued for keeping costs low. Annual membership passes were offered as an idea. Others are willing to pay for a quality riding experience.
- While there is broad support for new, quality riding experiences, opposition from the neighbors around any potential site location is likely. Concerns about traffic and noise impacts were raised.

1.7 Economic Baseline Analysis – Demand Analysis and Forecast

In order to conduct the demand analysis, an OHV riding demand model was developed to estimate and forecast the demand for OHV park(s) in Yolo County by visitor type over time. The modeling approach starts with vehicle ownership and projects rides per vehicle in order to forecast future vehicle rides. Future demand is forecasted in terms of number of rides by vehicle type from Yolo County, the neighboring six counties, and the rest of California.

The model estimates a total of 36,704 OHV rides were taken by Yolo County OHV owners in 2020. An additional 388,354 rides were taken by owners from the neighboring six counties in 2020. Whereas Yolo residents favor ATVs, riders among the neighboring six counties are split evenly between ATVs and motorcycles. The majority of rides take place at SVRAs and BLM riding areas.

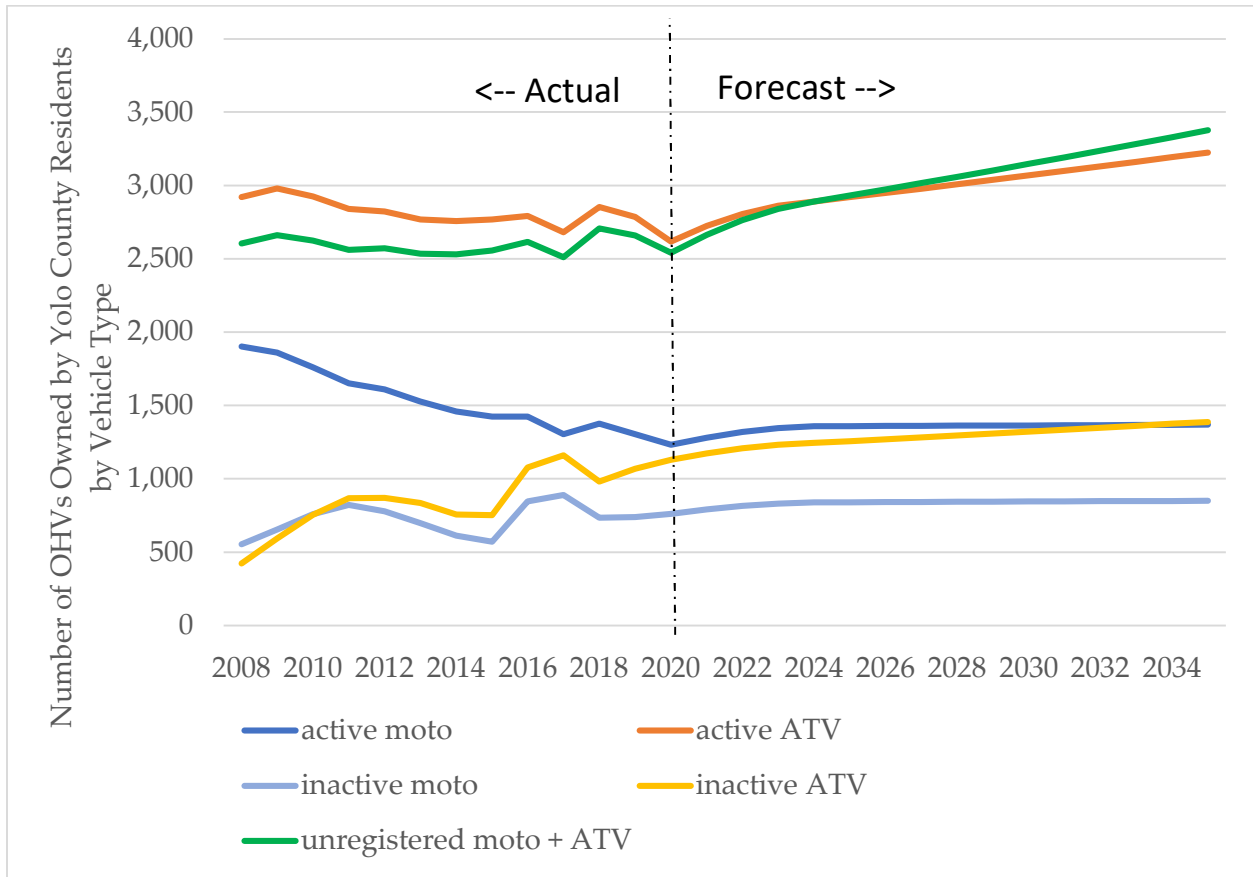
Future riding is expected to increase in the short run as result of the “COVID bump” in sales. Survey results show that 49 percent of respondents purchased their most recent OHV within the last year. Another interesting finding was that recent purchases modestly favored motorcycles. Combining these trends, we forecast modest growth for ATV rides and a flat trend for motorcycles rides over the next 15 years.

1.8 Visitor Spending by Vehicle and Visitor Type

The 2020 Yolo County Rider Survey gathered information on the spending patterns of OHV riders. The survey data was sorted to determine unique patterns for each type of rider and within each county. This information serves as inputs to the OHV riding demand model. As future riding is estimated for each geographic regions, the total amount of spending is calculated as an output.

1 EXECUTIVE SUMMARY

Figure 1 OHV Ownership in Yolo County – Number of Vehicles by Type from 2008 to 2020



Source: California DMV, SMG Consulting

Special Thank You

SMG Consulting would like to offer special thanks to the Yolo County Parks Division, Yolo County Natural Resources Division, and the OHV stakeholder group for their assistance.

The Impact of COVID-19 And Fire

Due to COVID-19 and fires that impacted Yolo County, some of the steps were modified as needed. Specifically, workshops and interviews were held via Zoom meetings, site inspections became problematic given the fire damage, as such, video and Google Earth were used to review the area. Despite these challenges, the report meets all requirements.

2 Study Overview

2.1 Background

Yolo County is situated in Northern California a short distance from the State's capital of Sacramento, near the famous Napa Valley wine country, and the beautiful San Francisco Bay Area. Residents and visitors alike enjoy the County's diverse landscape and towns, and participate in various activities, including outdoor recreation, special events, and cultural activities. Some of the numerous recreation and tourism attractions include birdwatching at the 320 acre-Grasslands Park; fishing at Putah Creek; boating at Knights Landing, Clarksburg, and Elkhorn Regional Park; hiking and camping at Cache Creek Canyon Regional Park; and enjoying nature at the Cache Creek Nature Preserve. Along with a love of the outdoors, is a love of adventure, which is evident in the strong community of off-highway vehicle (OHV) users in the County. OHV recreation is a great way to spend quality time with friends and family and encourages healthy physical activity. Motorized recreation opens the door for people to access and enjoy the great outdoors.

Yolo County, while it has a strong culture of OHV use and registered vehicles, does not currently have an in-county location for OHV riders to legally recreate, causing illegal OHV activity to occur in environmentally sensitive areas and on private land, particularly around lower Cache Creek. Property owners, business owners, and non-profit organizations are all currently impacted by the unsanctioned use of OHVs on their respective properties. The public has expressed a desire for a sanctioned OHV facility or park in the County and is supportive of a well-planned approach to OHV use that would benefit multiple parties, including the OHV community, landowners, businesses, and the government of Yolo County.

To provide ongoing management of its public lands, Yolo County is interested in developing an OHV park to provide residents and visitors with a range of experiences to better meet their needs. In 2018, the County held two public meetings and issued a survey to solicit input and gain insight into the types of OHV facilities and services desired in Yolo County. The County also issued an online survey. With the receipt of feedback from the OHV community and other interested parties, the County submitted its initial planning grant to the California State Parks OHV Grants and Cooperative Agreements to obtain financial support to further study the feasibility of developing an OHV park in Yolo County.

In September 2019, the California Department of Parks and Recreation awarded Yolo County a planning grant to prepare an OHV market analysis and feasibility study. The market analysis is to assess if there is enough stakeholder and public support to make an OHV park project worthwhile within the county. Assuming sufficient demand, the feasibility study is to then determine if it is more reasonable to improve access to existing OHV trail riding opportunities

2 STUDY OVERVIEW

in the western portion of the County or to create a self-contained OHV park on unincorporated County land or both.

2.2 Study Objectives and Phases

The results of the market analysis/economic baseline assessment and the feasibility study will be used to provide the information and data needed to support policymaker decisions regarding future development an OHV park(s) within the County. The work is being conducted in two phases. Phase 1 seeks to understand the OHV market as well as the economics of developing an OHV park that meets the market demands. Phase 2 evaluates the feasibility of two park scenarios. Each scenario is described below.

1. The first scenario involves creating a "gateway park" along Highway 16 in Cache Canyon that would serve as an access point to the current legal OHV recreational opportunities on the state and federal lands within Berryessa Snow Mountain National Monument, ultimately connecting to Knoxville OHV Area in the county's western portion of Napa and Lake Counties.
2. The second scenario involves determining an appropriate location (including size, utility and roadway requirements, and capital improvement, operations and maintenance costs) for a self-contained OHV park in unincorporated areas of the County. This scenario would examine various types of OHV uses that would be compatible and housed within one park location.

The objectives for each phase of the feasibility study are summarized below.

- **Phase 1a – Market Analysis**
 - Characterize OHV use in the County.
 - Identify existing OHV opportunities and models as well as constraints.
 - Identify public interest and types of OHV user experiences desired in an OHV park.
- **Phase 1b – Economic Baseline Assessment**
 - Model current demand and forecast future demand for California OHV riding:
 - By region
 - By vehicle type
 - By landowner
 - Quantify spending by user category.
- **Phase 2 – Feasibility Analysis**
 - Identify criteria for siting an OHV park based on the outcome of Phase 1 market assessment and economic analysis.
 - Identify options for two potential parks based on the criteria– the gateway scenario and self-contained park.
 - Estimate user-generated revenue and other funding models.
 - Competitive set fees

2 STUDY OVERVIEW

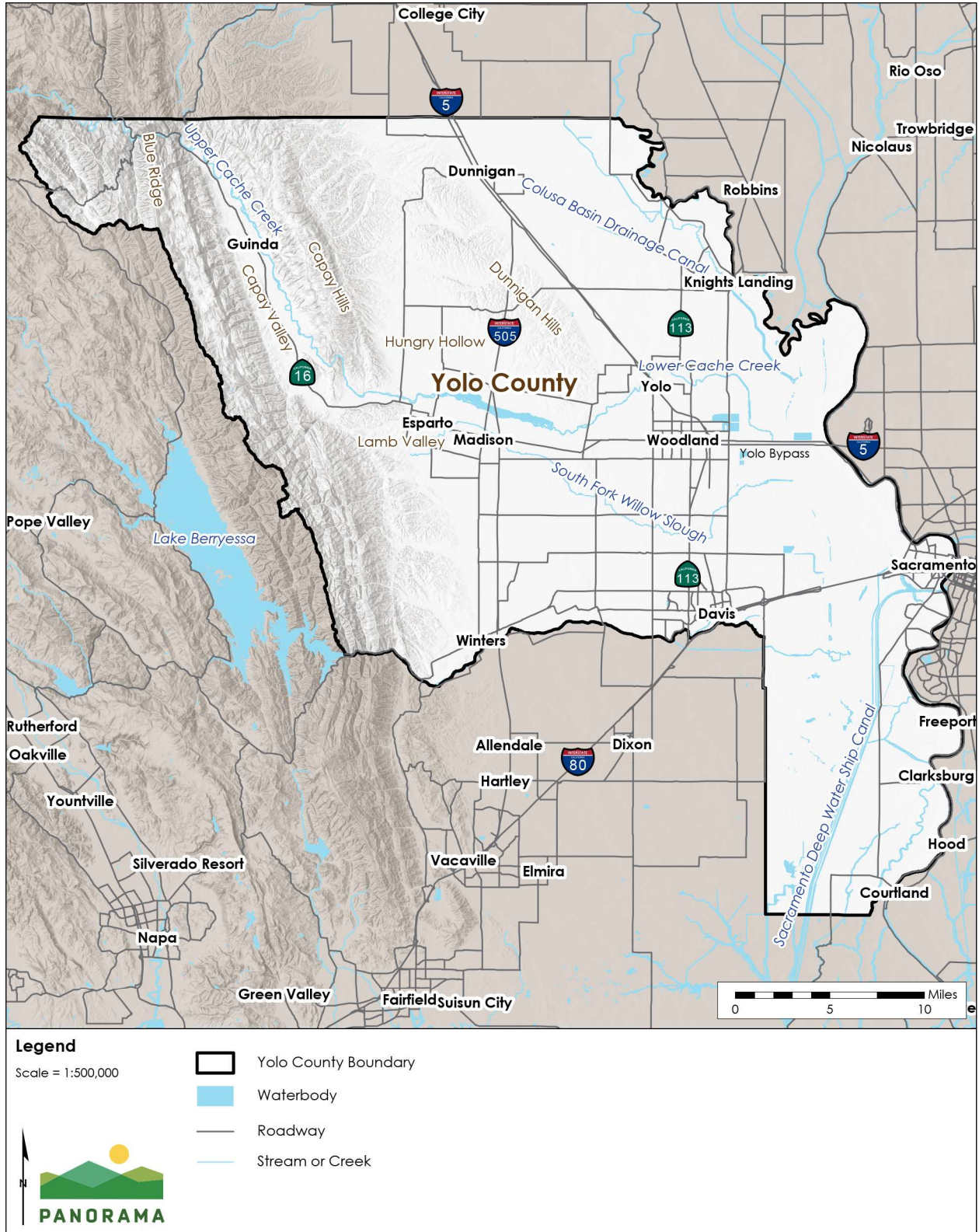
- Identify opportunity for innovative fee structures
- Recommend sustainable funding models for long-term operation and maintenance.
 - Explore private/public/non-profit partnerships
- Prepare an economic analysis for each of the park proposals.
 - Model revenues for low and high visitation scenarios, estimating visitor spending, tax revenue, and job creation for each proposal by month and sector.
 - Identify construction, operating, and maintenance costs for each park proposal.
 - Build proforma showing revenues and expenses for each proposal and scenario over time.
- Screen against environmental criteria to ensure options reduce or address key environmental issues.
- Make recommendations to the County on the feasibility of developing these two OHV parks.

2.3 Study Location

Yolo County is located due west of Sacramento with access to the greater Bay Area and Sacramento Valley. The study covers all of Yolo County, with a focus on the “gateway scenario” located in the northwestern portion of the county, near Cache Creek Regional Park; lower Cache Creek; and other areas where natural topography may be conducive to a such as Yolo Bypass, Dunnigan Hills, or Capay Hills. Figure 2 shows the location of Yolo County and key areas of interest within the County for this study. It is important to note that other than the gateway scenario, that focuses on using existing roads, no specific sites or properties have been identified for a proposed self-contained OHV park.

2 STUDY OVERVIEW

Figure 2 Yolo County



2 STUDY OVERVIEW

The initial steps in the project included reviewing background data to develop the market analysis. The SMG Consulting team reviewed a variety of federal, state, and county sources related to OHV usage, population and demographic information, and environmental information. A summary of some of data reviewed is provided below.

- Federal agencies (reviewed to understand regulations and policies, existing management structures, as well as environmental considerations related to existing OHV usage on federal lands for the gateway project):
 - BLM Ukiah Resource Management Plan
 - BLM Cache Creek Coordinated Resource Management Plan
 - BLM, CDFW, UC Davis/Homestake, and county jurisdictions/land ownership
- State agencies (reviewed to understand usage characteristics of State OHV facilities, management scenarios and structures for state OHV facilities, and economics):
 - California State Parks Statistical Report 2016/17
 - California Department of Motor Vehicles (DMV) OHV registrations 2008-2020
 - 2020 California Statewide Comprehensive Outdoor Strategy
 - Cal Trans OHV Fuel Tax Funding Study 2017
 - OHMR Attendance Study Report 2014
 - OHMVR Commission Program Report
- Local sources (reviewed to understand the regional communities' preferences related to OHV experiences and OHV opportunities and current uses within the county and region)
 - Cow Mountain Recreational Brochure
 - Previous Yolo County OHV survey (2019)
 - Information on the “gateway” project from local sources with knowledge of the area and roadways

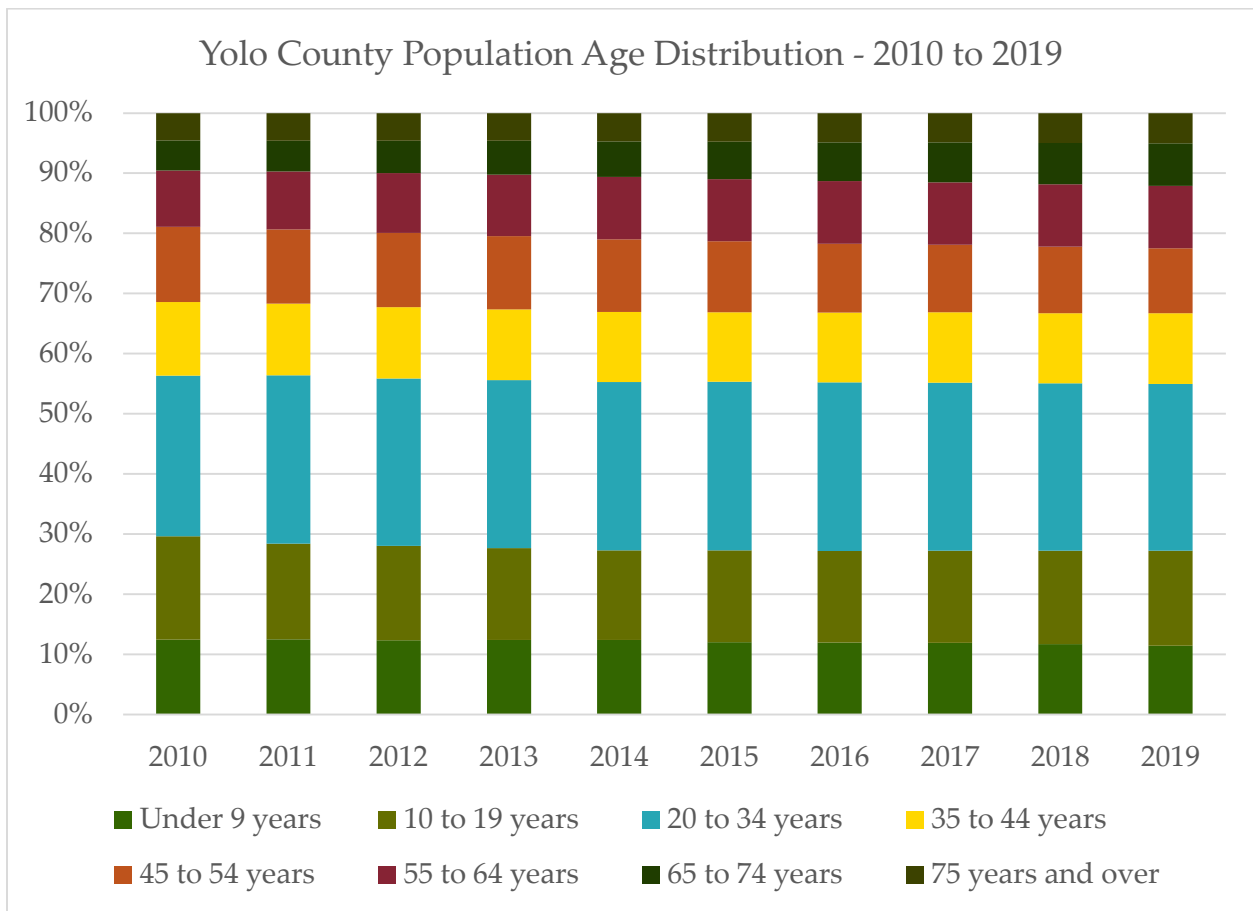
3 Yolo County Information

3.1 Yolo County Population Demographics

3.1.1 Yolo County Population Size and Trends

Yolo County has 217,352 residents as of 2019. In recent years, the population grew at an annual average rate of 1.1 percent. Figure 3 show that the age distribution has been relatively stable over the past decade. The median age increased from 30.1 to 31 from 2010 to 2019. The median age of the population is about 5 years younger than that of California, which is 36.5 years old. Knowing the population demographics for the County is helpful to understand future growth, which would likely translate to a similar growth in demand for OHV.

Figure 3 Yolo County Population and Age Distribution, 2010 to 2019



Source: U.S. Census

3 BACKGROUND AND SETTING

3.1.2 OHV User Demographic Profile in Yolo County

The number of OHVs in Yolo County are estimated at 8,283, as described in Section 5.2.2. Almost half of Yolo County respondents (46 percent) claim their favorite riding is with family. Assuming three family members on average, there are approximately 15,900 OHV riders in Yolo County. An approximated 7.3 percent of residents, out of a total 217,352, are OHV riders. On the basis of survey responses, Yolo County OHV riders are predominately male (73 percent), though as previously noted, almost half experience OHV riding with their families. Yolo County riders take an average of 4.4 rides per month and median number of rides per month is 3.5.

Yolo County OHV riders are predominately family households (73 percent) earning above area median income (AMI) of \$86,700 as shown in Table 1. Most of the OHV owners in Yolo County reside near the County's population centers.

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Table 2 shows the distribution of owners by city, with 44 percent residing in or near Woodland.

Table 3 shows the distribution of ownership by vehicle type in Yolo County in 2020, based on the survey presented in Section 5.3. The State of California Department of Motor Vehicles records the number of OHVs registered by county and type of vehicle. Inactive registrations are tracked separately from active registrations. This analysis refers to the “3/4-wheel M/C” category as “ATV.” Motorcycles and non-motorcycle OHVs are separated for the purpose of forecasting throughout this report. The latter category is referred to more broadly as all-terrain vehicles (ATV) to include side-by-sides, utility terrain vehicles (UTVs) and other OHVs that do not fall into the category of motorcycle.

Table 1 Household Incomes of OHV Riders in Yolo County

Yolo OHV Rider Household Incomes	Percent
0-\$39,999	7%
\$40-\$59,999	10%
\$60-\$79,999	7%
\$80,000-\$99,999	16%
\$100,000-\$149,999	29%
\$150,000-\$199,999	20%
\$200,000+	11%

3 BACKGROUND AND SETTING

Table 2 Distribution of OHV Owners in Yolo County by City

Yolo County Cities	Share
Woodland	44%
Esparto	15%
West Sacramento	14%
Winters	11%
Davis	10%
Other	6%

Table 3 OHV Ownership by Type of Vehicle in Yolo County

Yolo Resident Primary OHV	Percent
ATV (three or four-wheel)	31%
Motorcycle	26%
Jeep/dune buggy/truck	19%
Side-by-side	14%
Other	8%
Motorcycle (electric)	1%
Snowmobile	0%
Yolo Resident Secondary OHV	Percent
ATV (three or four wheel)	31%
Jeep/dune buggy/truck	24%
Side-by-side	19%
Motorcycle	16%
Other	7%
Motorcycle (electric)	2%
Snowmobile	2%

3.2 Existing OHV Riding in Yolo County

Current OHV usage within the County is heavily focused within the lower Cache Creek streambed from Capay to Yolo. OHV usage is allowed within what is known as the ordinary highwater mark of Cache Creek under federal navigable water laws. However, only one legal access point is available, through a piece of property owned by the County at Old Esparto Bridge, at County Road 87. All other access into Cache Creek is through illegal trespass, unless by a landowner fronting the creek.

Cache Creek originates in the northern coastal range and flows southeasterly to the Yolo Bypass, then to the Sacramento River. Its watershed is approximately 1,139 square miles and includes portions of Colusa, Lake, and Yolo Counties. Downstream of the Clear Lake Dam,

3 BACKGROUND AND SETTING

Cache Creek flows approximately 46 miles to the Capay Diversion Dam. Downstream of the Capay Diversion Dam, Cache Creek flows east to its confluence with the Cache Creek Settling Basin and the Yolo Bypass (U.S. Army Corps of Engineers, 2003). This 20-mile-long stretch of Lower Cache Creek experiences the most OHV riding.

Lower Cache Creek is a wide, meandering riverbed, with abundant gravel bars. Riding experience is typically on four wheelers or quads but even all wheel vehicles such as Jeeps or trucks are used. Usage is highest on the weekends during dry months, with observations of 100 plus vehicles parked at the access point by the Esparto Bridge not uncommon in 2020, according to Yolo County Natural Resources Division and Yolo County Sheriff's Office. The COVID-19 pandemic closed schools, increased both the number of remote workers and the unemployed, and closed alternative forms of entertainment and activity. In non-drought years, the Creek will typically contain a sufficient volume of water in the winter and spring months to effectively prohibit OHV use, providing landowners a seasonal break from OHV activity. The creek has been predominantly dry this past year. All of these developments have increased OHV activity in Cache Creek. The increased use of this section of Cache Creek has resulted in many issues, including trash, illegal trespass, vandalism, damage to environmentally sensitive areas and restoration areas along the creek, ignition of fires, abandoned vehicles and cars, noise complaints, and an increased need for difficult emergency evacuations of injured or stranded riders. Maintenance of the creek and search and rescue efforts have become an increased expense for the County (Cook, 2020). The County Board of Supervisors has the ability to ban riding in Cache Creek; however, the importance of OHV riding to the community is recognized and banning riding in Cache Creek is not a favorable solution until the County can offer some other OHV outlet within the County. Other advantages to a county-operated park would include the ability to generate revenue from fees for use that could help to cover costs of maintenance.

3.3 Environmental, Land Use and Planning Considerations in the County

3.3.1 Overview

Environmental considerations influence the criteria and feasibility of a potential park and as such, are being considered at the earliest phases of this study. The discussion in this section identifies some of the planning and environmental considerations across various areas of the County that may be considered for an OHV park. Figure 2 shows each of the key regions within Yolo County, described in this section, where an OHV park could potentially be located.

3.3.2 Lower Cache Creek

The Lower Cache Creek area (from the Capay Diversion Dam to the settling basin east of Woodland) is managed by Yolo County pursuant to the Cache Creek Area Plan (CCAP), which was adopted in 1996. The CCAP covers 14.5 miles of the creek. The CCAP balances many interests including aggregate resource management, agricultural resources, habitat preservation and restoration, flood protection, groundwater management, channel stabilization and

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maintenance, and public open space and recreation. The CCAP is comprised of the Off Channel Mining Plan (OCMP) and the Cache Creek Resources Management Plan (CCRMP), which together regulate and protect the area and allow for managing the creek as an integrated system. Both the OCMP and the CCRMP contain numerous references to and descriptions of an anticipated second phase of planning involving development of a Cache Creek Parkway Plan to provide policy, regulation, and strategy for management of dedicated lands and easements transferred to public ownership as a result of implementation of the CCAP. The Parkway Plan will establish an integrated system of trails and recreational areas along Cache Creek, examine costs and management for further development and maintenance of a parkway system, and allow for community involvement. The Draft Cache Creek Parkway Plan was released in February 2020 (Tschudin Consulting Group, 2020).

Environmental considerations in the lower Cache Creek area include noise disturbances to nearby residents and other recreational users; impacts of OHV usage on public services such as medical, fire, and police; and potential for conflicts with restoration sites and environmentally sensitive areas and other trail plans.

3.3.3 Yolo Bypass

The Yolo Bypass is one of two flood bypasses in California's Sacramento Valley. Almost 75 percent of the Yolo Bypass is privately owned, while the rest belongs to the Yolo Bypass Wildlife Area. Most of the land is used for agriculture during the summer and spring, and the rest makes up marshland. This marshland is ideal for animal habitat, and is also utilized for fishing, hunting, and other recreational activities (Garnache & Howitt, 2011). Flood control is the main purpose of the Yolo Bypass. When the flowrate of the Sacramento River exceeds approximately 55,000 cubic feet per second (93,000 m³/minute), the excess is released into the Yolo Bypass at the passive Fremont Weir, near that river's confluence with the Feather River.

The Yolo Bypass is often used for bird watching, hunting, and hiking. Game species include waterfowl (when the bypass is flooded), ring-necked pheasant, and mourning dove. There are also assorted trails that loop around the wetlands in the Yolo Bypass that may be accessed by the public. The Yolo Bypass area presents several environmental sensitivities including wetland features, wildlife, and land use and planning considerations. However, some areas of private land could provide seasonal opportunities for OHV usage.

3.3.4 Upper Cache Creek

Upper Cache Creek originates from Clear Lake and extends through Lake, Colusa, and Yolo Counties, as previously discussed. In 2005, 31 miles of upper Cache Creek was designated as a Wild and Scenic River Area. The U.S. Department of Interior, Bureau of Land Management (BLM) is charged with resource management of these sections of Cache Creek. Designation of the upper reaches of the Creek as "wild and scenic" supports the creek's scenic, recreational, wildlife, and fishery values (Tschudin Consulting Group, 2020). Yolo County owns land along the creek at Cache Creek Regional Park off of Highway 16, which is under consideration as the

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gateway scenario park project, providing access to County Road 40 that allows for OHV usage in the Berryessa Snow Mountain National Monument.

Several environmental considerations are important in this area including restoration areas, special status species that may be sensitive to noise associated with adjacent lands managed by the California Department of Fish and Wildlife (CDFW), high wildfire susceptibility, travel management policies of the BLM for the Berryessa Snow Mountain National Monument to protect wilderness areas, known areas of cultural and Native American resources, and flooding near the creek.

3.3.5 Capay Valley/ Hills and Dunnigan Hills

The Capay Hills rise in the western portion of the County and, along with Blue Ridge at the western County boundary, enclose the eastern and western edges of the Capay Valley, respectively. This valley extends from Rumsey in the north to just south of Brooks; Cache Creek runs along its length before heading east through the center of the County. East of the Capay Hills lie the Dunnigan Hills, which run roughly northwest-southeast along Interstate 5 from Dunnigan to south of Zamora. The Capay Valley and Dunnigan Hills are predominantly areas of gently-rolling terrain. The Dunnigan Hills area evokes a visual reference to Northern California's other major wine-producing counties with its vineyards and open rangeland on moderately-sloping, rocky terrain (Yolo County Department of Community Services Public Works Division, 2020).

The Capay Valley is a unique landform of low, flat, alluvial soils that extends generally northwest from the community of Capay to the Colusa County border, following along the Cache Creek. The valley and the adjoining Capay Hills, which form the eastern border of the valley, consist of a series of draws, canyons, and rangelands rising from the valley floor into the surrounding hills. Agriculture is the dominant land use within the valley, with large orchards and open rangeland contributing to the expansive vistas afforded from elevated viewpoints within the Capay Hills across the valley toward Blue Ridge and the County's western border with Napa County. Capay Valley is also the location of several small communities, including Capay, Brooks, Guinda, and Rumsey. The Capay Hills include a number of Yolo County's 20 mountain summits and peaks, including Bald Mountain, which is the prominent peak within the hills and affords uninterrupted views to the west and east.

The terrain in the Capay Hills and Dunnigan Hills could potentially provide for long-distance OHV trail riding experiences. These regions are largely agricultural and rural residential privately-owned areas, with populations that would likely be sensitive to noise, dust, and traffic. Several streams originate in the Dunnigan Hills. This area was also investigated for its potential for providing water supply and flood management benefits for Yolo County in the Integrated Regional Water Management Plan (Water Resources Association of Yolo County, 2007). These areas likely support other special status plants and animals. Native American cultural resources would also need to be considered.

4 Review and Benchmarking of Federal, State, and Regional OHV Parks and Recreation Areas

4.1 Benchmarking of Other OHV Parks and Recreation Areas

4.1.1 Overview

To further expand the research foundation of this study, a baseline assessment was conducted to benchmark OHV parks throughout northern California. The State Vehicle Recreation Areas (SVRAs) include: Prairie City, Carnegie/Livermore, Hollister Hills, and Clay Pit. Other OHV riding areas include: the Bureau of Land Management's (BLM) Knoxville Recreation Area in Napa County, U.S. Forest Service's (USFS) Stonyford Recreation Area in the Mendocino National Forest in Colusa County, USBR and California State Parks and Recreation's Mammoth Bar OHV on the Middle Fork American River in Auburn, E Street MX in Marysville, and Argyll MX in Dixon for the following data and information:

- Features/elements for which the OHV park is best known
- Overall park acreage
- Linear miles of trail
- Other special features (e.g., motocross track, beginner track)
- Mileage from major population bases
- Access
- Key attractions outside of OHV parks that are complementary to the park

The benchmarking analysis serves as a baseline assessment to better understand the size, features, operation, as well as usage of these facilities. An OHV park in Yolo County could take different forms from a gateway allowing for larger riding experiences in the Knoxville area, to a contained motocross (MX) and kids park located off Cache Creek, similar to Mammoth Bar OHV. The results of the analysis are presented below, by park.

4.1.2 SVRAs

Definition

The SVRAs are OHV parks that are operated by the Off Highway Motor Vehicle (OHMV) Division of California State Parks. Each SVRA has an operational program that provides (in most locations) the following services (State of California, 2021):

- Trails, tracks, and other OHV recreation opportunities.
- Restrooms, camping, shade ramadas, water.

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- OHV parts store.
- Public safety, including law enforcement, first aid, and search and rescue.
- Maintenance including repair and maintenance of OHV trails, buildings, equipment and public use facilities.
- Interpretive and educational activities and publications promoting safe and responsible OHV recreation.
- Resource management designed to sustain OHV opportunities, protect and enhance wildlife habitat, and provide erosion control, revegetation, etc.

The State manages nine SVRAs, with four located in the northern California region. SVRAs generally provide large acreages to explore, trail riding, special events, and a subset of tracks and other features. Each of the four SVRAs in northern California are summarized below.

In order to better understand the pool of riders that could frequent each of these SVRAS, the market size was calculated from the number of OHV registrations in each SVRA home county and the counties that boarder it.

Hollister Hills State Vehicle Recreation Area

Hollister Hills SVRA is in San Benito County (Figure 4) and is one of the more popular San Francisco Bay Area riding areas due to an MX track, 4-wheel drive (4WD) events, and practice areas. It is located approximately 1 hour south of San Jose, California, with access from Highway 101 to Route 156 near Hollister. The SVRA is 3,300 acres in size with approximately 128 miles of trails with several hill climbs. Camping (no hookups), showers, and toilets, compliment this facility, along with a store outfitted with the most necessary off-road needs. Cross country and MX events are held almost monthly, run by different clubs or promoters, and a volunteer Hollister Hills Off-Road Association that helps coordinate many events. Some of these events are 4WD safety clinics, 4WD events that entail closing portions of the park for the events, 40 plus Vintage MX races, D36 Hare Scrambles, and ATV youth training. The MX Track/4WD area can be periodically reserved for specialty events accommodating up to 300 people. Figure 5 shows a trails map for Hollister Hills SVRA. The market size of the Hollister Hills SVRA based on active 2020 registration data is shown in Table 4.

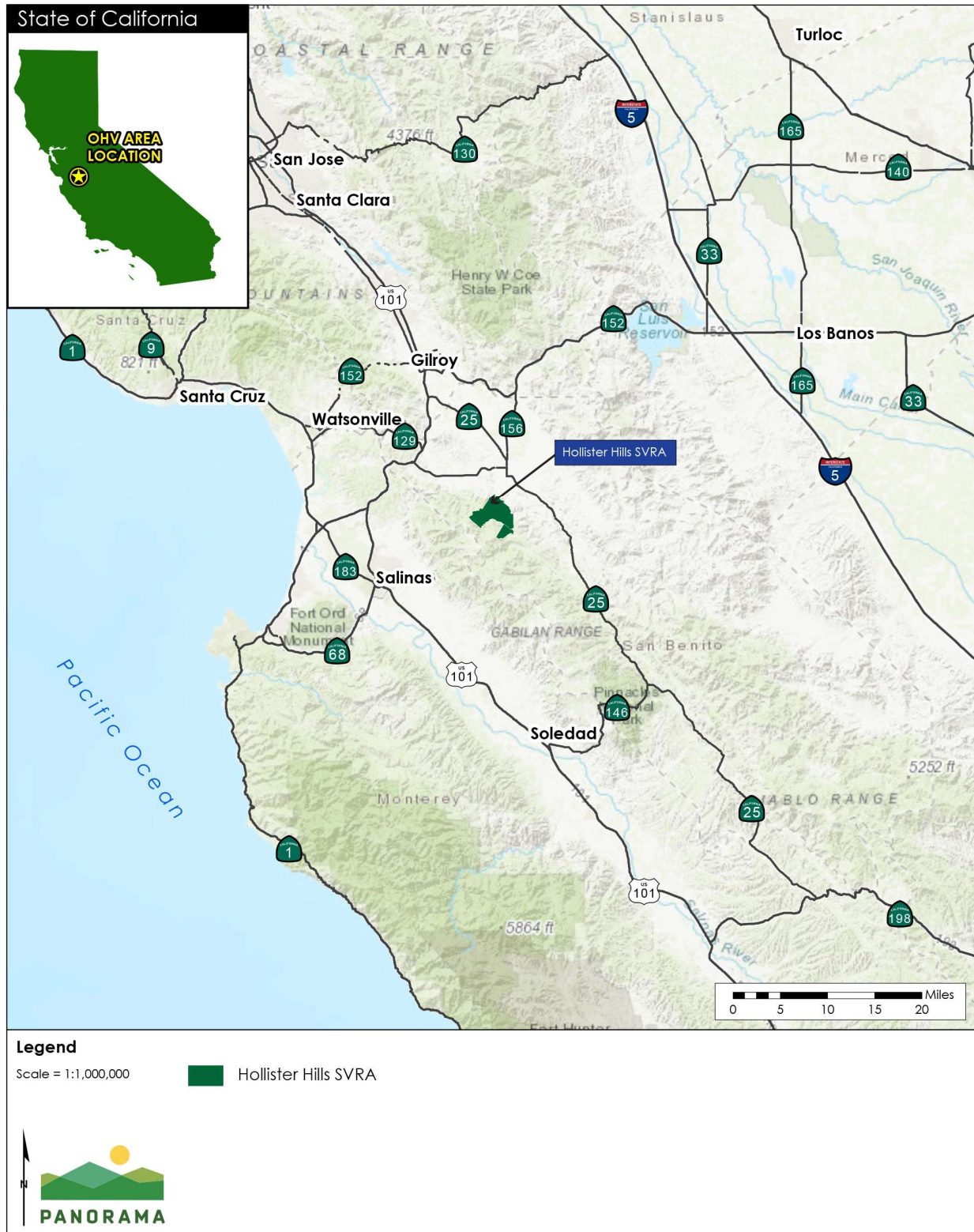
Table 4 Market Size of Hollister Hills SVRA

Catchment Area Counties	Active Motorcycles	Active 3 or 4-Wheelers	Active Total
San Benito	1,868	1,294	3,262
Santa Clara	11,020	5,831	16,851
Monterey	3,171	3,906	7,077
Fresno	4,689	10,806	15,495
Merced	1,724	4,451	6,175
Total	22,472	26,388	48,860

Source: State of California Department of Highway Vehicles OHV Currently Registered 2020

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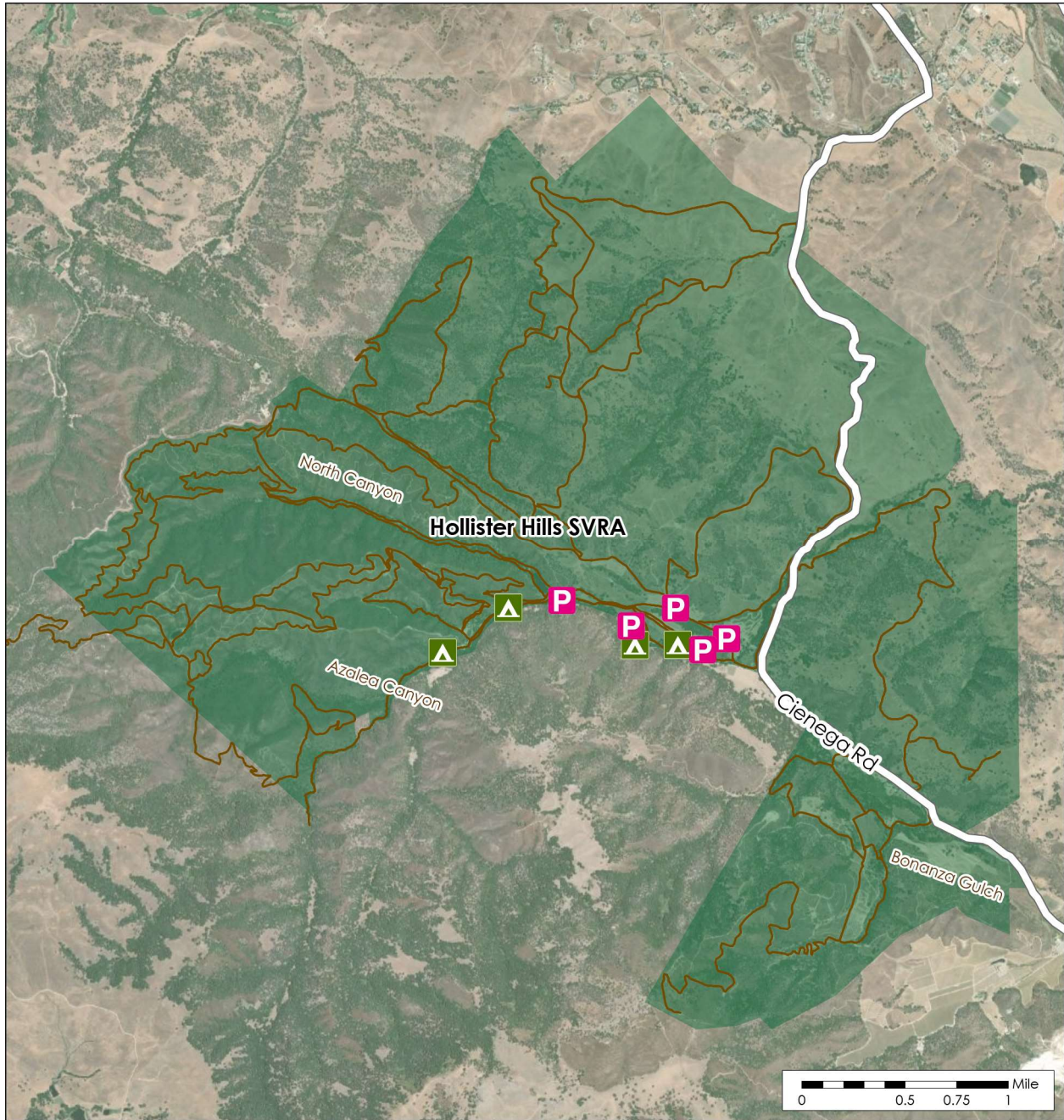
Figure 4 Map showing location of Hollister Hills SVRA



Source: California State Vehicle Recreation Area

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Figure 5 Trail Map of Hollister Hills SVRA



Legend

Scale = 1:50,000



State Vehicular Recreation Area



Campground



State Vehicular Recreation Area Route



Parking Area/Staging Area



Major Roadway



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Carnegie SVRA

Carnegie SVRA is located in the hills of southern Alameda and San Joaquin Counties (Figure 6). It is located approximately 1 hour from San Francisco and 1 hour from San Jose. It is accessed along Highway 84, accessible from Interstate 580 or Interstate 680. Carnegie has a diversity of terrain ranging from rolling hills to steep canyons and is a destination for OHV enthusiasts of all skill levels. The SVRA has over 1,300 acres and over 80 miles of trails to accommodate a wide range of rider ability with an MX track, ATV/UTV track, 70cc and 110cc beginner track, separate 4WD area, and a hill climb area along with a moto store (Figure 7). This facility has hosted international MX events in the past and monthly MX and D36 cross country events. There are 25 campsites available, but no recreational vehicle (RV) hookups and the Moto Mart sells off-road parts and accessories, apparel, safety equipment, food, and non-alcoholic beverages. Junior ranger programs, ATV and bike training programs, and educational opportunities through local community and special historical events are offered. Extreme weather can occasionally force closure of all or portions of the park.

In 1998, over 3,100 acres to the west of the current riding area was purchased by the State for inclusion in the SVRA. The proposal was known as the Alameda-Tesla Expansion Project. It has faced legal battles for over 20 years with local stakeholders, particularly over the area’s sensitive cultural and natural resources.

The market size for Carnegie SVRA based on active 2020 registration data is shown in Table 5.

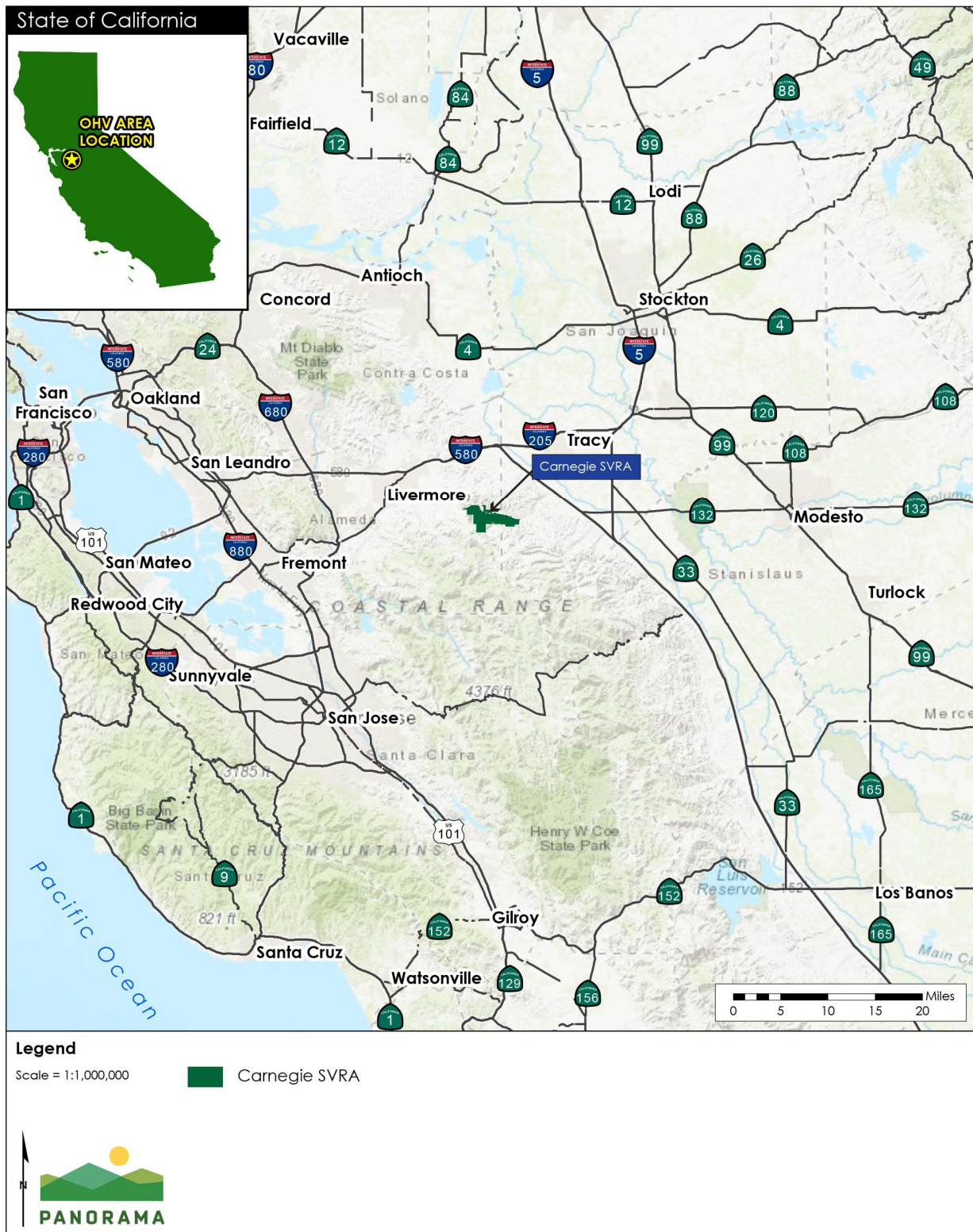
Table 5 Market Size of Carnegie SVRA

Catchment Area Counties	Active Motorcycles	Active 3 or 4-Wheelers	Active Total
San Joaquin	7,035	8,549	15,584
Sacramento	9,560	9,744	19,304
Contra Costa	3,171	3,906	7,077
Alameda	8,234	4,388	12,622
Stanislaus	5,151	8,428	13,579
Calaveras	1,437	2,016	3,453
Amador	1,033	1,794	2,827
Total	35,621	38,825	74,446

Source: State of California Department of Highway Vehicles OHV Currently Registered 2020

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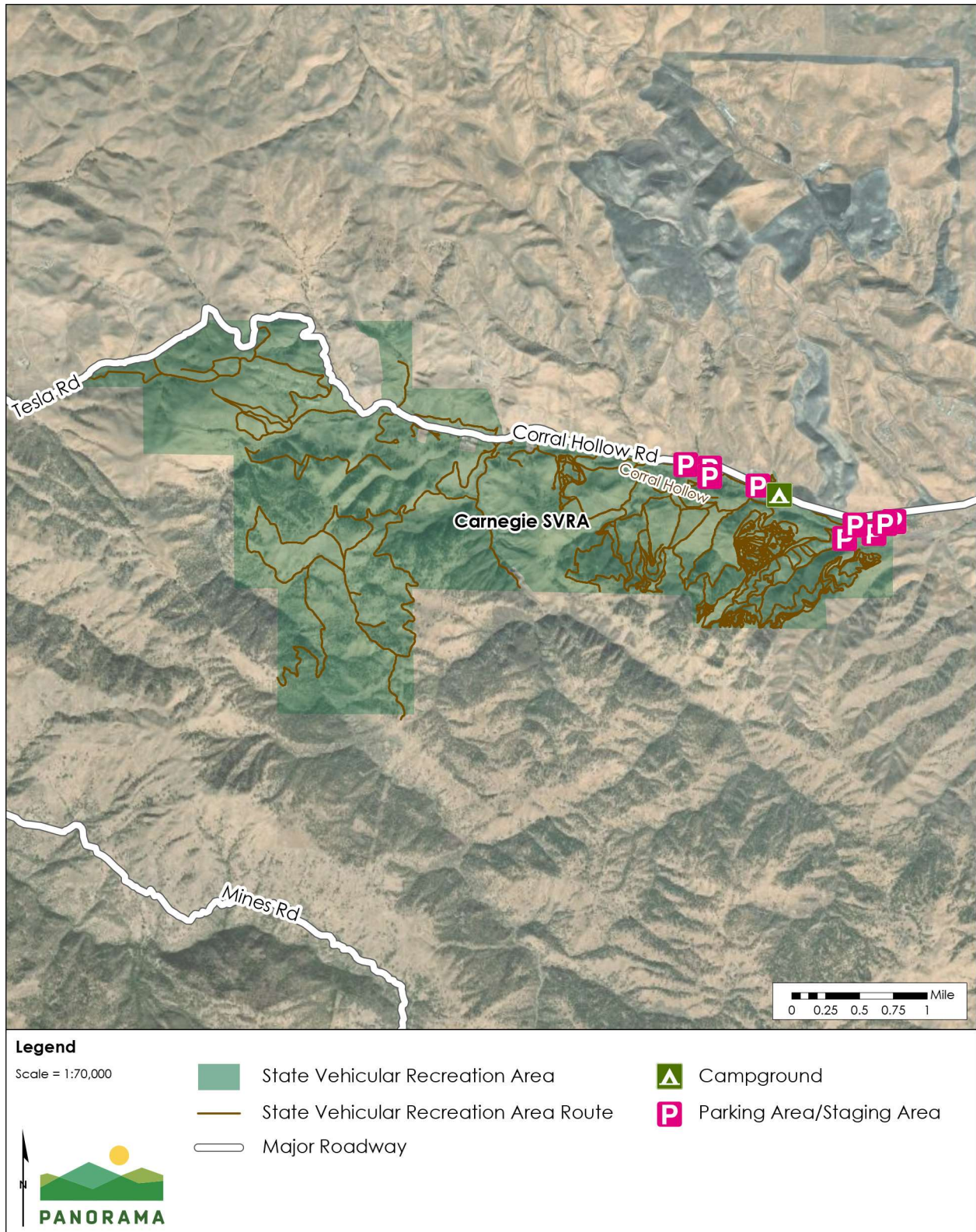
Figure 6 Map Showing Location of Carnegie SVRA



Source: California State Vehicle Recreation Area

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Figure 7 Trail Map of Carnegie SVRA



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Source: (Desert USA, 2021b)

Prairie City SVRA

Prairie City SVRA is located in Sacramento County, 20 miles east of downtown Sacramento and three miles south of U.S. 50 (Figure 8). It has roughly 1,000 acres for the OHV enthusiast, offering a variety of terrain and trails for motorcycles, ATVs, and 4WD vehicles. A quarter midget track, kart track, arena cross TT track, and the nationally famous Hangtown MX track are found here. The facility hosts a national MX series each year. These specialty tracks are combined with a versatile terrain that allows for some of the best D36 cross country events each year. The Environmental Training Center consists of a level dirt riding area on a 3-acre trail system to allow students to practice safe and environmentally responsible riding. An on-site store called the Mud Mart offers a variety of amenities to the OHV participant. A trail map is shown in Figure 9.

The market size for Prairie City based on active 2020 registration data is shown in Table 6.

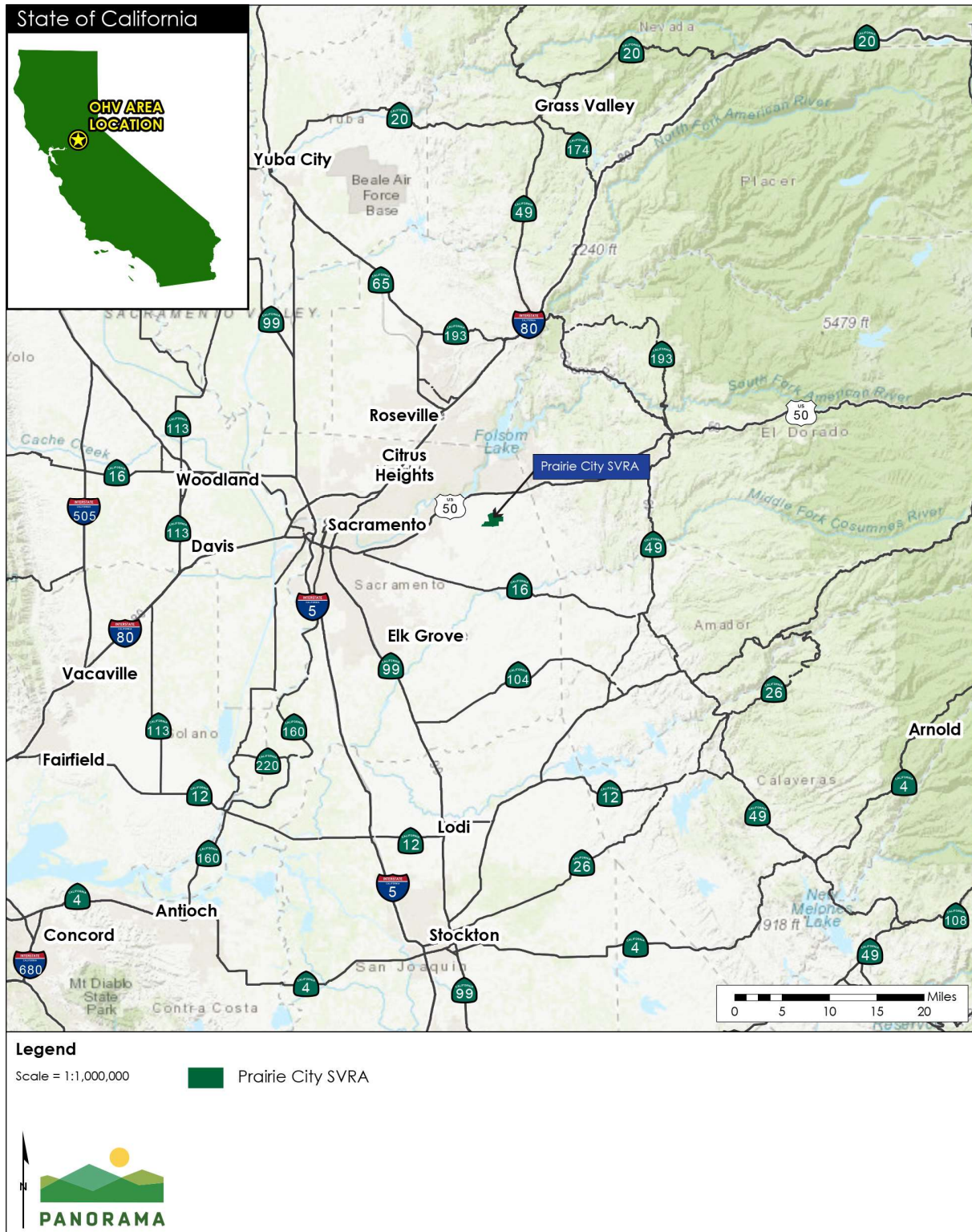
Table 6 Market Size of Prairie City SVRA

Catchment Area County	Active Motorcycles	Active 3 or 4-Wheelers	Active Total
Sacramento	9,560	9,744	19,304
Solano	4,062	3,550	7,612
Yolo	1,232	2,619	3,851
Sutter	835	23,108	23,943
Placer	7,313	6,576	13,889
El Dorado	4,961	5,195	10,156
Amador	1,033	1,794	2,827
Total	28,996	52,586	81,582

Source: State of California Department of Highway Vehicles OHV Currently Registered 2020

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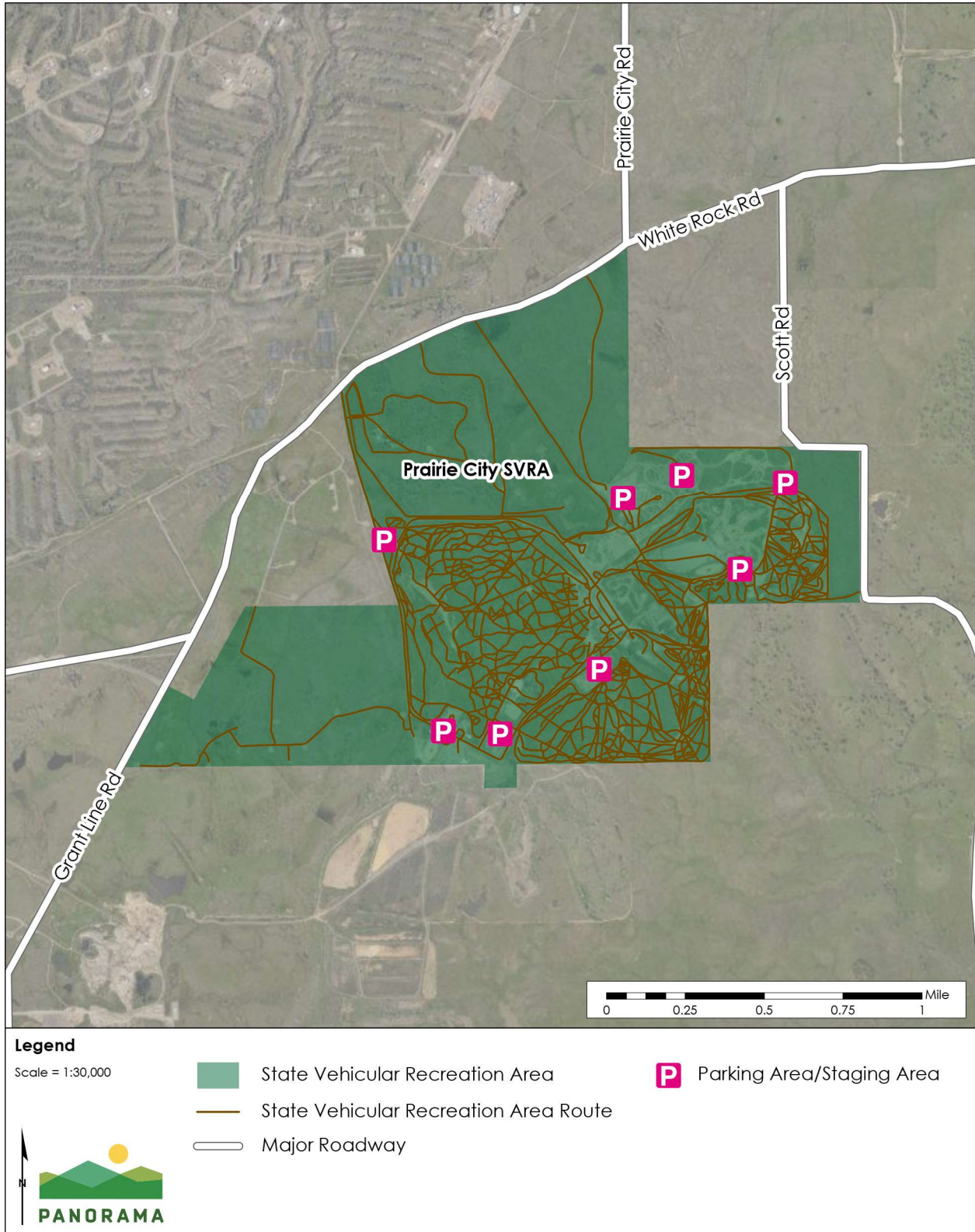
Figure 8 Map Showing Location of Prairie City SVRA



Source: California State Vehicle Recreation Area

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Figure 9 Trail Map for Prairie City SVRA



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Clay Pit SVRA

Clay Pit is a 220-acre facility located in Butte County, two miles west of the town of Oroville, accessed off State Route 70 (Figure 10). Clay Pit was developed when dirt was needed to create the nearby Lake Oroville dam. The facility consists of shade ramadas, picnic tables, and a vault toilet. This facility is relatively small, and the terrain is fairly flat (Figure 11). It includes approximately 3 miles of trails. The area is best for beginners to spend a half a day. The facility includes a picnic area but no other services.

Table 7 shows the estimated market size of Clay Pit based on active 2020 registration data, although the actual market is likely smaller due to the limited experience and small size of this facility. Most riders would not travel more than 30 miles to reach this destination, as noted on Rider Planet USA (Rider Planet USA, 2021a).

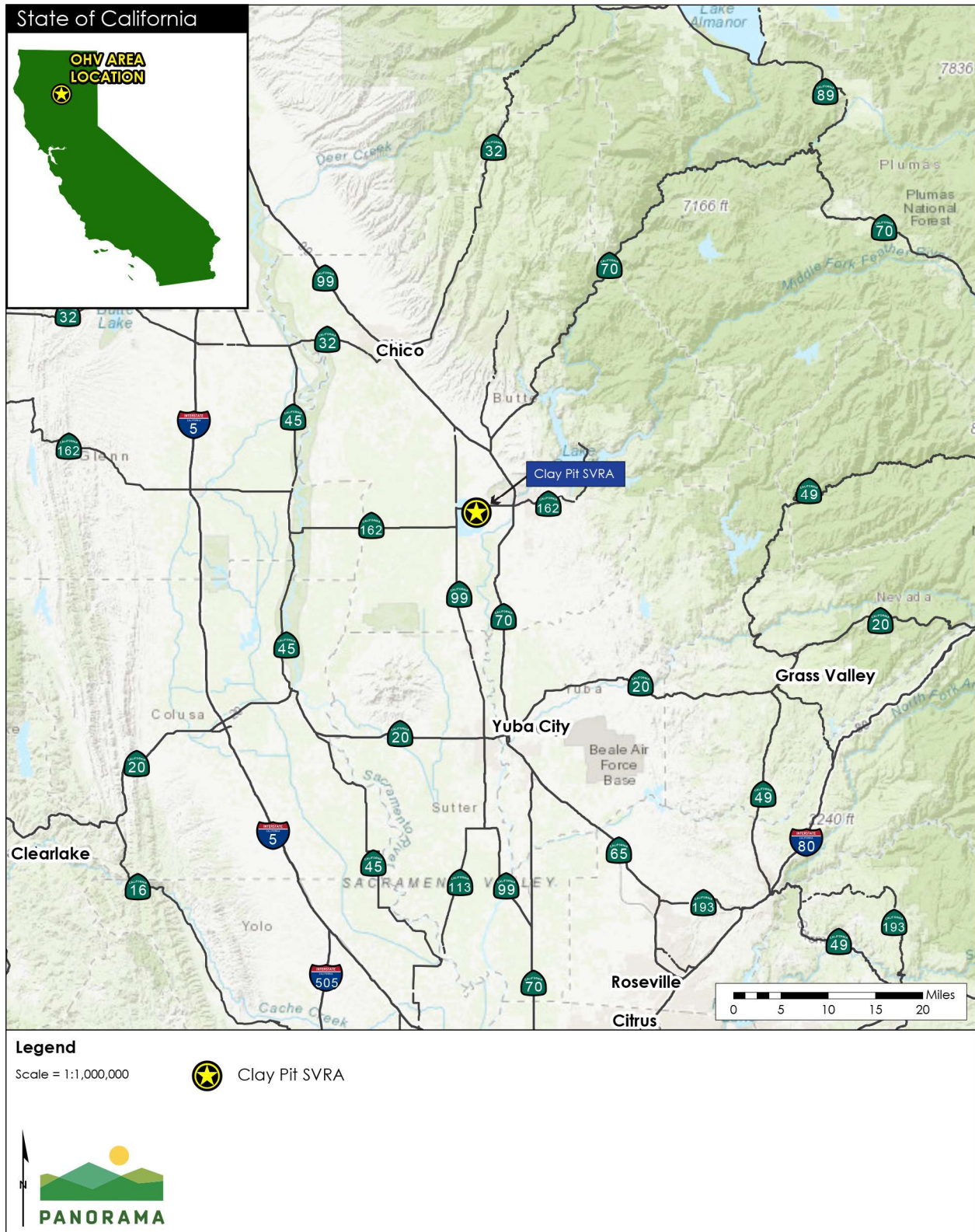
Table 7 Market Size of Clay Pit SVRA

Catchment Area County	Active Motorcycles	3 or 4-Wheelers	Total
Butte	2,740	4,668	7,408
Tehama	738	2,020	2,758
Glenn	406	1,613	2,019
Colusa	339	1,066	2,405
Sutter	835	2,318	3,153
Yuba	931	1,904	2,835
Sierra	74	149	223
Plumas	487	731	1,218
Total	6,550	14,469	21,019

Source: State of California Department of Highway Vehicles OHV Currently Registered 2020

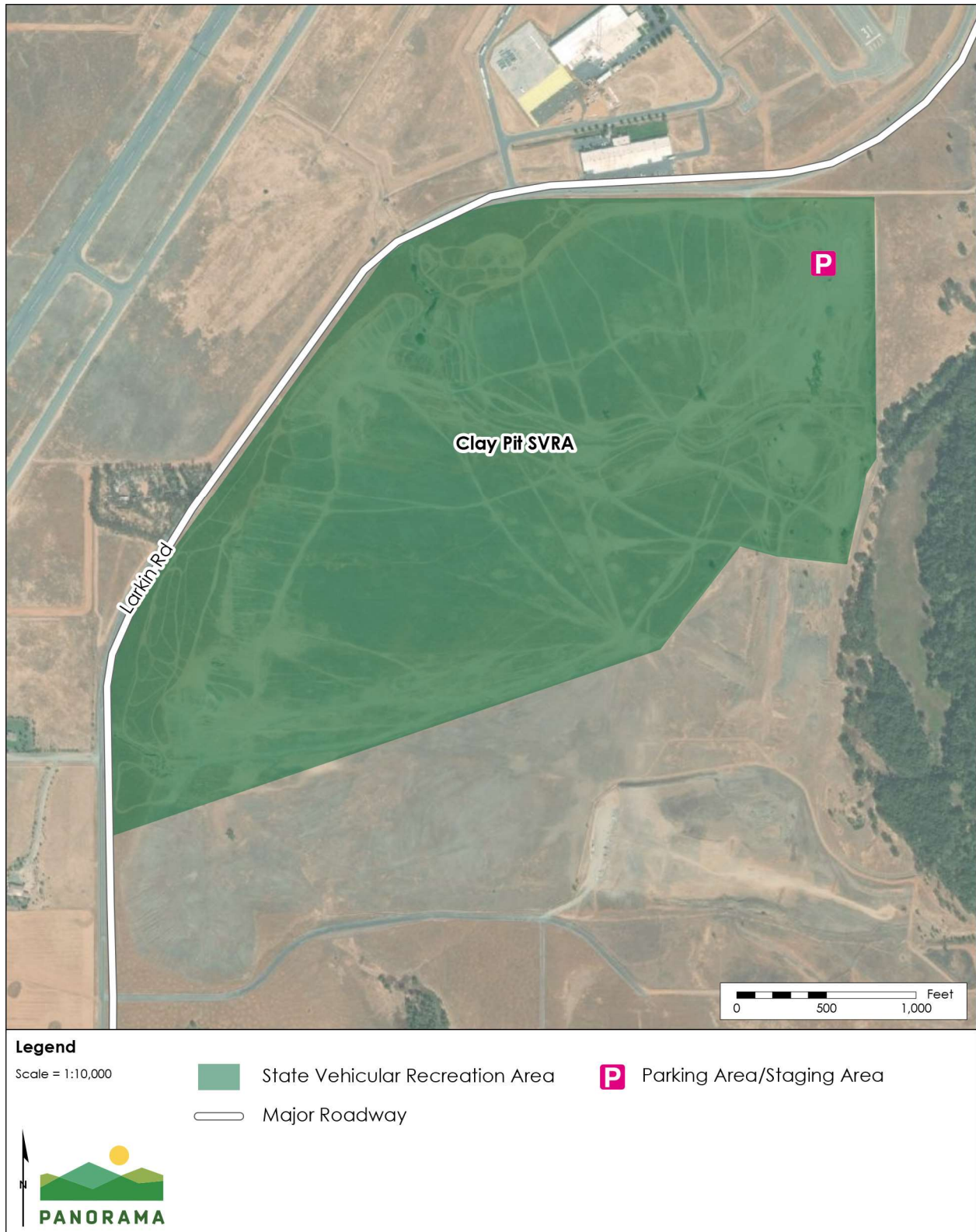
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Figure 10 Map Showing Location of Clay Pit SVRA



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Figure 11 Clay Pit SVRA Trails



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Knoxville Recreation Area

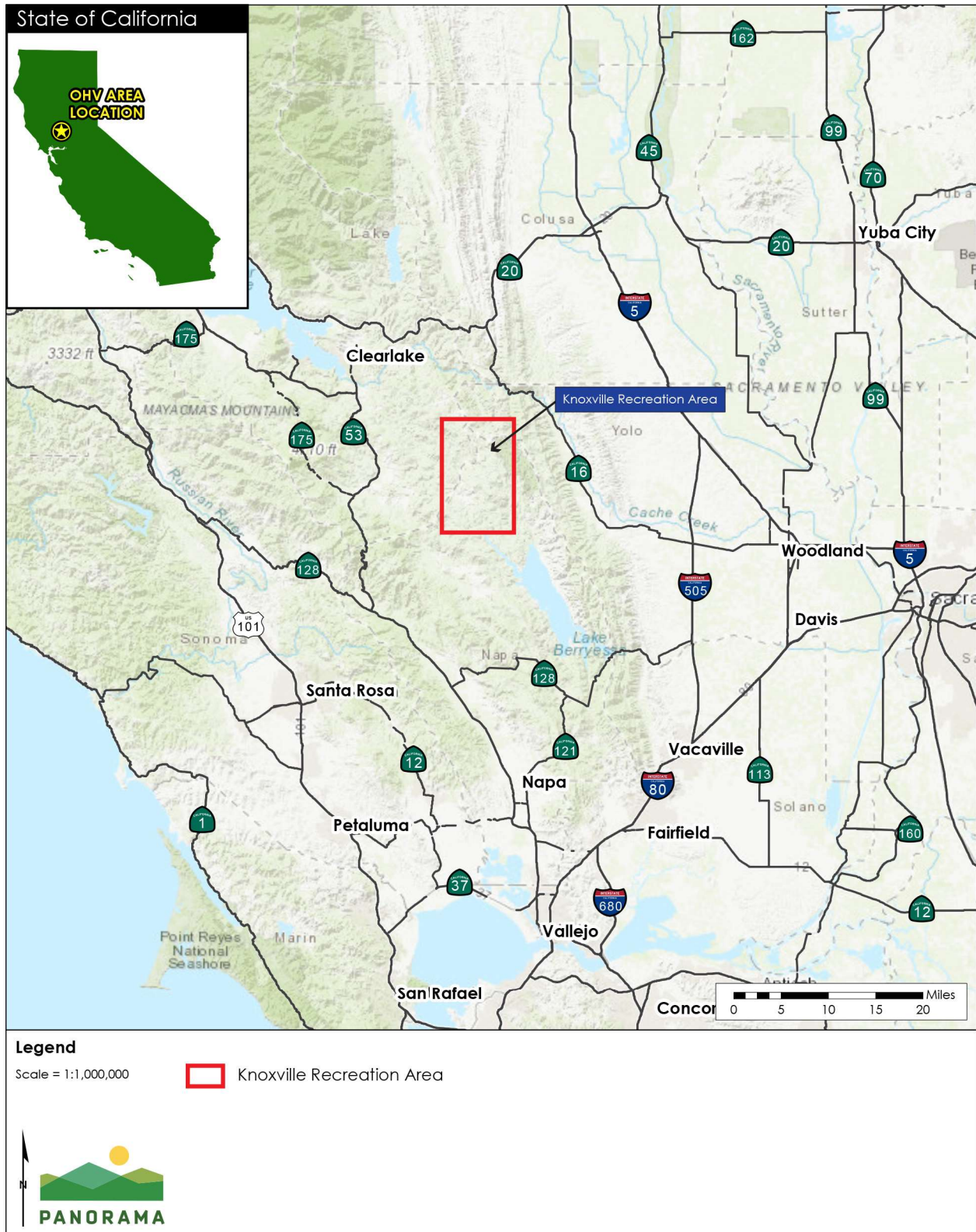
The gateway scenario depends upon better connecting riders from the County's Cache Creek Regional Park Lower Site, along State Highway 16, to Knoxville Recreation Area in Lake County. No public and well-maintained roads currently connect from western Yolo County along State Route 16 to the Knoxville area. To utilize Knoxville from Yolo County, riders must travel across State Route 128 and north along Knoxville Road to reach the entrance to the OHV area. Alternatively, they must travel north along State Route 16 to State Route 20 and then south along State Route 53 to Knoxville Road to reach the entrance to the OHV area. Maintaining Road 40/Reiff Road in Yolo County and allowing for OHV usage along a 1.25 mile stretch of Morgan Valley Road in Lake County would create a connection in Yolo County that would reduce a 50-mile journey to approximately 15 miles that can be ridden on an OHV.

The Knoxville Management Area is located on 17,700 acres with varied terrain in Napa County (Figure 12). It offers 51 miles of rugged 4WD roads and some single-track motorcycle trails. It has two entrances, Hunting Creek Camp (lower camp) and the Northern Staging Area (upper camp). The upper camp is dry and rocky, has a very rough access road, with no signs or direction. The upper camp is not recommended for RVs or trailers. Knoxville offers long trail riding experiences for motorcycles and dirt bikes (with a few narrow side routes), ATVs, UTVs and side-by-sides, registered jeeps, and dune buggy and sand rail 4WDs (Rider Planet USA, 2021b).

The landscape is characterized by steep and rolling hills with the vegetation varying from scattered hardwoods and grasses to dense chaparral brush, creeks and streams, and two swimming holes. Knoxville has substantially burned in recent large-scale wildfires. Of particular note, are unusual plant communities unique to the area's serpentine barrens, which are closed to vehicles to protect the delicate vegetation. The Knoxville Recreation Area is part of the Berryessa Snow Mountain Monument, administered by the BLM Ukiah Field Office. Camping is offered in the Lower Hunting Creek area, which includes five sites with shade structures, vault toilet, trash cans, and three overflow campsites. There is no potable water at this site. There are no fees and no reservations, and camping is first-come first-serve. Primitive campsites are available on Cedar Creek, Cement Creek, and Pockock Creek. A location map of Knoxville is shown in Figure 12 and the trails within Knoxville are shown in Figure 13.

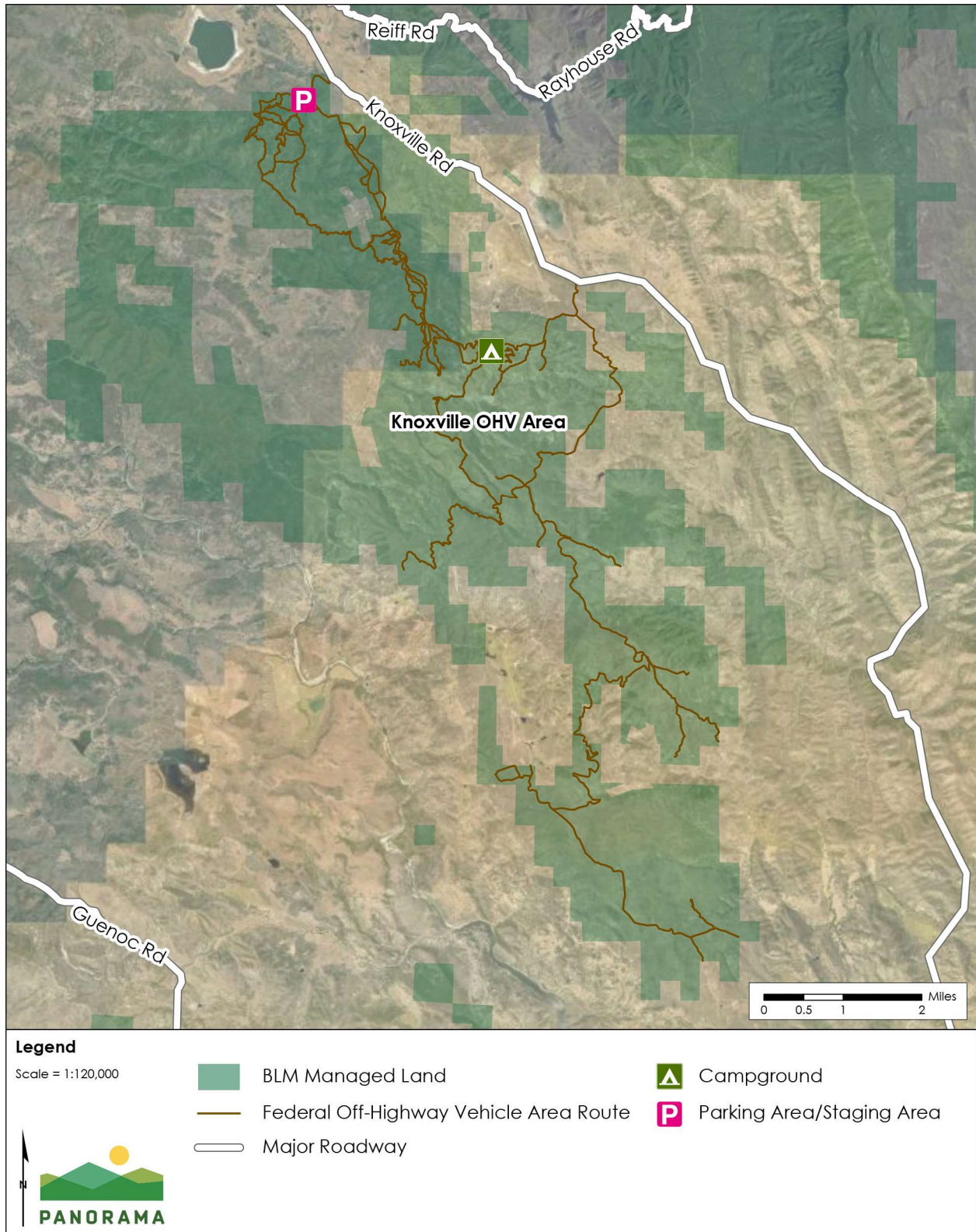
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Figure 12 Map Showing Location of Knoxville Recreation Area



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Figure 13 Trail Map of Knoxville Recreation Area



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Stonyford Recreation Area

Stonyford Recreation Area is within the Mendocino National Forest, in Colusa County, and is managed by the USFS Grindstone Ranger District. Stonyford includes over 90,000 acres of land with over 200 miles of well-maintained trails. Trailsource.com rated it the 19th most popular ATV riding trail system of 106 in California (Trailsource.com, 2016). It is accessed off Interstate-5 (Figure 14), for an over 1-hour-long ride along local roads to the recreation area in the National Forest. Elevation ranges from 1,700 to over 6,000 feet. Trails are well maintained. It offers swimming holes, water crossings, paved access to multiple campgrounds and staging areas, single track, and many mountain trails of moderate to advanced difficulty. Nearby East Park Reservoir is closed to OHV riding but offers lakeshore camping. Stonyford heavily enforces staying on trails, with a fine of up to \$5,000 and imprisonment of up to 6 months for going off-trail.

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Figure 14 Map of Location of Stonyford Recreation Area



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Figure 15 Trail Map at Stonyford Recreation Area



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Mammoth Bar OHV on the Middle Form American River

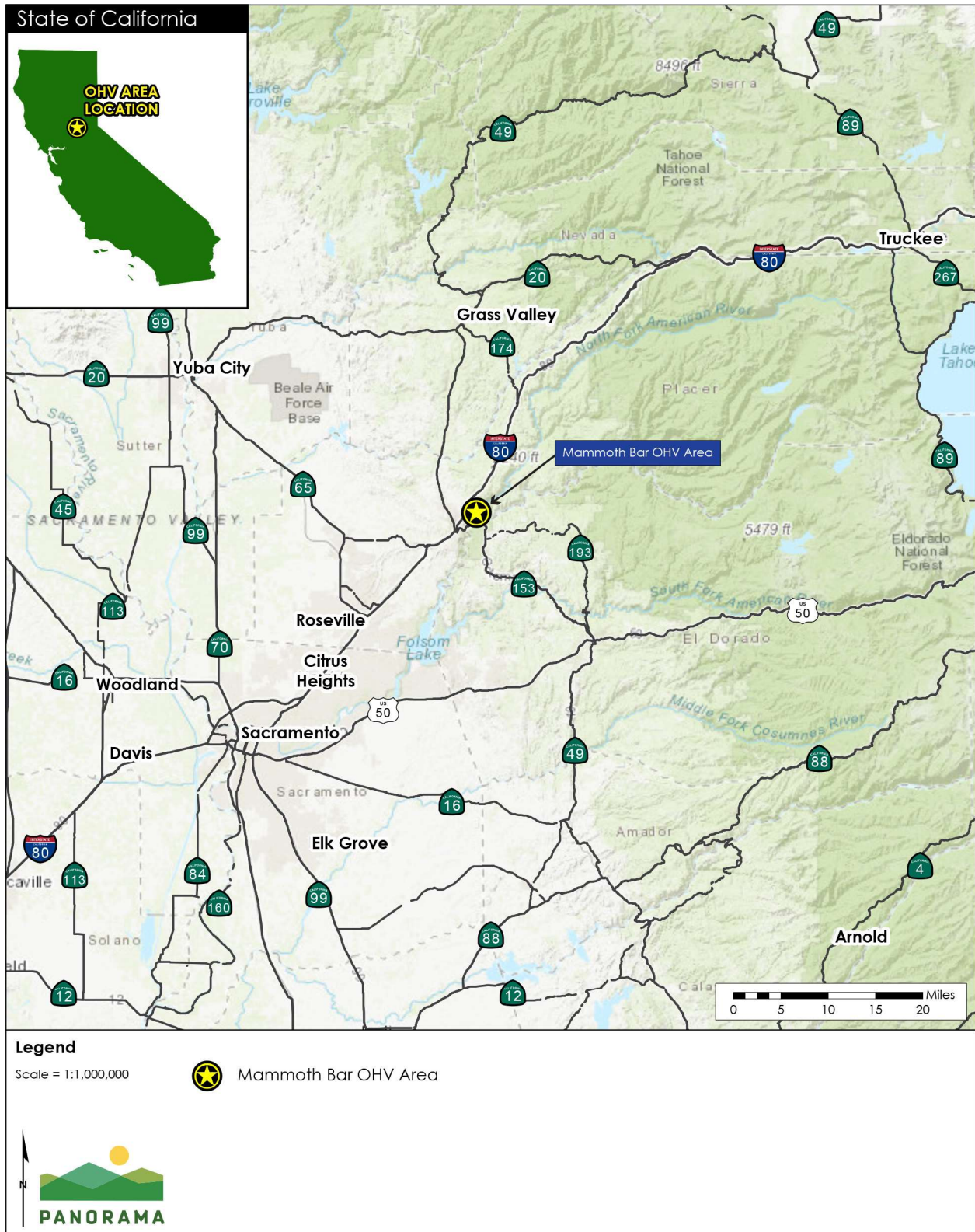
Mammoth Bar OHV Area is part of the Auburn State Recreation Area in Placer and El Dorado Counties (Figure 16). It is located in the Sierra Nevada foothills approximately 30 miles northeast of Sacramento, off Interstate 80. Mammoth bar is approximately 12,000 acres and offers at least 30 miles of off-road and multiple use trails (Rider Planet USA, 2021c). This motorcycle/ATV riding area has been used by off road enthusiasts for over 30 years and offers a wide range of trails and conditions in a beautiful setting next to the Middle Fork of the American River. The area is under the jurisdiction of the USBR and is operated by California State Parks. Some OHV motorcycle/ATV trails are open for two-way traffic and others are one way only. OHVs are restricted to designated signed trails, to the MX tracks and the Pacific International Trial, or PIT area. In addition to trail riding, the facility includes a kids' track, parking and day use area, and an MX track. Facilities include picnic tables, barbecues, and chemical toilets, but no potable water. A trails map for the whole park is shown in Figure 17.

In early 2000, the Sierra Club, Friends of the River, and the Environmental Law Foundation filed a lawsuit over the operation of the Mammoth Bar OHV area. In July of 2000, a settlement was reached in this case. As a part of the settlement, Mammoth Bar began operating under an Interim Management Plan, in which OHV riding days were reduced by half. Management of OHV use now includes enforcement of distinct OHV use boundaries, erosion and sedimentation control, and trail and slope stabilization (State of California Department of Parks and Recreation , 2020).

This OHV facility is being reviewed because it involves some riding along sand and gravel bars of the Middle Fork of the American River. The riding in the sand and gravel areas is much more limited but maintains some similarities to riding in Cache Creek. The MX track and parts of the OHV park were located within the sand and gravel bars of the Middle Fork American River. A series of storms in 2006 resulted in extremely high flows that damaged the OHV areas, and in particular, the MX track. The track was closed and then rebuilt with a smaller footprint in the same location in 2007. In 2017, high flows again caused significant erosion of the MX track. Most recently, California State Parks is planning to move the track from the river to an existing parking and picnic area, reducing the chances of flood damage. The project includes a riverside park design that includes off-channel MX, a kids' track, and parking. Figure 18 shows the proposed facilities near the Middle Fork of the American River (State of California Department of Parks and Recreation , 2020). The area of the new off-channel park is just a few acres.

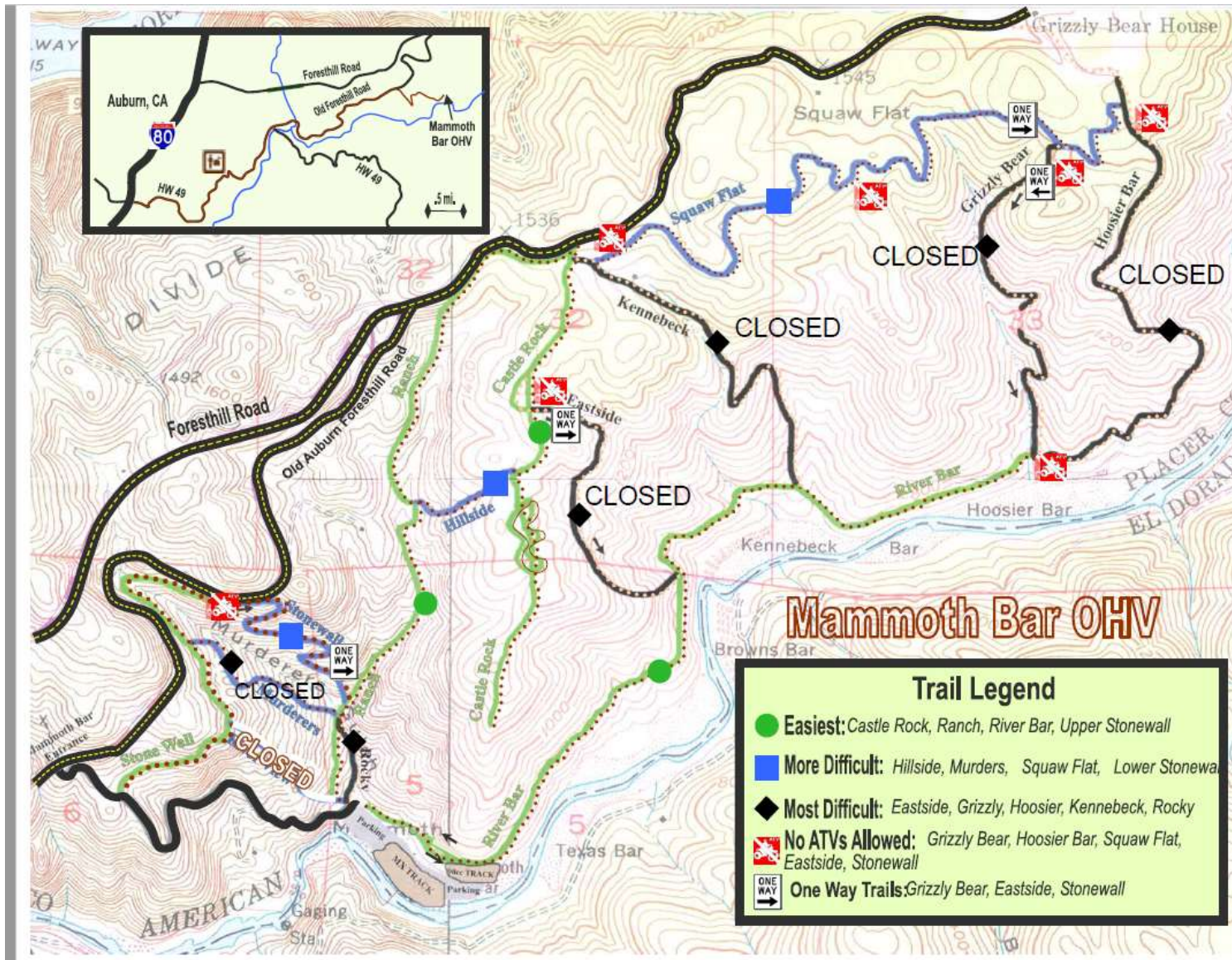
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Figure 16 Map Showing Location of Mammoth Bar OHV



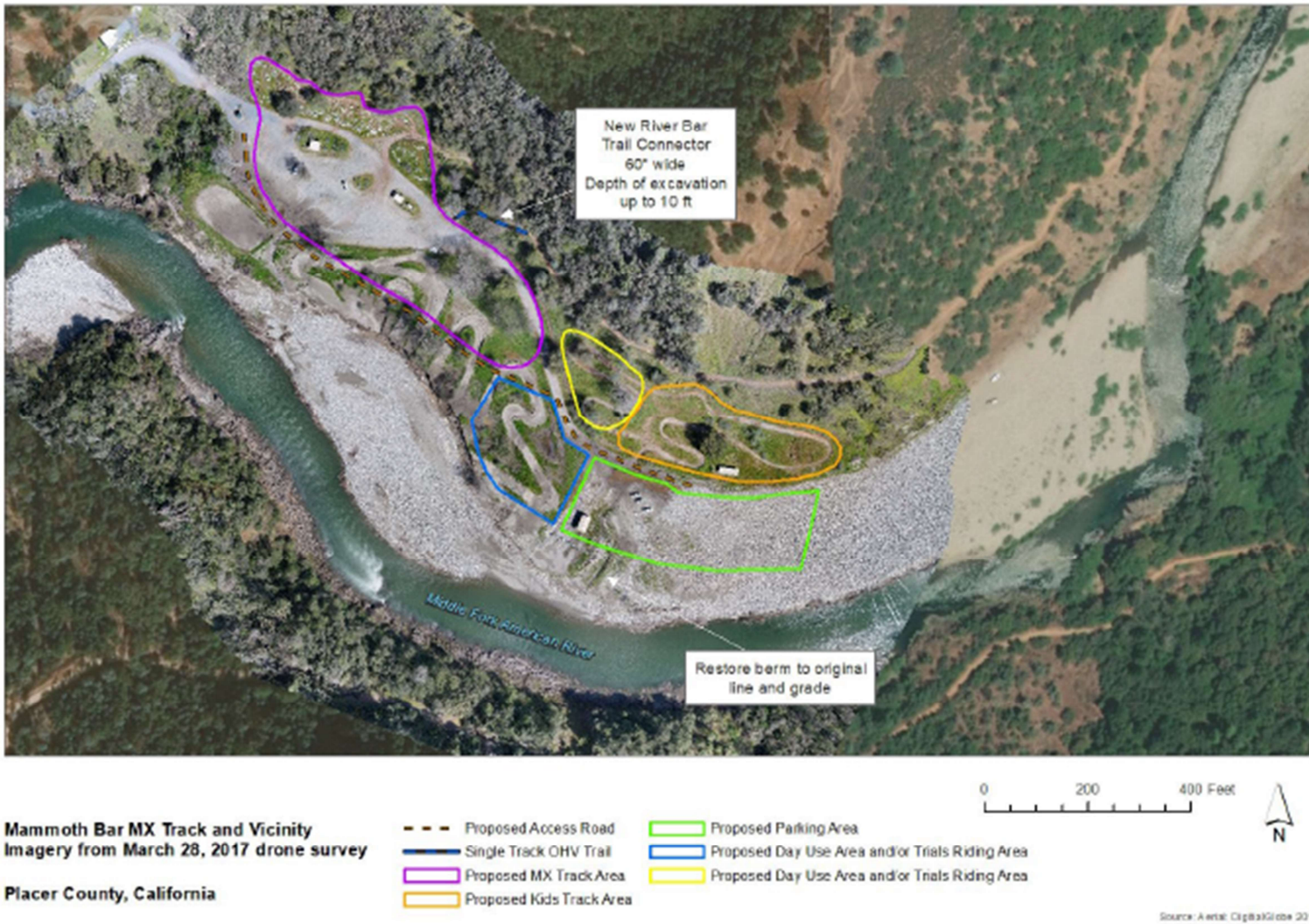
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Figure 17 Trail Map for Mammoth Bar OHV Area



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Figure 18 Mammoth Bar Proposed Off-Channel Rebuild Facilities along the Middle Fork American River



Source: (State of California Department of Parks and Recreation , 2020)

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4.1.3 Privately Owned Regional Facilities

E Street MX Park

The E-Street MX Park is located an hour north of Sacramento, California in Marysville. Once known as the “Shad Pad,” this MX park offers two well-established tracks that consist of a main track and a separate beginners track. The facility covers 80 acres. Highway 70/E-Street Bridge goes through the property, while the Yuba River borders the northern section of the property, giving it a very unique feel. The property offers plenty of room for parking. Primitive camping is permitted on Saturday nights and during scheduled race events. The two MX tracks are built and prepared for riders and racers of all ages. The facility includes a front track available for all skill levels and ages along with a kid friendly back track. E Street MX offers a series of races throughout the year and is available on specific days for practice. Figure 18 shows E-Street MX in aerial view.

Argyll MX

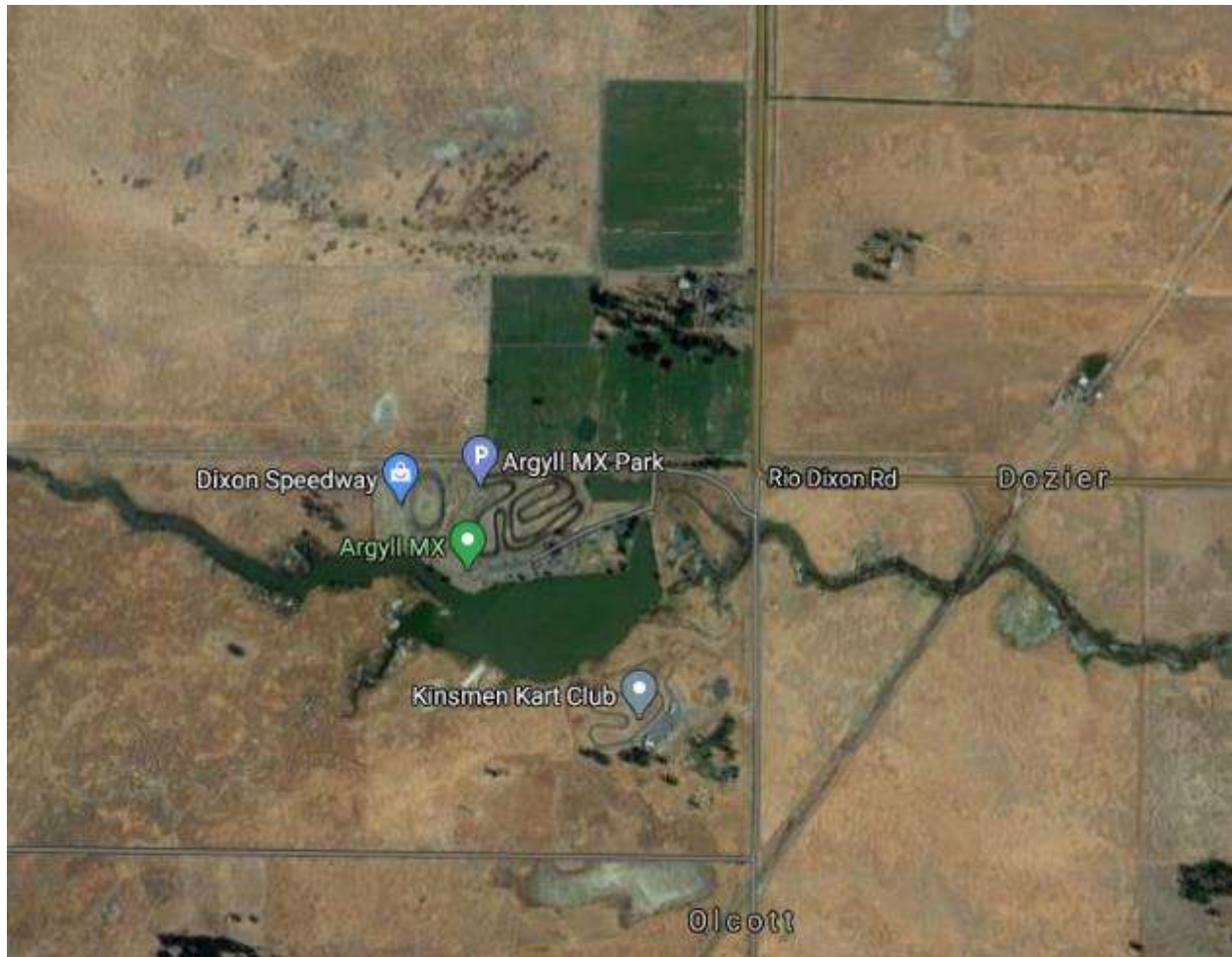
Argyll MX is located approximately 11 miles south of Dixon, CA off CA-113 or Rio Dixon Road and has been in operation since 1971. It is privately owned and operated by Mike Sexton. The facility offers MX races throughout the year. The track consists of a mixture of clay and sand with a varying array of manmade obstacles for beginner to pro. The track layout and obstacles are changed often during the year. The Park is approximately 40 acres in size. The Park includes a peewee track and restrooms, and basic concessions are available. Figure 20 shows Argyll MX in aerial view.

Figure 19 E-Street MX Park in Aerial View



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Figure 20 Argyll MX in Aerial View



4.1.4 Observations from Review of Other OHV Facilities

SVRAs provide some of the most diverse and expansive riding experiences in the region. The four SVRAs in northern California represent a spectrum of off-road utilization as they all offer unique terrain to test participants' ability levels. Between these parks, monthly races/events are held with good rider turnouts, as D36 has a significant following of MX and cross-country riders in one of the more competitive districts in the U.S. These areas often provide camping, parking, picnicking and concessions, as well as proximity to other recreational experiences that allow for longer overnight trips to the regions where the SVRAs are located. Review of these facilities provides insight into the types of trail riding and diversity of experiences that may be sought by residents of Yolo County. Review of these facilities has also provided some insights into concerns with the management of these facilities, as some have faced legal battles over the impacts that result from their operation.

Federally managed OHV areas, such as Knoxville and Stonyford provide similar long-trail experiences but are more primitive in their offerings. The experience is largely a trail riding

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experience with limited camping, few facilities, and no events. The OHV community appears to enjoy the long-distance trail riding in the SVRAs and federal OHV areas. The gateway project, therefore, could meet a need by connecting Yolo County riders to the longer trail systems of Knoxville, while providing them the parking, camping, and some limited, similar to what could be found at an SVRA.

A Knoxville riding experience through a gateway is a different experience than riding along the gravel and sands of Lower Cache Creek. Many of the SVRAs include smaller parks or facilities including MX, kids track, or other single-track areas that seem to be popular. A self-contained park could provide a similar experience. Opportunities near, but off Cache Creek, similar to the kids track and MX track on Mammoth Bar, with some trail riding in a smaller area, may also provide an appropriate outlet for OHV riders currently utilizing Lower Cache Creek. Independent MX tracks are also popular but may not meet the needs of the users riding currently in Lower Cache Creek.

Clay Pit represents a smaller (approximately 200 acre) facility. One of the County's options may be to operate a similar sized facility. However, it is important to note that the relatively flat and simple terrain and lack of amenities at Clay Pit seem to limit its draw. A small, contained park may need more features than what Clay Pit offers to be popular enough to make it feasible.

Two OHV parks in Yolo County could represent different experiences, one with a focus on trail and road riding and the other with a focus on MX and kids tracks and limited ATV trails in a small park setting. This combination of niche experiences would differ from the larger parks such as Prairie City, Hollister Hills, and Carnegie SVRAs.

4.2 California OHV Program Management

4.2.1 Overview

The California OHMV Division provides various resources to guide the County in the development and ongoing management of an OHV park, should one be developed in Yolo County. Critical among the support provided is their Grants and Cooperative Agreements Program, as well as natural resource management and safety programs.

4.2.2 Grants and Cooperative Agreement Programs

Programs

The Grants and Cooperative Agreements Program (Grants Program) provides for well-managed OHV recreation in the State of California by providing financial assistance to cities, counties, districts, federal agencies, state agencies, educational institutions, federally or state-recognized Native American Tribes, Certified Community Conservation Corps, and non-profit entities.

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The grants program supports the planning, acquisition, development, maintenance, administration, operation, enforcement, restoration, and conservation of trails, trailheads, areas, and other facilities associated with the use of OHVs and programs involving OHV safety or education. Grant categories include the following:

- Operations and maintenance:
 - Acquisition
 - Development
 - Ground operations
 - Planning
- Restoration
- Education and safety
- Law enforcement

Past Awards and Recipients

During the 2017/18 fiscal year OHV grants were provided in a number of areas. Past award amounts are shown in the following table.

Table 8 Past Grants Program Recipients

Category	Award Amount	Description
Development Projects	\$167,419	OHV Development
Acquisition	\$395,444	OHV Land Acquisition
Ground Operations	\$3,777,643	Park Ground Operation
Planning Projects	\$287,375	OHV Park Planning
Restoration Projects	\$6,290,000	OHV Environmental Restoration
Education and Safety	\$1,629,018	OHV Education and Safety
Law Enforcement	\$2,879,998	OHV Law Enforcement Support

Source: California Department of Parks and Recreation

It should be noted there is a wide variety of grants available for Yolo County to pursue, including grants for land acquisition, ground operations, planning, restoration education and safety, law enforcement and project development.

4.2.3 Natural Resource Monitoring

Providing long terms sustained recreation opportunities is a top priority for the OHMV Division. The condition of soils, wildlife, and vegetative resources are continually monitored at all SVRAs to determine if soil loss standards and wildlife habitat protection programs are

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consistent with the goals of the OHMVR program. Effective natural resource management requires the following:

- Monitoring wildlife habitat
- Implementing erosion control measures
- Maintaining roads and trails
- Suppressing excess dust
- Protecting sensitive habitat
- Protecting riparian areas

Vegetation creates wildlife habitat, while plant roots help stabilize the soil. Through monitoring processes, changes (such as erosion or wildlife population variations) can be detected, and the appropriate actions taken to mitigate adverse impacts.

The County would need to develop their own natural resources monitoring program for a self-contained park, even if it is relatively small. The parameters and tools available from the State's program would provide useful guidance to the County. Wildlife monitoring as well as periodic soils and vegetation restoration are parts of the operation of many state facilities.

4.2.4 Legal, Resource, and Community Concerns at SVRAs and Other OHV Parks

Development projects of this type often experience community concerns related to potential environmental, lifestyle and safety impacts. These issues typically include environmental impacts such as erosion and dust, animal habitat, trash, and other impacts. These kinds of impacts have been experienced most prominently at Oceano Dunes SVRA where there has long been contention between local residents and the park.

Additionally, there are also other lifestyle issues such as noise, and traffic concerns among residents that live adjacent to a facility. Safety issues are also a concern depending upon the location and type of terrain. These bring into question the capability of emergency responders to access off-road locations. Natural disasters such as fire and flooding can impact a facility. Most recently, Mammoth Bar Motocross course, a popular facility, is in the process of being relocated as a result of flooding. These issues need to be considered in developing support for a facility.

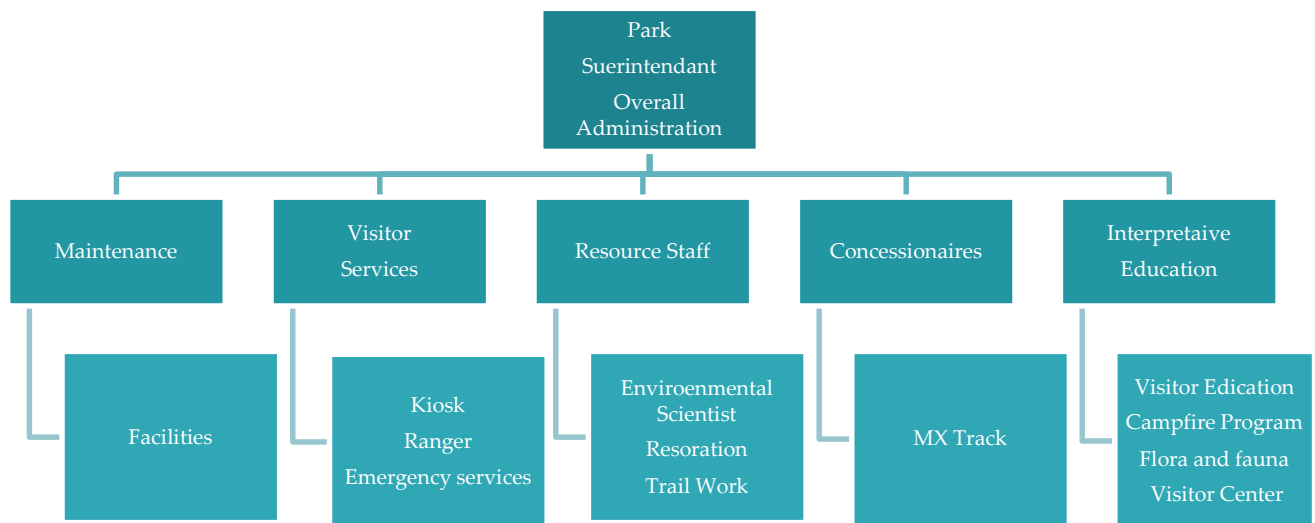
4.2.5 SVRA Management Structures and Staffing

Organizational Structures

The organizational structure of a proposed facility depends upon if Yolo County chose to lease a facility to a park operator or if the County chose to operate a facility. Should the County choose to operate a facility, insight on organizational staffing can be gained from understanding a typical SVRA Park organizational structure. This sample organizational structure (Figure 21) serves as a benchmark of possible positions needed for an OHV park operated by Yolo County.

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Figure 21 SVRA Park Organizational Structure



Source: Prairie City SVRA

Not all positions are transferable, but this information serves as a benchmark for the possible positions that might be needed in Yolo County. The County would also likely need additional enforcement staff and emergency response.

Emergency Services and Law Enforcement Needs

Yolo County may also need to dedicate emergency services and law enforcement for a park. The needs here may decrease compared to current needs to address illegal activities and riding in Cache Creek. Grants to support enforcement are also available through OHMVR. As an example, Napa County maintains an off-road enforcement team comprised of nine Sheriff's Office personnel who patrol the rural public lands on an overtime basis that is funded by grants provided by OHMVR. Matching funds for the grant are provided by the Napa County Sheriff's Office yearly budget. The team was created in response to complaints received from the public regarding the criminal activity occurring on the public lands inside of Napa County, specifically associated with the Knoxville Recreation Area. Some additional services may need to be allocated to support riding in the Berryessa Snow Mountain National Monument for a gateway project. A smaller and more focused need would arise from an independent park (County of Napa, 2021).

5 Consumer Research and Public Outreach

5.1 Introduction

The SMG Consulting team conducted research to better understand the consumer market, from OHV purchasing trends, to current usage patterns, and user preferences for experiences. The research was conducted to better understand and characterize the OHV user in Yolo County. The task also included conducting outreach to potential users to solicit their thoughts on a variety of issues related to potential OHV park development. Outreach consisted of a large survey of potential users and two, facilitated, on-line community workshops.

5.2 OHV Industry Vehicle Types and Trends

5.2.1 Types of OHVs

Types

Several types of OHVs are available, with their popularity changing over time and by region. An OHV is a motor vehicle capable of off-highway travel during winter or summer, OHVs include ATV's, Jeeps, four-wheelers, dirt bikes, motorcycles, and trail bikes.



Motorcycles and Dirt Bikes

Motorcycles include two-wheel vehicles that are capable of being ridden off-road. Some motorcycles are capable and licensed to be ridden on-road but also have the capability to be ridden off-road.



Off-road motorcycles, or dirt bikes, are any motorized two-wheeled machines that are designed to be ridden in dirt, sand, mud, grass, or gravel—essentially anywhere but the street.

ATV

An ATV is defined as a motorized off-highway vehicle designed to travel on four low-pressure or non-pneumatic tires, having a seat designed to be straddled by the operator and handlebars for steering control.



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Side-by-Side/UTVs

A UTV/Side-By-Side has four to six wheels and bench or bucket seating with seatbelts for up to six passengers. The UTV driver operates the machine by a steering wheel and foot pedals. The UTV cab is shielded by a roll bar or a cage.

Jeeps/4WD vehicles

A variety of off-road vehicles are available, including Jeeps and 4WDs made by other manufacturers. In many cases, these vehicles have been specially prepared for off-highway use. In some cases, they are licensed for street use while others are not. Non-street-use vehicles are typically trailered to specific trailhead locations.



5.2.2 Ownership Trends

Annual State of California DMV OHV registration data from 2008 through 2020 was used for this analysis. As of April 2020, there were 1,232 active motorcycle registrations and 2,619 active ATVs registered in Yolo County. The total number of OHVs were estimated at 8,283, which includes 2,542 unregistered OHVs, see Table 9. The total number of OHVs was estimated by calculating 0.62 unregistered vehicles for every one actively registered with the DMV per county (Frick, Broaddus, & Szibbo, 2017).

Table 9 Number of OHVs by Registration Type and Region, 2020 estimated

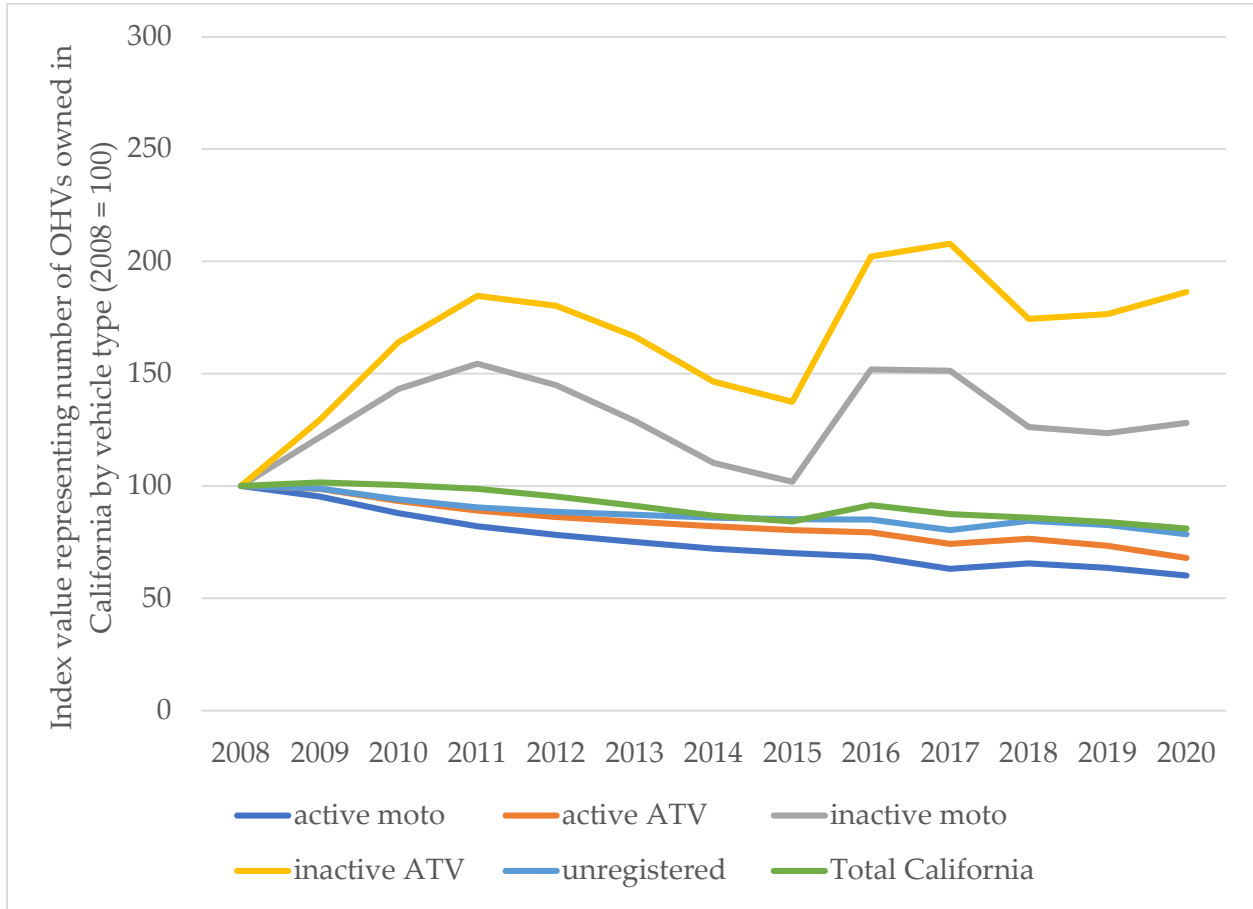
OHV Ownership 2020	Yolo County	Six Neighboring Counties	Other CA	Total CA
Active moto	1,232	17,740	260,409	279,381
Active ATV	2,619	20,539	316,348	339,506
Inactive moto	761	11,339	174,137	186,237
Inactive ATV	1,129	10,289	179,814	191,232
Unregistered	2,542	25,264	380,660	408,465
Total	8,283	85,171	1,311,368	1,404,821

Source: California DMV, SMG Consulting

In 2008, there were an estimated 1.73 million OHVs in California. The total number of OHVs in California in 2020 is estimated to be 1.4 million. Total OHV ownership in California has declined 19 percent from 2008 through 2020, with motorcycle ownership decreasing more than ATV. Figure 22 shows these trends as an index chart from 2008. An index chart converts each value to 100 in the base year, in this case 2008, by dividing the value by itself and multiplying by 100. In subsequent years, the values for each vehicle type are divided by the base year value and multiplied by 100. An index chart displays percent changes over time of comparable metrics. For example, Figure 22 shows the index value of inactive ATV ownership in California increasing from 100 to 186, or 86 percent, from 2008 to 2020.

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Figure 22 California OHV Ownership Trends by Registration and Vehicle Type

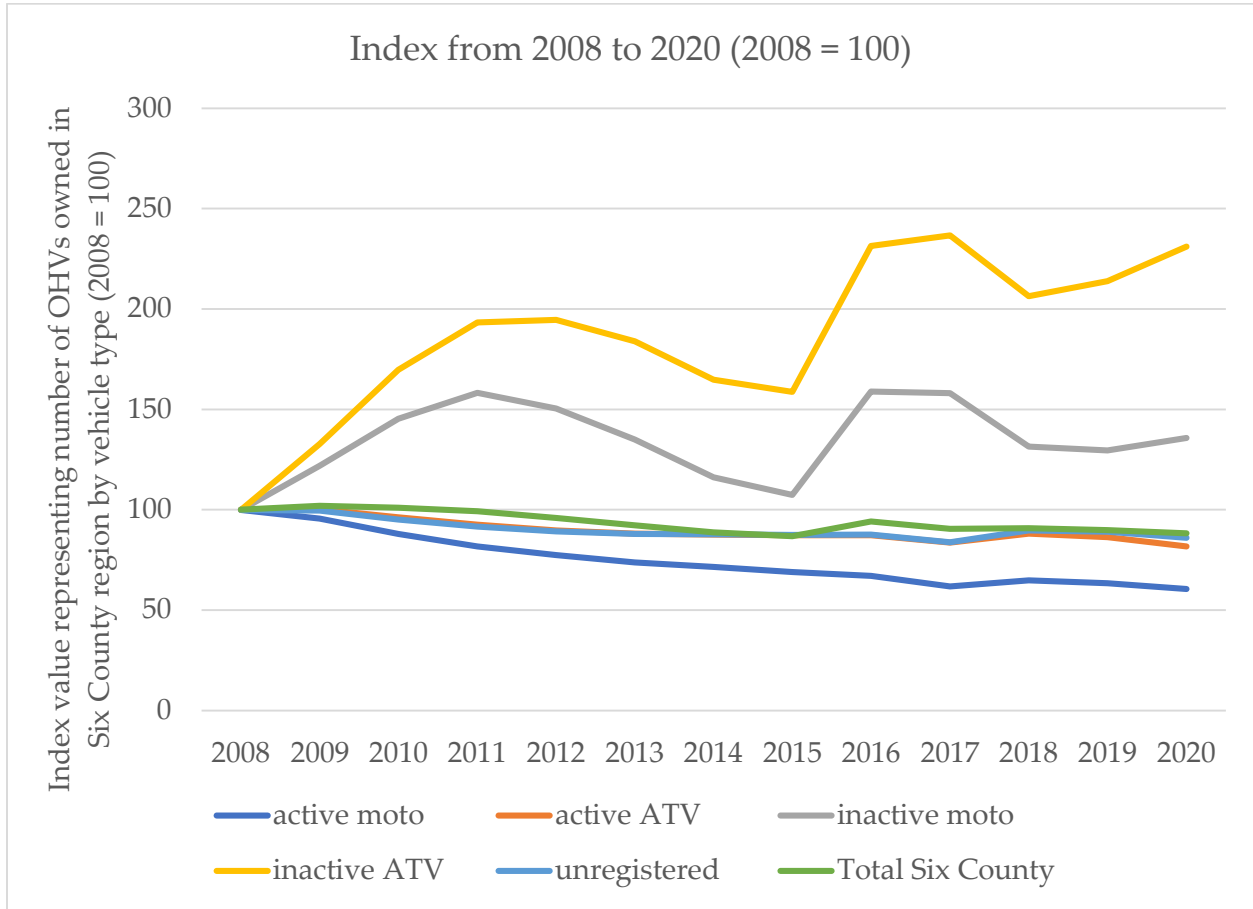


Source: State of California DMV, SMG Consulting

For the surrounding six counties around Yolo County in northern California, the ownership trends show that ATV ownership has increased while motorcycle ownership has decreased; however, total ownership has declined 12 percent over the past 12 years. Figure 23 shows these trends as an index chart from 2008. The number of inactive registrations has increased significantly, up 36 percent for motorcycles and 131 percent for ATVs. In absolute numbers, the total number of OHVs in the six counties is estimated to be 96,567 in 2008 and 85,171 in 2020, more than 10 times the number in Yolo County.

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Figure 23 Six County OHV Ownership Trends by Registration and Vehicle Type

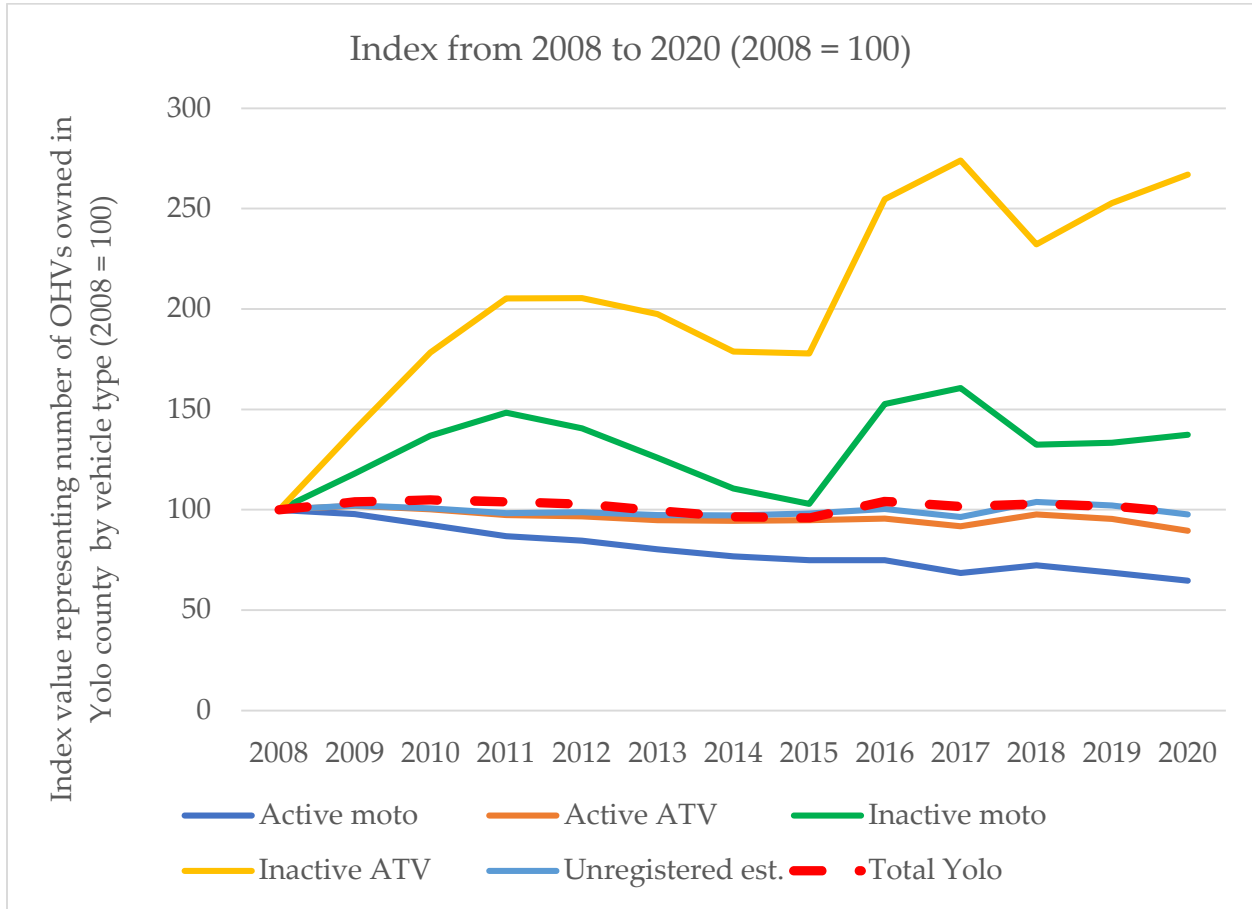


Source: State of California DMV, SMG Consulting

In Yolo County, vehicle registration shows an overall increase in ATV ownership has been offset by a decrease in motorcycle ownership, leaving total ownership the about same in 2020 as it was in 2008. Figure 24 shows these trends as an index chart from 2008. Active motorcycle registrations declined 35 percent and active ATV registrations declined by 10 percent. The number of inactive registrations increased significantly, 37 percent for motorcycle and 167 percent for ATV.

In absolute numbers, the total number of OHVs in Yolo County is estimated to be 8,403 in 2008 and 8,283 in 2020. As shown in Table 9, Yolo County residents prefer ATVs over motorcycles, owning roughly twice as many ATVs as motorcycles.

Figure 24 Yolo County OHV Ownership Trends by Registration and Vehicle Type



Source: State of California DMV, SMG Consulting

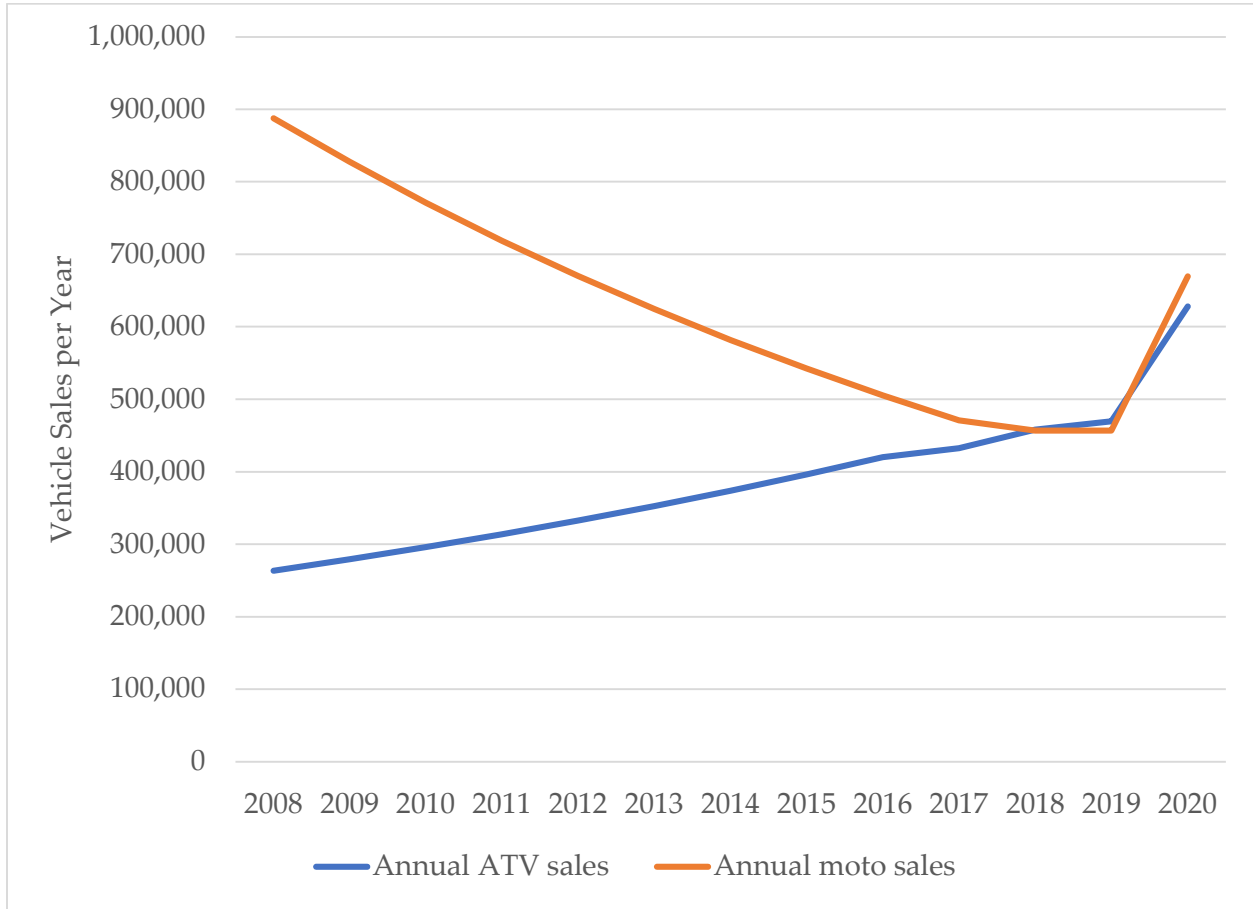
5.2.3 Sales Trends

Statewide sales trends have seen motorcycle sales decrease significantly from approximately 887,000 units in 2008 to 457,000 units by 2019, a decrease of 48 percent (Figure 25). ATV sales have increased from 263,000 to 469,000 during the same time frame, an increase of 78 percent. During the COVID-19 pandemic OHV sales have seen an increase in unit sales as consumers look to experience more or different outdoor recreation. Thus, OHV sales experienced a “COVID bump” in 2020, with off-highway motorcycle sales jumping 46.5 percent over 2019 and ATV sales up 33.8 percent over 2019 (Motorcycle Industry Council, 2021).

According to an article in RacerX Magazine, a publication for motorcycle enthusiasts (Weigandt, 2020), all the manufacturers of popular motorcycle and dirt bike lines are producing an off-road line in their recent new model introductions. Motocross is still alive and growing, but all the companies realize they need other off-road models to be competitive.

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Figure 25 Annual OHV Sales in the United States from 2008 to 2020



Source (Imlay, 2019), (Motorcycle Industry Council, 2021), SMG Consulting

“Off-road is growing big time, and now you’re seeing manufacturers respond in kind. I’ve written this for a dozen years now: for far too long, KTM (and Husqvarna) took massive market share by producing the bikes off-road racers want. They want the latest, fastest, best-suspended motocross bikes, but with some off-road tweaks, like slightly softer suspension and power delivery, 18-inch rear wheels, a skid plate, and a kick stand. That’s it. They don’t want slow, heavy, soft trail bikes. The Austrian brands owned that market because they were the only ones delivering for that market.

Now, the other brands are coming. Over the last few years, Yamaha and Honda have fixed the problem, with Honda’s RX line of 450s and 250s, and Yamaha adding the X designation to its YZF line. They’re the motocross bikes, tuned just slightly for off-road racing.

For 2021, Kawasaki gets in on the game with its just-announced XC lineup. There’s a new KX250XC and a new KX450XC. These are based on the latest 2021 KX450 and KX250 models (which includes a full redesign of the 250) and follow Kawasaki Team Green’s re-entry into the off-road racing game in 2019. That whole program got a nice shot in the arm with Josh Strang’s GNCC overall win at the Camp Coker Bullet GNCC on a KX450 a few weeks ago. Strang told us he’s seeing more green fenders at the races lately.” – Jason Weigandt, RacerX

5.3 2020 Yolo County Rider Survey

5.3.1 Survey Research Overview

With input from Yolo County Parks Division, Natural Resources Division, and the OHV stakeholder group, SMG Consulting implemented a comprehensive survey of potential users. A copy of the survey instrument is provided in Appendix A. The objectives of the survey were to ascertain the key features users would like to see in an OHV park, to understand skill levels, to understand the demographic and geographic profile of potential users. This survey also sought to understand the critical decision factors in visiting an OHV park, and to estimate the potential for future park visitation by user type and skill level with associated revenues.

The survey was distributed through Yolo County Parks Division. The distribution channels included social media, their website, and e-mailed to a database of interested parties and individuals who completed the 2019 OHV survey. The survey was also distributed to American Motorcyclist Association District 36 members and to the California Off-Road Vehicle Owners Association (CORVA). District 36 and CORVA are membership organizations representing off-road vehicle owners. Their mission is to promote, protect, and preserve off-road recreation and automotive access on public lands throughout California.

A total of 728 completed surveys were returned from Yolo County's outreach efforts. A total of 346 CORVA surveys were completed and a total of 310 surveys were completed through the District 36 members. In total, 1,384 surveys were completed. As might be expected, survey respondents were primarily from Northern California; approximately 28 percent were from Yolo County.

5.3.2 Summary Results

OHV Vehicle Preferences and Purchase Patterns

- Overall, motorcycles are the primary vehicle for 51 percent of respondents, 20 percent a jeep/dune buggy/truck, 13 percent an ATV, and 11 percent a side by side.
- Vehicle type owned differed by survey group with District 36 respondents having a higher percentage motorcycle as a primary vehicle; 95 percent of CORVA respondents were more mixed with 51 percent owning a motorcycle and 44 percent a jeep/dune buggy/truck. Yolo County respondents were more likely to own a motorcycle at 36 percent, ATV 22 percent, jeep/dune buggy/truck 17 percent, and side by side 17 percent.
- 48 percent of survey respondents indicated they purchased their OHV within the past year.

Expertise Level

- Overall, survey respondents indicated their skill level is 39 percent expert, 57 percent intermediate, and 4 percent beginner.

OHV Experiences of Respondants

Facilities Visited

- Overall 81 percent of survey respondents indicated they had ridden at a SVRA in the past 12 months.
- Seventy-four percent of survey respondents indicated their last trip to an SRVA was a day trip, 26 percent an overnight trip.
- 44 percent of respondents indicated they had visited an SVRA between 1 and 5 times in the past 12 months, 28 percent indicated between 6-10 times, and 10 percent between 11-15 times.
- The most frequently visited parks in the past 12 months included Hollister Hills at 54 percent, Prairie City 43 percent, Carnegie 43 percent, Hungry Valley 20 percent, Ocotillo Wells 16 percent, and Oceano Dunes 19 percent.
- It is important to note that 80 percent of Yolo County survey respondents were most likely to visit Prairie City SVRA, which is closest to the County.
- In considering other parks that respondents visited, the most frequently mentioned were Cow Hollow/Lake County (44 percent) and Marysville Motocross Track (25 percent).
- Yolo County survey respondents were more likely to visit Cow Hollow/Lake County (48 percent) and Marysville Motocross track (50 percent) than other survey respondents.
- Eighty-seven percent of those surveyed that indicated they had an overnight trip primarily stayed at an SVRA campground.

Trip Expenses

- Overall day trip visitors spent the following:
 - Food \$47.91
 - Gas \$63.32
 - Repair \$42.59
 - Other \$40.84
 - Total \$194.66
- Overall overnight trip visitors spent the following:
 - Lodging \$90.98
 - Shopping \$121.89
 - Food \$157.31
 - Gas \$162.78
 - Activity \$40.67
 - Repair \$48.40
 - Other \$89.72
 - Total \$711.75

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Preference and Expectations

Past Experiences

- Seventy-five percent of overall survey respondents indicated their last SVRA experience met their expectations.
- In rating SVRA attributes, survey respondents gave the highest ratings to staff friendliness and the park staff's knowledge.

Preferences for a New Park in Yolo County

- The essential features in deciding to visit the new park included an overall quality experience, open riding areas, a well-maintained facility, a kids track, and a 4WD area.
- When considering non-riding/driving features, the most frequently mentioned were campgrounds/no hookups, campgrounds with hookups, and cool enjoyable riding temperatures.
- In terms of riding preferences, overall survey respondents indicated they preferred wildland riding areas followed by SVRA groomed trail and track experience.
- When considering regional attributes of importance in their decision to visit, 38 percent indicated easy access was very important, followed by proximity to their home at 22 percent.
- When asked about considering a visit to an OHV park in Yolo County, dirt trails at 85 percent and dirt roads at 64 percent were most important attributes in basing their decision.
- When asked about their favorite riding experience, 54 percent of survey respondents indicated that they go with other friends with OHVs, and 30 percent indicated they usually go with their family and other families.

Cost and Fee Sensitivity Levels

- When it comes to fees:
 - 2 percent expected to pay nothing
 - 20 percent expected to pay up to \$5
 - 37 percent expected to pay up to \$10
 - 29 percent expected to pay up to \$20

Travel to Yolo County for an OHV Experience

- Overall, 96 percent indicated they knew where Yolo County was located.
- Eighty-three percent of survey respondents had been to Yolo County within the past 12 months.
- Eighty-nine percent percent of survey respondents indicated they were extremely/very likely to visit a new OHV park in Yolo County.
- Sixty-three percent percent of survey respondents indicated they would travel up to four hours one way to recreate off-road.

Demographics of Respondants

- Eighty-five percent of those surveyed were male.

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- Sixty-eight percent of those surveyed were married.
- Fifty-six percent of those surveyed either had no children or were empty nesters, and 45 percent indicated they had children living at home.
- The median household income of respondents was between \$100,000 and \$149,000.

5.3.3 Key Findings

Findings

The Market

From a geographical standpoint, Northern California OHV participants offer a potential opportunity as a market to visit an OHV park in Yolo County. That said, those surveyed from Yolo County have a higher interest in the development of the park. While there is a significant level of interest in the park, (86 percent surveyed indicated they would visit an OHV park in Yolo County), the revenue potential may be a much smaller percentage of that market, depending in large part on the park offerings and features. As a benchmark for comparison of market potential, 26 percent of those surveyed indicated their last trip to an SVRA park was an overnight trip. Revenue potential would depend on the development of camping areas and the optimized use of those facilities. Use of federal public lands, for example, would prohibit use of a gate fee (as would be the case for the gateway scenario). If a smaller in-county park focused on specific features is developed, it may be restricted to a local market, primarily of those people currently using lower Cache Creek.

A larger park facility (a park on the order of a few hundred to 1,000 acres), from a geographic market standpoint, could attract many users primarily from Northern California and additional ridership from across the state. Locations within the County are well within the mileage respondents indicated they would travel (up to four hours one-way) to recreate off-road. Given a diverse range of park features and the market's potential size (Northern California), a larger, more diverse park could be an attractive niche riding option for users and bring in more revenue for the County. Primary competitors to such a park would include Prairie City, Hollister, Carnegie, and Cow Hollow. It would be necessary to differentiate a proposed Yolo park attributes and experience from those at other parks.

Features

The key features desired by survey respondents is an overall high-quality experience. This experience can include everything from staffing to the essential features of the park and riding experience (e.g., well maintained trails). Respondents seem to most desire open riding areas, a 4WD area, a kids' track, an obstacle course, and even a MX track. This variety of attractions would provide a broad interest for OHV enthusiasts and diversify different segments to provide more revenue opportunities. Given the review of the SVRAs, federal, and local facilities in the region, the findings are consistent with the experiences provided by these facilities.

These features should be considered within the context of the environmental capabilities of the proposed park. It would also be essential to involve key interest groups in the design of such

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facilities. In considering other essential features, those surveyed indicated an interest in campgrounds with and without hookups.

Frequency

It is essential to note the high frequency of visitation indicated by survey respondents. Seventy-six percent of all respondents indicate they visit SVRAs under ten times per year while a smaller, more active segment (24 percent) indicated they visit an SVRA 11 or more times per year. This finding suggests that a well-designed and well-managed facility could develop a core of users that will become very loyal to the park.

Survey Insights

Almost all respondents knew where Yolo County is located, with 83 percent having visited the County in the last year. Respondents showed high receptivity to a new OHV park in the County, with most indicating they would be likely to visit a new OHV park in the County. These findings suggest the market in Yolo County is currently underserved. A well-designed and well-managed facility would meet the needs of the market. The County could likely find a viable market in any range of facilities from a smaller facility serving at least part of the current Cache Creek ridership, to a larger facility that could have a sizable regional draw. Trail riding experiences seemed dominant, which lends to a larger facility or some type of gateway to trail riding.

Summary of Findings

- High interest among survey respondents for an OHV park in Yolo County
- Majority of riders are intermediate
- High quality, well maintained open riding areas and wildland dirt trails are in highest demand
- Most ride with family
- There is a price point between \$5 and \$30 that respondents are willing to pay depending upon value proposition and features offered
- As many as 20 percent of likely overnighters would be destination visitors

5.4 Community Workshops

The SMG Consulting team, in coordination with Yolo County staff, conducted two community workshops, which were held on October 29 and November 5, 2020. Yolo County Parks Division noticed the workshop (Figure 26) through a variety of channels. In response to the COVID-19 pandemic, both of the workshops were held virtually using Zoom.

The workshop format was divided into two parts. In Part 1, Yolo County staff provided an overview of existing legal and illegal OHV activities, emergency services, concerns, and complaints from the public. Part 2 was conducted by SMG Consulting and included an update on identifying designated OHV opportunities in the County. The workshops were designed to introduce the OHV park planning project, engage the attendees in the process, and solicit community input to help shape the project. Three specific topics of discussion were:

- Preferred OHV riding experiences,
- Economic forecasting and demand estimates,
- Siting criteria and site options.

Figure 26 Community Workshop Notice



JOIN US FOR A VIRTUAL WORKSHOP

Please join the Yolo County Parks Division and Yolo County Natural Resources Division for a virtual workshop to discuss OHV activity and planning in Yolo County. The workshop will be presented in two parts:

- **Part I of Workshop:** Will cover existing activities, legal and illegal OHV activity, emergency services, concerns and complaints from the public and how they have been addressed, and will include Q&A.
- **Part II of Workshop:** Will be an exciting opportunity for the public to receive an update on the progress towards identifying designated OHV opportunities in the County. The County's OHV consultant will present market and economic analyses underway, siting criteria under consideration, and will summarize the next steps in the process, with time for public input.

You have two opportunities to participate in the workshop. The same content will be provided on both dates, so that you can pick the date that works best for you.

Workshop #1: Thursday, October 29 6:30pm-8:00pm	Workshop #2: Thursday, November 5 1:00pm-2:30pm
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Link: <https://us02web.zoom.us/j/82338603161>
Meeting ID: 823 3860 3161
Phone Number: +1 669 900 9128

If you have specific questions you would like answered, please send an email to yolo.ohv@yolocounty.org by **Monday, October 26**. We will do our best to incorporate your questions in our presentation. You may also ask questions during the workshop.

online.net - SMG 530) 406-5038 yolo.ohv@yolocounty.org www.yoloOHV.org
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Preliminary results were shown for each topic. The presentation deck used for the workshops and a complete list of participant comments and questions are provided in Appendix B.

5.4.1 Summary Workshop Themes

The following points summarize the key themes by topic that came out of the workshops.

Facility Accessibility and Management

- The majority of participants expressed support for developing OHV park(s) in Yolo County. Enthusiasts would like to have more well-managed, quality areas to ride.

Type of Riding Experience

- A variety of riding areas and tracks were also recommended. Southern California SVRAs, Stonyford, and Prairie City were referenced as good examples.

Potential Sites

- Several participants shared opinions regarding locations, including Stonyford, County Road 40, Cache Creek, and the hills west of Winters.
- Linking a new park or providing a gateway to Knoxville was also mentioned. There was a keen interest in this area with a general understanding of opportunities and limitations.

Pricing

- There is concern about the future cost of riding in a new park. Some participants argued for keeping costs low. Annual membership passes were offered as an idea. Others are willing to pay for a quality riding experience.

Impact and Accessibility Considerations

- While there is broad support for new, quality riding experiences, opposition from the neighbors around any potential site location is likely. Concerns about traffic and noise impacts were raised.

5.4.2 Additional Community Feedback from Survey Open Comments

Looking specifically at survey responses from Yolo County residents, as well as their open-ended comments, provides additional community insight for the planning process. When asked, “What is the likelihood you would visit a new OHV park in Yolo County?” on a scale of 1 to 4, with 4 being “extremely likely,” the average Yolo County score was 3.5, which ranks 26th out of 60 counties represented. The average score for Napa County was 3.7 and everyone from Lake County responded with a 4. The reason for the lower Yolo County score appears to be the result of a minority of respondents who are unlikely to visit a new park. While 76 percent of Yolo County riders are extremely likely to visit and another 10 percent are likely, the remaining 14 percent are unlikely or extremely unlikely to visit.

The open-ended comments offered by Yolo County residents unlikely to visit an OHV park centered around environmental and financial concerns. Some of the environmental comments

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recommend alternative park uses, such as hiking and mountain biking. Financial concerns range from an unwillingness to pay for access to not wanting to have tax revenue allocated to an OHV park.

5.5 User Profiles and Desired Park Features Based on Consumer Research

User profiles were generated based on the research undertaken, as well as a summary of the desired park features. The following tables provide the summary profiles, based on the 2020 Yolo County Rider Survey results as compared to all survey results.

Table 10 Demographic and Rider Characteristic Profile

Marital Status		Family Status			
	Total	Yolo		Total	Yolo
Single	21%	19%	No Children	30%	26%
Married	68%	70%	Yes, Children at Home	45%	47%
Widowed	1%	1%	Yes, Empty Nester	26%	27%
Living Together	6%	7%			
N/A	3%	4%			
Gender		Household Income			
	Total	Yolo		Total	Yolo
			Under \$39,999	4%	5%
			\$40,000-\$59,999	6%	6%
Male	85%	80%	\$60,000-\$99,999	19%	19%
Female	3%	19%	\$100,000-\$149,999	25%	24%
Prefer Not to Answer	2%	1%	\$150,000-\$199,999	17%	18%
			\$200,000 +	16%	13%
Type of OHV Owned		N/A			
	Total	Yolo		Total	Yolo
Motorcycle	51%	36%			
Motorcycle (electric)	1%	1%			
ATV (3 or 4 wheel)	13%	22%	Expert	39%	35%
Jeep/Dune buggy/truck	20%	17%	Intermediate	57%	57%
Side-by-side	11%	17%	Beginner/ Junior	4%	9%
Other	4%	6%			
		Skill Level			
	Total	Yolo		Total	Yolo

5 CONSUMER RESEARCH AND PUBLIC OUTREACH

Table 10 Demographic and Rider Characteristic Profile (Continued)

OHV Park Visited/12 Months	Visited OHV in Past 12 Months				
	Total	Yolo		Total	Yolo
Hollister Hills SVRA	54%	45%	Yes	81%	72%
Carnegie SVRA	43%	39%	No	19%	28%
Prairie City SVRA	43%	80%			
Hungry Valley SVRA	20%	9%			
Oceano Dunes SVRA	19%	24%		Total	Yolo
Ocotillo Wells SVRA	16%	6%	Extremely Likely	68%	73%
Clay Pit SVRA	5%	8%	Very Likely	21%	16%
Eastern Kern County Onyx Ranch SVRA	3%	1%	Somewhat Likely	8%	6%
Heber Dunes SVRA	1%	1%	Not At All Likely	3%	5%
None of the above	4%	7%			

Table 11 Park Feature Profile

Park Feature	Total	Yolo County
An overall quality experience	86%	85%
Open riding areas	74%	74%
Well maintained facility/watering	66%	67%
Kids track	50%	54%
Motocross track	28%	27%
4WD area	43%	46%
TT track	21%	18%
4WD obstacle course	31%	34%
ATV track	27%	35%
Mountain bike area	21%	20%
Truck Track	22%	21%

5 CONSUMER RESEARCH AND PUBLIC OUTREACH

Table 12 Regional Attribute Importance in the Decision to Visit

Attribute	Total	Yolo County
Easy Access	38%	43%
Proximity to your home	22%	29%
Variety of lodging choices	11%	12%
Quality lodging variety	11%	12%
Quality dining experiences	11%	11%
Nearby activities for non-riders	8%	18%
Fast food dining experiences	10%	10%

Table 13 Park Attributes Important in the Decision to Visit

Attribute	Total	Yolo County
Camping Facilities	42%	37%
Hiking Trails	11%	13%
Mountain Biking Trails	16%	15%
Dirt Trails for OHV riding	85%	78%
Dirt Roads for OHV riding	64%	64%
Rafting	7%	8%

6 Economic Baseline Analysis – Demand Analysis and Forecast

6.1 Demand Analysis

6.1.1 Overview

The second part of the Phase 1 work has been to conduct the demand portion of the economic analysis. This section describes the development of an OHV riding demand model that is used to estimate and forecast the demand for OHV park(s) in Yolo County by visitor type over time. The modeling approach starts with vehicle ownership and projects rides per vehicle in order to forecast vehicle rides. Future demand is forecasted in terms of number of rides by vehicle type from Yolo County, the neighboring six counties, and the rest of California. Historical trends and comparisons to usage of selected SVRAs are provided for context.

6.1.2 Data Sources and Methods

The State of California DMV records OHV ownership as registration data. This study accessed this registration data for the years 2008 through 2020. The State undertook an assessment called *Assessing the State Fuel Tax Paid on Gasoline Used for Off-Highway Vehicle (OHV) Recreation Report* (Frick, Broaddus, & Szibbo, 2017) that provides estimators of unregistered vehicle ownership, as well as data on OHV usage on BLM and USFS lands.

Other key data sources include:

- California SVRA visitation data from 2016 by month
- OHMV Attendance Study Report 2014
- OHMV Commission Program Report
- The 2018 Yolo County OHV Survey
- The 2020 Yolo County OHV Rider Survey
- Motorcycle and OHV industry sales data

The ownership of OHVs by county is a key input for demand modelling. Registration data by county and vehicle type is cross-validated by estimating number of annual rides per vehicle on each of SVRA, BLM, USFS and open riding lands. Estimates of annual rides per vehicle are taken from survey data after excluding outliers. Total annual rides are then compared to previous attendance studies of annual visitation conducted on SVRA, BLM, and USFS lands in California.

In addition to registered OHVs, the number of unregistered vehicles is known to be significant. According to the State's assessment (Frick, Broaddus, & Szibbo, 2017), there are as many as 0.62

6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

unregistered OHVs for everyone actively registered. Thus, the number of unregistered vehicles were estimated at 62 percent of the sum of active ATV and moto registrations. Anecdotally, we know that some California riders register their vehicles in other states. This trend is assumed to continue to increase very slightly over time to reach 70 percent by 2035. Feedback from the community workshops identified the need to account for street-legal vehicles. This analysis assumes 0.04 street-legal vehicle for each registered OHV, reflecting the assumption that the number of street-legal vehicles riding in OHV parks is relatively small.

Visitation data from California’s SVRAs, the BLM, the USFS and survey data collected for this analysis quantify the total amount of annual rides in California in terms of visitation. By making assumptions about the average amount of riding per vehicle per year, the number of vehicles can be “fit” with the collective number of rides per county and vehicle type.

6.1.3 Current Riding by Region and OHV Type

On average, each of the 1.4 million OHVs in California is ridden 5.4 times per year. Table 14 shows estimate of the number of rides per year by vehicle type by Yolo County residents, the neighboring six counties’ residents, and the rest of California.

**Table 14 OHV Usage: Number of Annual OHV Rides by Registration Type and Region, 2020
Estimated**

Annual OHV Rides 2020	Yolo County	Six Neighboring Counties	Other CA	Total CA
Active moto	5,482	81,249	1,414,021	1,500,752
Active ATV	11,655	94,069	1,717,770	1,823,493
Inactive moto	3,386	51,933	945,564	1,000,883
Inactive ATV	5,024	47,124	976,390	1,028,538
Unregistered	11,156	113,980	2,024,071	2,149,207
Total	36,704	388,354	7,077,815	7,502,873

Source: California DMV, SMG Consulting

6.1.4 Current Riding by Landowner

By calculating rides per vehicle owned within each county and for each landowner, the model was validated using data on total rides per landowner. Table 15 shows the annual number of rides by landowner for Yolo County residents and residents of the surrounding six counties in 2020.

Table 15 Estimated Annual Rides in 2020 by Landowner

Annual OHV Rides 2020	Yolo County	Six Neighboring Counties	Other CA	Total CA
SVRA	10,353	106,464	1,835,915	1,952,732

6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

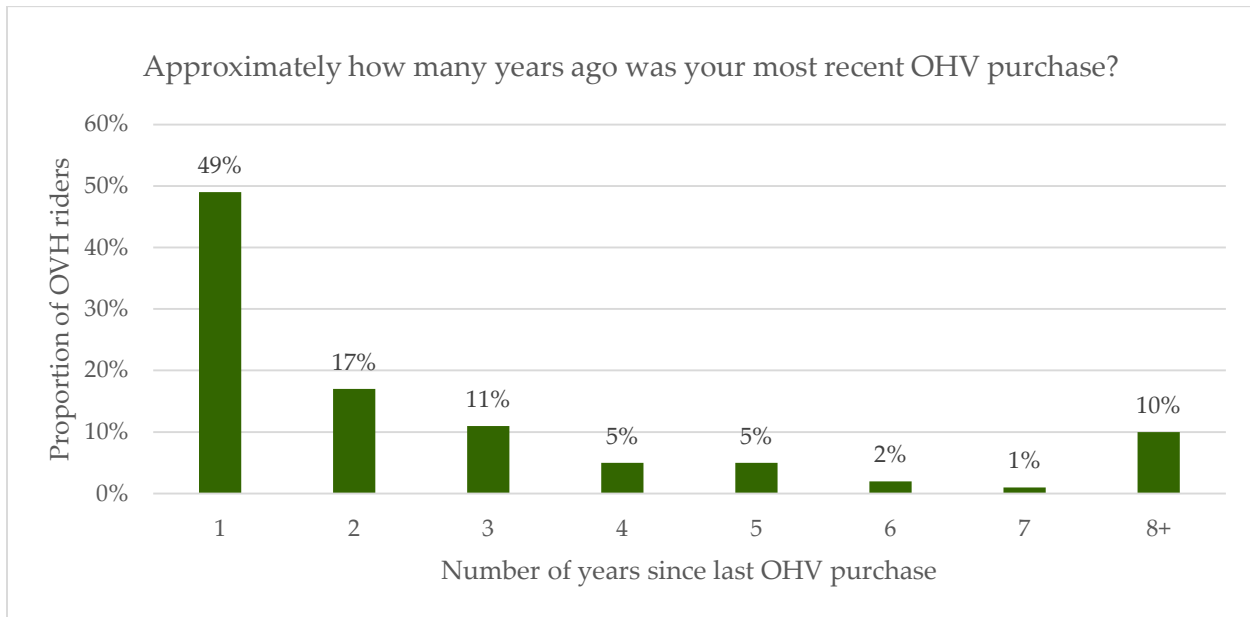
BLM	12,424	127,757	1,967,051	2,107,232
USFS	5,798	59,620	878,616	944,034
Open	8,129	94,513	2,396,233	2,498,875
Total	36,704	388,354	7,077,815	7,502,873

Source: SMG Consulting

6.2 Forecasting Future OHV Ownership and Riding

It was assumed that new OHV park development in Yolo County will support future demand. However, the current high rates of sales growth are not expected to persist. After an initial “COVID bump” in which sales and ownership is projected to increase 4 percent in 2021, 3 percent in 2022, and 2 percent in 2023, sales growth should stabilize over the longer-term. Figure 27 shows the survey response of the number of years since the most recent OHV purchase. Almost half of the respondents purchased an OHV within the last year.

Figure 27 Years Since Last OHV Purchase

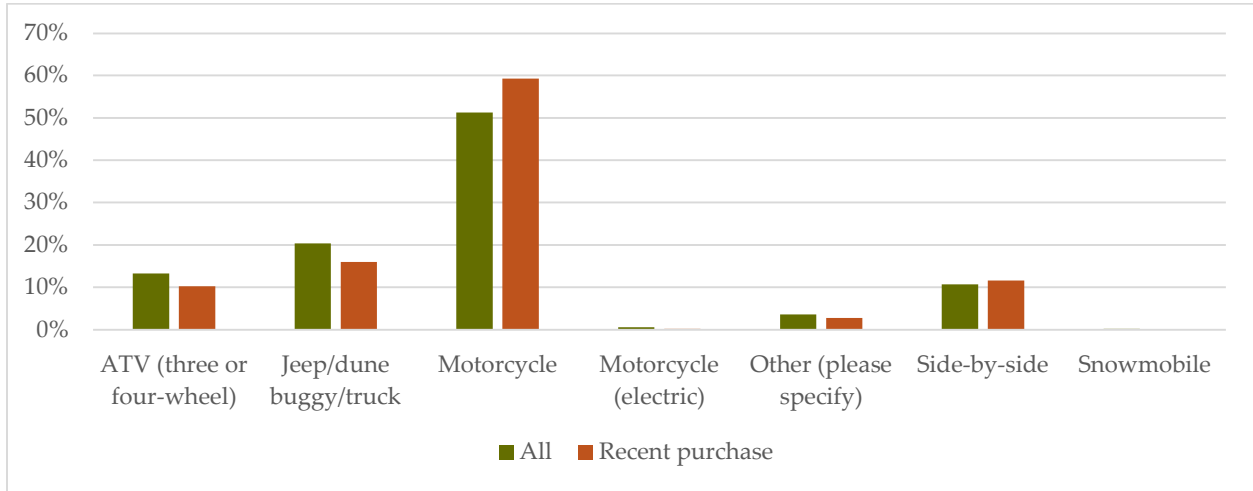


Source: 2020 Yolo County Rider Survey.

The State’s assessment (Frick, Broaddus, & Szibbo, 2017) also suggests OHV sales correlate with favorable economic conditions using housing starts as an indicator. Over the last decade, this is true for ATV sales, but not motorcycle sales. However, Figure 28 shows recent OHV purchases have skewed slightly in favor of motorcycles.

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Figure 28 Share of OHV Purchases by Type of OHV



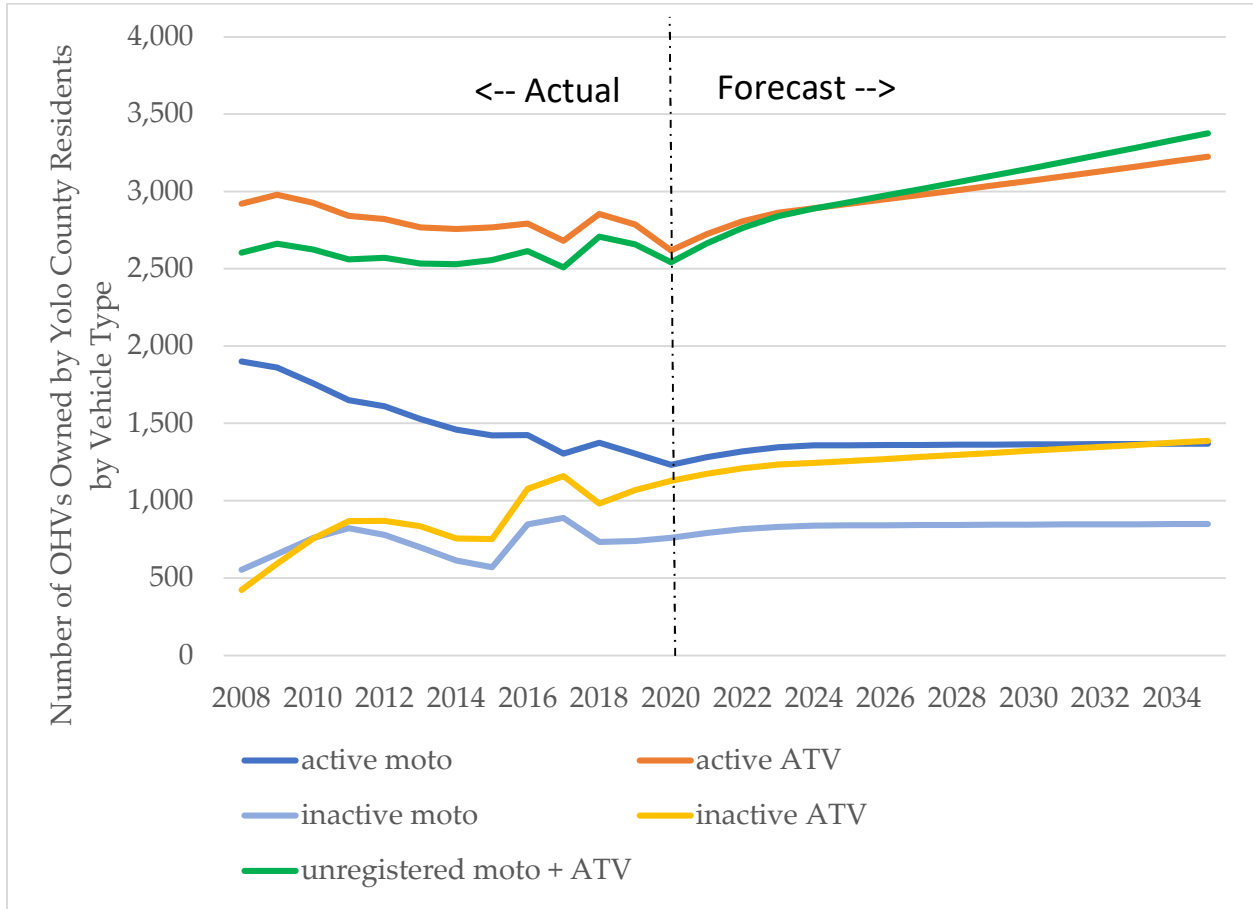
Note: Shows responses for all respondents compared to only those respondents who purchased and OHV within the last year

On the basis of historical ownership trends and recent sales, this analysis forecasts long-term ATV ownership growing between 0.5 and 1 percent annually. In contrast, long-term motorcycle growth is held at 0.1 percent annually. Finally, the average annual amount of riding is assumed to be constant over time. This model forecasts future ownership and extrapolates riding from number of vehicles. Thus, future ridership trends follow the same long-term trend as ownership.

Recent and historical sales trends combined with historical ownership trends are the basis for this demand forecast. New OHV riding experiences in Yolo County will also create incremental demand for riding in Yolo County, though to be conservative that is not explicitly modelled. Figure 29 shows total OHV ownership trends in Yolo County and California as an index from 2008. Ownership in Yolo County has oscillated around a flat trendline and recent increases should stabilize and modest growth rates going forward. California ownership has declined and even with modest growth may not return to 2008 ownership levels by 2035. Figure 30 shows Yolo County ownership by vehicle type from 2008 to 2020 followed by estimated ownership from 2020 through 2035.

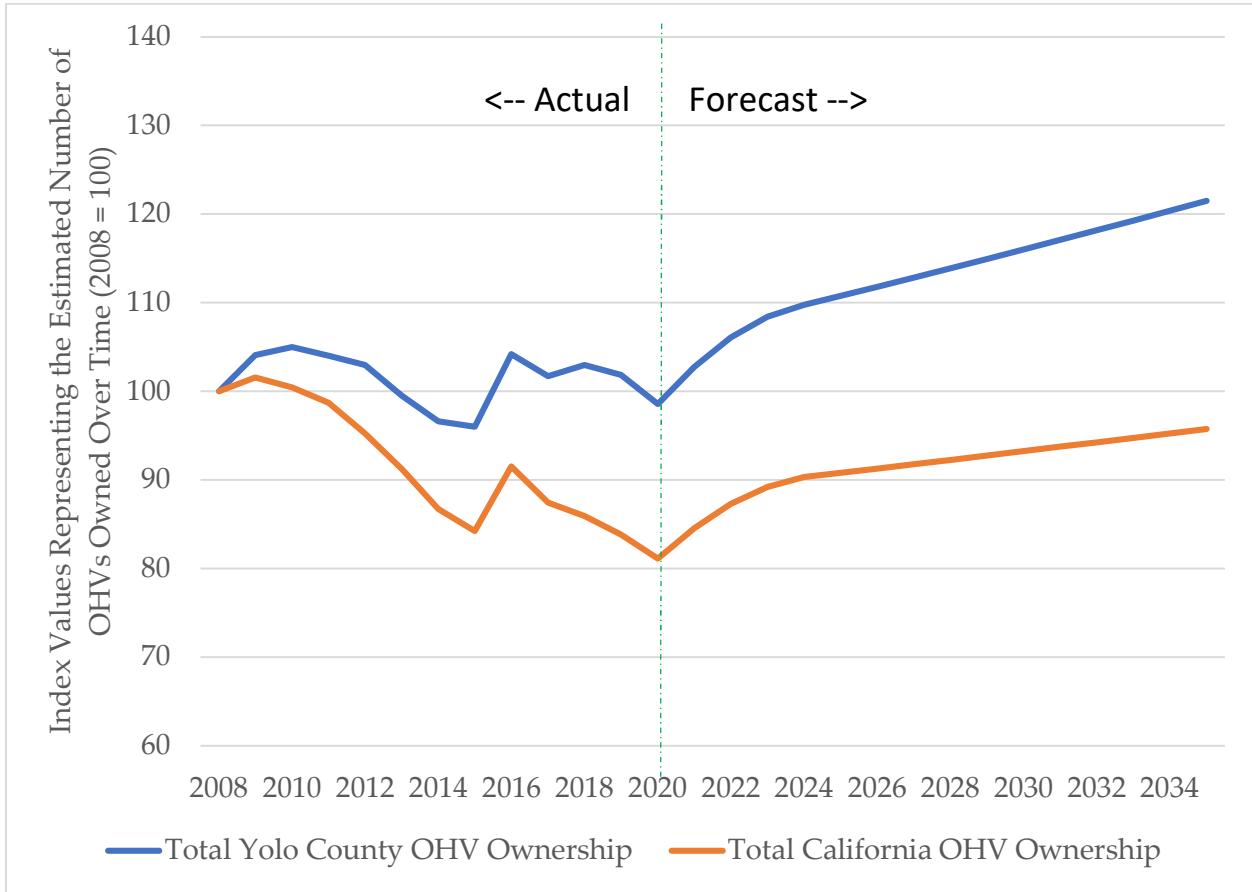
6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

Figure 29 OHV Ownership in Yolo County – Number of Vehicles by Type from 2008 to 2020



Source: California DMV, SMG Consulting

Figure 30 Yolo County and California OHV Ownership Trends from 2008 to 2020 and Projected to 2035



Source: California DMV, SMG Consulting

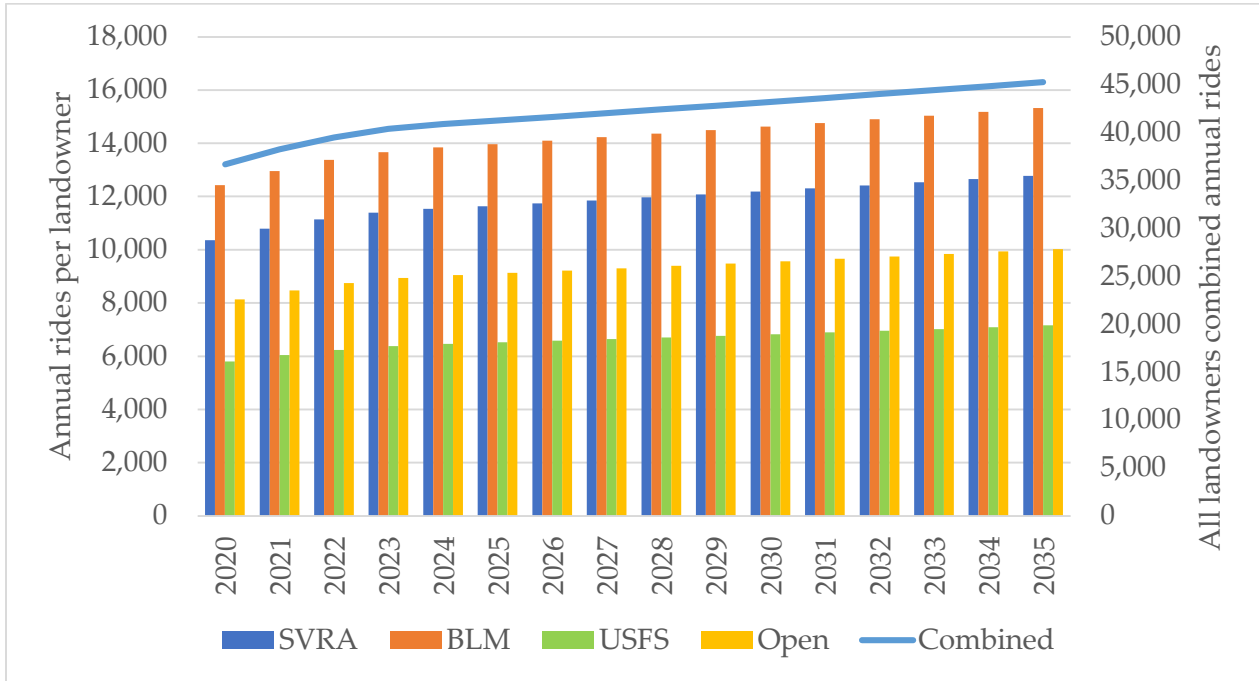
6.2.1 Forecasting Riding Demand by Landowner

Using all the information from the previous studies, ownership data, and the growth rate assumptions described in Section 6.2, the number of annual rides for each landowner (BLM, USFS, State SVRA, etc.) by residents of each California County over time was extrapolated. The demand forecast model was built in this manner because ownership data at the County level and ride data for each of the major landowners was the data available (BLM, USFS, SVRA). Figure 31 shows the total number of rides by Yolo County residents growing from 36,704 in 2020 to 45,271 in 2035. Figure 32 shows the total number of rides by residents of Yolo County’s six neighboring counties growing from 83,269 in 2020 to 92,690 in 2035. Figure 33 shows the state-wide forecast.

These estimates of future riding demand indicate the total potential or “upper bound” of regional riding demand. Estimates of how much of this demand would be captured by new OHV park(s) in Yolo County are shown in later sections of this analysis.

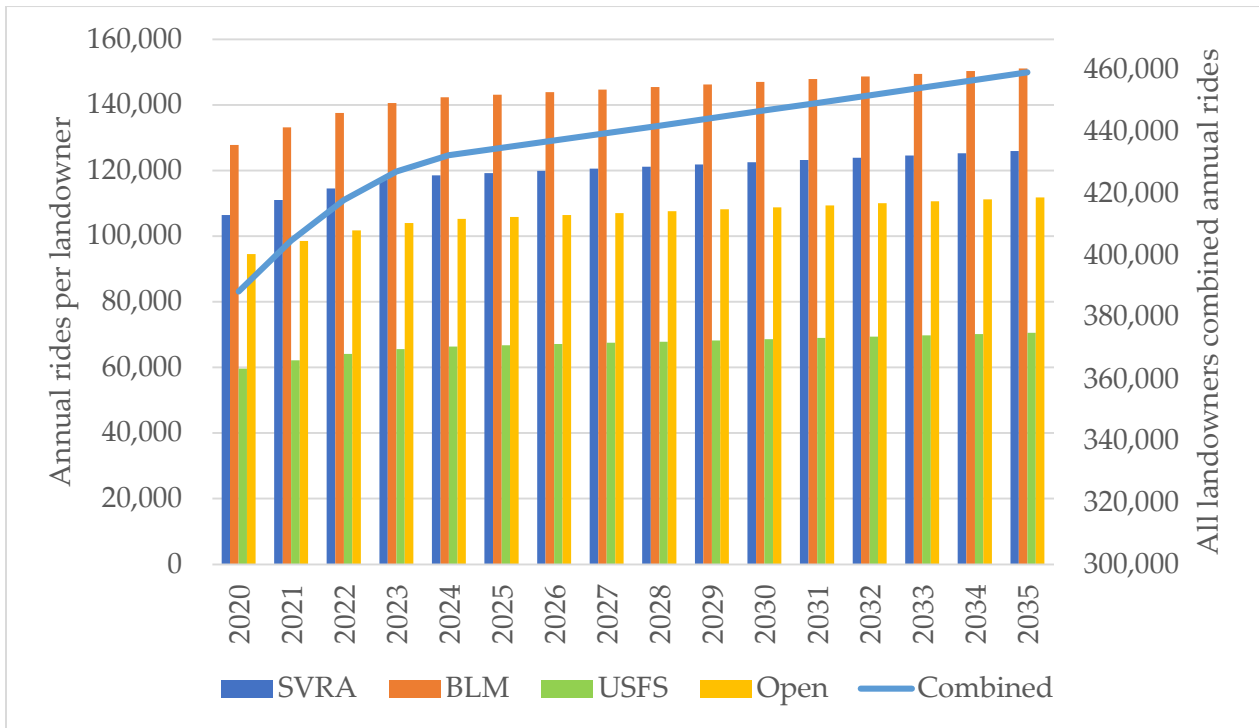
6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

Figure 31 Forecast of Total Annual Rides by Yolo County Residents, by Landowner from 2020 to 2035



Source: SMG Consulting

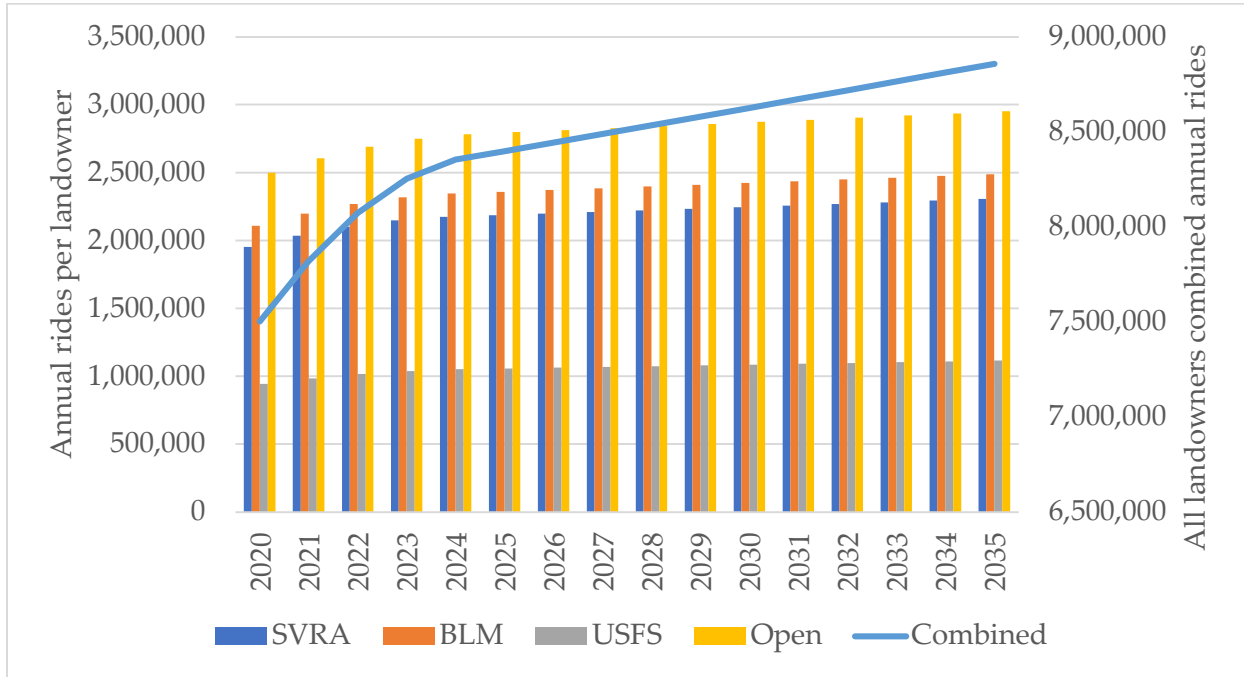
Figure 32 Forecast of Total Annual Rides by Six County Residents, by Landowner from 2020 to 2035



Source: SMG Consulting

6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

Figure 33 Forecast of Total Annual Rides by all California Residents, by Landowner from 2020 to 2035



Source: SMG Consulting

6.2.2 Forecasting Riding Demand by Vehicle Type

This section presents forecasts of riding demand by vehicle type and rider origin.

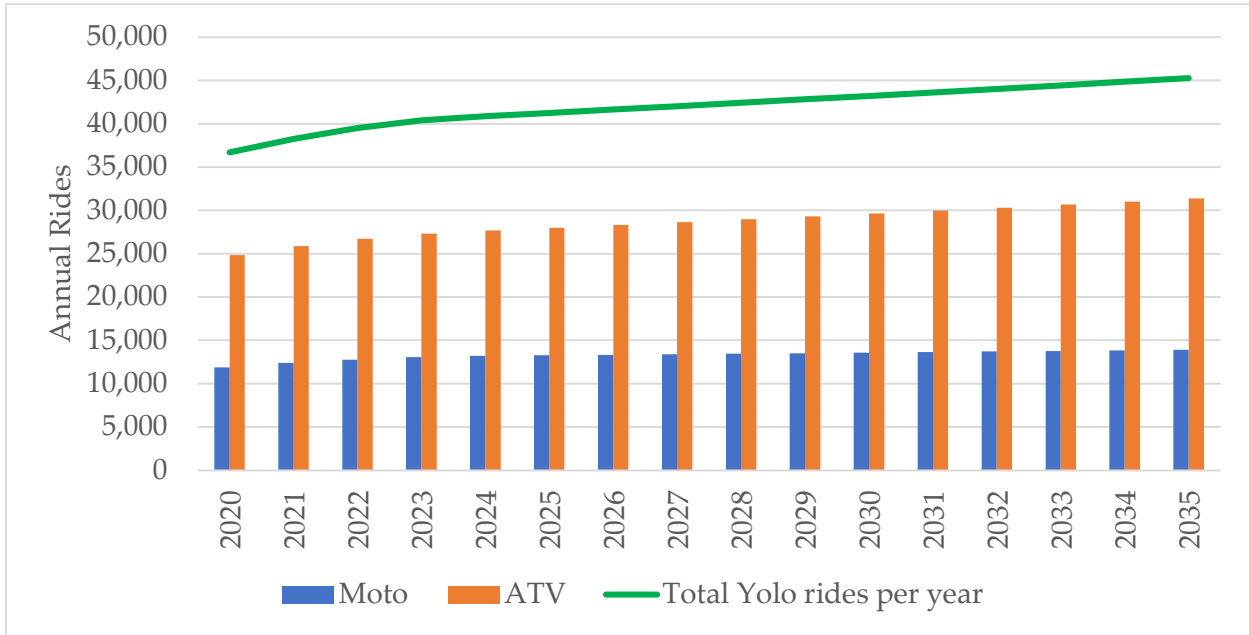
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Figure 34 shows Yolo County residents predominantly riding 3- and 4-wheel vehicles. Total Yolo County riding demand reaches 40,000 annual rides in 2022 and grows to 45,000 annually by 2035.

Figure 35 forecasts the riding demand of residents of the six neighboring counties. ATV and motorcycle use are almost equal. The total amount of riding is roughly tenfold that of Yolo County residents, growing from 400,000 in 2021 to over 450,000 by 2035.

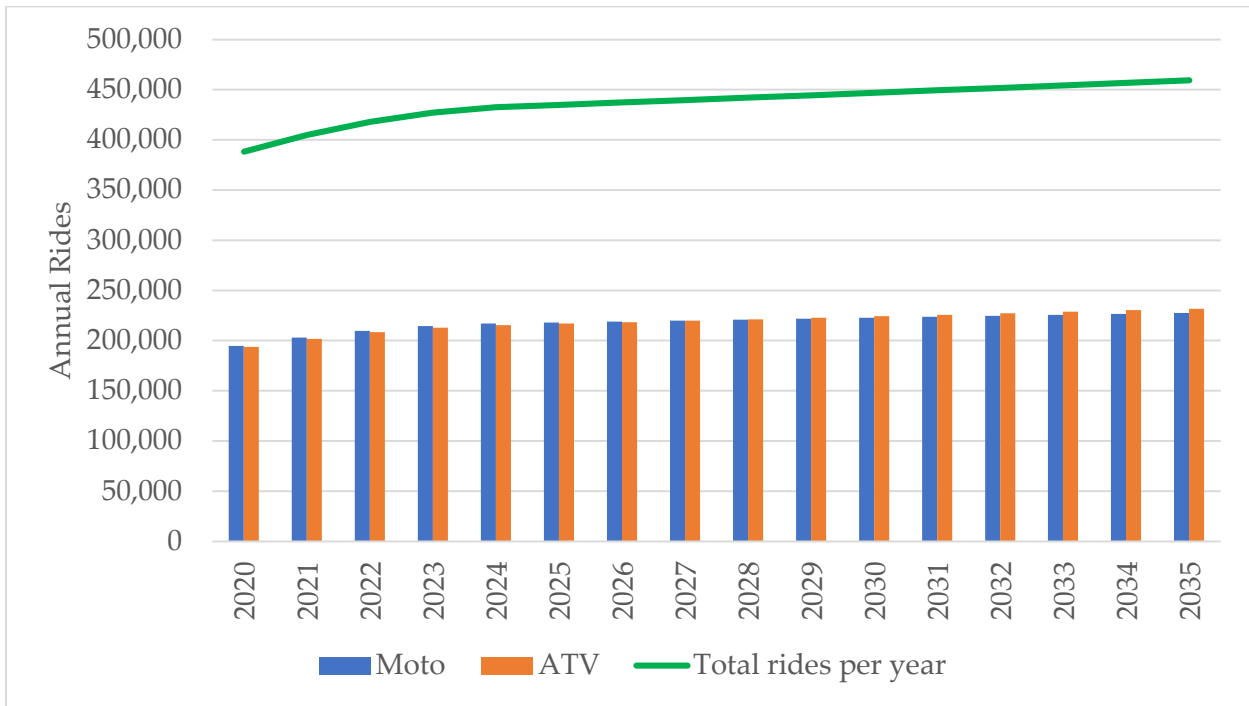
6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

Figure 34 Forecast of Riding Demand by Yolo County Residents, by Vehicle Type Forecast 2020 to 2035



Source: SMG Consulting

Figure 35 Riding Demand Forecast for the Six County Residents by OHV Type Forecast 2020 to 2035



Source: SMG Consulting

6.3 Visitor Spending by Vehicle and Visitor Type

Spending amounts by category are taken from survey data and compared to previous attendance studies. Annual ridership and spending projections are carried through 2035. The multiplier effects of these spending estimates have not been modelled; thus, the actual economic impact of this spending is likely to exceed these estimates.

Distributions for the unregistered vehicles was assumed based on survey information. Yolo County unregistered vehicles are assumed to be 73 percent ATV and 27 percent motorcycle. Unregistered vehicles from the neighboring six counties are assumed to be 54 percent motorcycle and 46 percent ATV. Visitor spending is estimated for each of these eight categories as shown in Table 12 to Table 19:

- Yolo County Day Moto
- Yolo County Day ATV
- Regional Day Moto
- Regional Day ATV
- Regional Overnight Moto
- Regional Overnight ATV
- Other CA Overnight Moto
- Other CA Overnight ATV

Table 16 Yolo County Day Visitor Spending by Vehicle Type

Yolo Day Ride Moto Expenditures		Spend
Food		\$39.47
Gas		\$56.74
Repair		\$29.08
Other		\$20.57
Total		\$145.86

Yolo Day Ride ATV Expenditures		Spend
Food		\$63.92
Gas		\$75.90
Repair		\$70.20
Other		\$87.68
Total		\$297.70

6 ECONOMIC BASELINE ANALYSIS – DEMAND ANALYSIS AND FORECAST

Table 17 Six County Day Visitor Spending by Vehicle Type

Regional Day Ride Moto Expenditures	Spend
Food	\$37.46
Gas	\$53.91
Repair	\$35.07
Other	\$30.90
Total	\$157.34

Regional Day Ride ATV Expenditures	Spend
Food	\$47.17
Gas	\$60.12
Repair	\$31.42
Other	\$35.88
Total	\$174.59

Table 18 Six County Overnight Visitor Spending by Vehicle Type

Regional Overnight Ride Moto Expenditures	Spend
Lodging	\$82.86
Shopping	\$98.89
Food	\$170.00
Gas	\$132.27
Attractions	\$36.20
Repair	\$33.33
Other	\$100.89
Total	\$654.44

Regional Overnight Ride ATV Expenditures	Spend
Lodging	\$136.29
Shopping	\$171.00
Food	\$198.33
Gas	\$192.67

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Attractions	\$24.00
Repair	\$39.58
Other	\$94.00
Total	\$855.88

Table 19 Other CA Overnight Visitor Spending by Vehicle Type

Other CA Overnight Ride Moto Expenditures	Spend
Lodging	\$68.39
Shopping	\$100.69
Food	\$136.06
Gas	\$140.54
Attractions	\$41.33
Repair	\$61.40
Other	\$87.50
Total	\$635.90

Other CA Overnight Ride ATV Expenditures	Spend
Lodging	\$104.25
Shopping	\$131.56
Food	\$153.59
Gas	\$187.68
Attractions	\$42.72
Repair	\$43.88
Other	\$40.00
Total	\$703.68

7 Phase 2 Overview

The Phase 1 work provides the baseline for the Phase 2 work, which is the feasibility study for creating an OHV park(s) in Yolo County. Siting criteria, based on the foundation set in Phase I, will be developed. Based on the siting criteria, regions within the county for a new OHV park will be identified and then narrowed down to potential properties. One of these properties will be the “gateway scenario” project, as described in Section 2.2.

Once the properties are identified, the components for each facility will be defined, such as size and acreage, park features, location and access, and park amenities (e.g., campsites, tracks, parking). An economic benefits analysis and park funding models will be developed for each scenario looking at the expected spending patterns by user type and category, and the estimated user-generated revenue and other funding models. Opportunities and constraints will be summarized for each scenario and the development costs and operations costs will be defined, including pro-forma. Finally, the environmental and permitting constraints and requirements will also be defined for each scenario.

At the conclusion of Phase 2, recommendations will be made as to whether an OHV park is feasible, the limitation or other considerations that must be made, and the scenario that best fits the County’s needs will be identified.

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Appendices

Appendix A Survey Questions

2020 Yolo County Rider Survey

Greetings! Yolo County Parks Division recently received a planning grant from California State Parks OHV Grants and Cooperative Agreements Program. The County is exploring options for creating and funding a new OHV park as well as enhancing existing trail riding opportunities within the County. No potential sites for a new OHV park have been identified at this point. Potential sites will be identified at a later stage of the planning process. The first step in implementing the grant project is to gauge community and OHV rider interest and gather feedback to help guide the planning process.

We invite you to complete this survey and share your opinions and insights about the potential elements of an OHV park that should be considered. Your feedback is essential and will be used to shape the County's process for selecting areas or sites for a new park. This survey is not a sales solicitation, and your responses are anonymous. By providing your email (optional), you will be added to our notification list and receive updates and invitations to participate in public workshops and future surveys. (The survey should take approximately 5 minutes or less.)

1. What is your zip code?

2. What type of Off-Highway Vehicle (OHV) do you primarily ride/drive?

- Motorcycle
- Motorcycle (electric)
- ATV (three or four-wheel)
- Jeep/Dune Buggy/truck
- Side by Side
- Snowmobile
- Other _____

3. What is your secondary type of OHV?

- Motorcycle
- Motorcycle (electric)
- ATV (three or four wheel)
- Jeep/Dune Buggy/truck
- Side by Side
- Snowmobile

APPENDIX A: SURVEY QUESTIONS

- Other _____
- None< I just have one vehicle

4. **Approximately how many years ago was your most recent OHV purchase?**
_____ Year(s)

5. **How would you rate your skill level?**

- Expert
- Intermediate
- Beginner/Junior

6. **On average, how many times per month do your ride/drive your OHV vehicle?**
Number of times: _____

7. **In the past 12 months, have you ever ridden at a State Vehicle Recreation Area (SVRA)?**

- Yes
- No, Go to Q17

8. **If Yes, how many times in the past 12 months have you visited an SVRA?**
Number of times: _____

9. **Thinking of your last trip to an SVRA Park, was it a day trip or overnight trip?**

- Day trip (go to Q12)
- Overnight trip

10. **If an overnight trip, how many nights were you away from home on that trip?**
Number of nights: _____

11. **What type of lodging did you stay in during that last trip?**

- Campground at the SVRA
- Another Campground
- Hotel/Motel
- Vacation Rental
- Friend or family
- Other: _____

12. **Please estimate how much you spent on your last overnight OHV trip:**

\$ _____ Lodging

\$ _____ Shopping

APPENDIX A: SURVEY QUESTIONS

- \$ _____ Food/meals
- \$ _____ Gasoline
- \$ _____ Attractions/amusements
- \$ _____ Repair/maintenance at destination shop
- \$ _____ Other

13. Please estimate how much you typically spend on a single day OHV trip:

- \$ _____ Food/meals
- \$ _____ Gasoline
- \$ _____ Repair/maintenance at destination shop
- \$ _____ Other

14. On a scale of 1 to 7 with 1= Definitely Not and 7 =Definitely Yes, did the SVRA you last visited meet your expectations in providing an overall quality experience?

Definitely Not							Definitely Yes
1	2	3	4	5	6	7	

15. On a scale of 1- 7 with 1=Poor and 7= Excellent, How would you rate your experience at the SVRA you last visited?

- | | | | | | | | |
|---|---|---|---|---|---|---|---|
| <input type="radio"/> Restrooms | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <input type="radio"/> Camping Facilities
(If applicable) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <input type="radio"/> Friendliness of park staff | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <input type="radio"/> Knowledge of park staff | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <input type="radio"/> Bar-B-Que areas (if applicable) | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| <input type="radio"/> Rest Areas | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

16. Which of the following SRVA have you visited in the past 12 months?(Check all that apply)

- Carnegie SVRA
- Clay Pit SVRA
- Eastern Kern County Onyx Ranch SVRA
- Heber Dunes SVRA
- Hollister Hills SVRA
- Hungry Valley SVRA
- Oceano Dunes SVRA
- Ocotillo Wells SVRA
- Prairie City SVRA

17. Have you visited any of the following in the past 12 months?

- Glen Helen
- Los Angeles Raceway
- Marysville Moto Cross track

APPENDIX A: SURVEY QUESTIONS

- Milestone MX Park
- Cow Mountain/Lake County
- Samoa Dunes/Eureka
- Oregon Dunes

18. What is the likelihood you would visit a new OHV park in Yolo County?

- Extremely Likely
- Very Likely
- Somewhat Likely
- Not at all likely

Any thoughts or comments:

19. With regard to the specific riding/driving experience, on a scale of 1-7 with 1=Not important at all and 7=Very important, how would you rate each of the following in your decision to visit?

- Open riding area
- Motocross track
- ATV Track/UTV
- 4WD area
- AWD Obstacle Course
- Mountain Bike Area
- Kids track
- TT Track
- Truck Track
- Well maintained facility/watering etc.
- An overall quality experience

20. With regard to other park elements on a scale of 1-7 with 1=Not important at all and 7=Very important, how would you rate each of the following in your decision to visit?

- Campgrounds with hookups
 - Campgrounds with no hookups
 - Full Baths (showers/Toilets etc.)
 - Shower facilities
 - Swimming Pool
 - Cool, enjoyable riding temperatures
 - Onsite store
-

APPENDIX A: SURVEY QUESTIONS

21. Please rank your preference for a future type OHV riding experience in Yolo County (1 is first choice, 2 is second choice, etc):
- Wildland trails riding experience
 - Sand and gravel riding experience
 - SVRA groomed trail and track experience
 - All of the above
22. Do you know where Yolo County is located?
- Yes
 - No
 - Not sure
23. Have you been to Yolo County in the past 24 Months?
- Yes
 - No
24. With regard to a potential OHV park location in Yolo County, on a scale of 1-7 with 1=Not important at all and 7=Very important, how would you rate each of the following in your decision to visit?
- Easy Access
 - Proximity to your home
 - Quality lodging variety
 - Variety of lodging choices
 - Quality dining experiences
 - Fast food dining experiences
 - Activities to do for non-riders in your group
25. On a scale of 1-7 with 1=Not important at all and 7=Very important, how would you rate each of the following amenities in your decision to visit an OHV park in Yolo County?
- Camping Facilities
 - Hiking Trails
 - Mountain Biking Trails
 - Dirt Trails for OHV Riding
 - Dirt Roads OHV Riding
 - Rafting
26. Typically, when you go riding, how many riders and non-riders are in your immediate party?
- Number of non-riders _____
 - Number of riders with bikes/vehicles _____
27. Which of the following best describes your favorite riding experience?

APPENDIX A: SURVEY QUESTIONS

- I usually go alone
- I usually go with other friends who have OHVs
- I usually go with my family
- I usually go with my family and other families

28. What is the maximum number of hours you would drive one way to visit an OHV park that met your needs?

- 0-1 hour
- 1-2 hours
- 2-3 hours
- 3-4 hours
- 4-5 hours
- 5 or more hours

29. How much would you expect to pay for a park entrance fee for a quality experience that meets your expectations?

- _____per bike/ATV/vehicle per day

30. Do you have any additional thoughts or comments related to the potential development of the new OHV Park in Yolo County?

29. Gender

- Male
- Female
- Prefer not to respond

30. What is your marital status?

- Single
- Married
- Widowed
- Living Together
- Prefer not to respond

31. Do you have children?

- No children
- Yes, Children at Home
- Yes, Empty Nester

APPENDIX A: SURVEY QUESTIONS

32. How old are you?

- Under 25
- 25-30
- 31-40
- 41-50
- 51-60
- 60 +

33. Which category best describes your annual household income?

- 0-\$39,999
- \$40-\$59,999
- \$60-\$79,999
- \$80,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000+

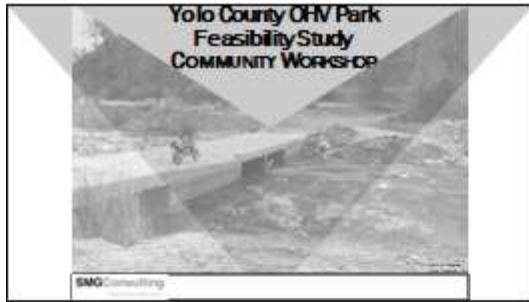
THANK YOU FOR COMPLETING THE SURVEY!

OPT-IN:

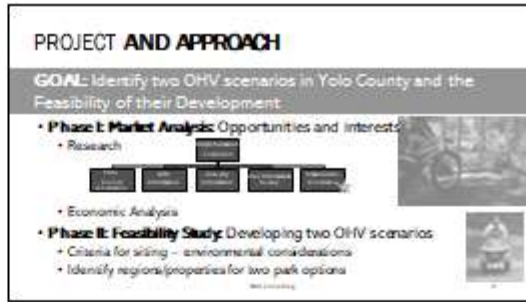
- Yes, I would like to be added to the notification list and received updates about this project.

Email Address: _____

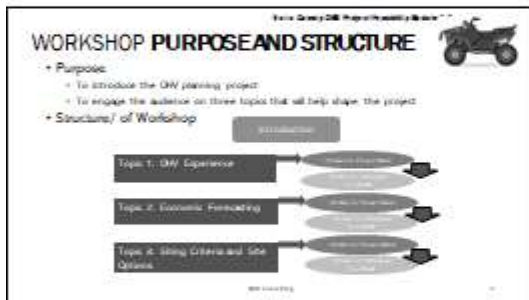
Appendix B Community Workshop Presentation and Summary of Comments



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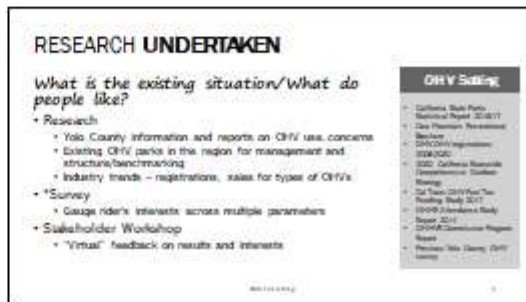
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APPENDIX B: COMMUNITY WORKSHOP PRESENTATION AND SUMMARY OF COMMENTS

SURVEY METHODOLOGY

Who Was Surveyed?

- The survey was delivered in September via Yolo County Parks Division to the following sources:
 - A database of those who have completed a previous survey, interested parties, environmental groups and social media postings (728 completed)
 - The survey was delivered via email to the California Off Road Vehicle Association (CORVA) and they completed 346 surveys
 - The survey was also distributed to American Motorcycle Association District 36 members who completed 310 surveys
- A total of 1,384 surveys were completed

7

WHICH SVRA PARKS VISITED IN THE PAST 12 MONTHS?

Note: Yolo County and District 36 respondents were much more likely to visit SVRA parks in Northern California while CORVA respondents visited parks statewide.

10

SURVEY GOALS AND OBJECTIVES

- Understand the key features users would like to see in an OHV park
- To understand their skill levels
- Understand the demographic and geographic profile of potential users
- Understand the key decision factors in visiting an OHV park
- To estimate the potential for future park visitation by user type and skill level with associated revenues
- Survey results highlights to follow

8

WHAT IS THE LIKELIHOOD YOU WOULD VISIT A NEW OHV PARK IN YOLO COUNTY?

Note: 39% of those surveyed indicated they would be extremely/very likely to visit a new OHV park in Yolo County.

11

HOW WOULD YOU RATE YOUR SKILL LEVEL?

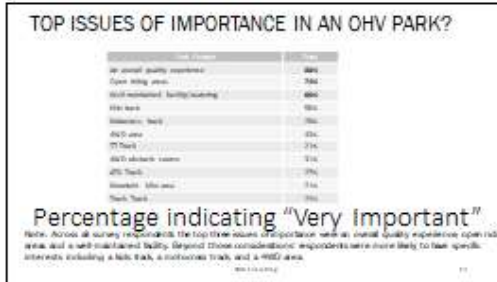
Note: Overall, the largest segment of survey respondents are intermediate skill level with under 10% indicating they were beginner or junior skill level.

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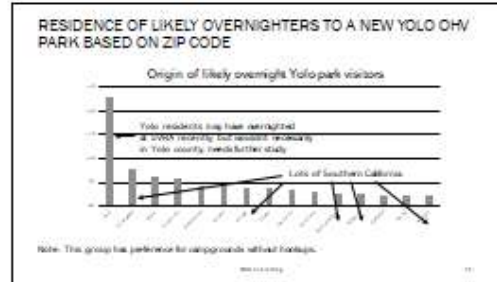
WHICH OF THE FOLLOWING BEST DESCRIBES YOUR FAVORITE RIDING EXPERIENCE?

Note: OHV participation is a social experience with over 90% of those surveyed indicating their experience is with friends and/or family members.

12



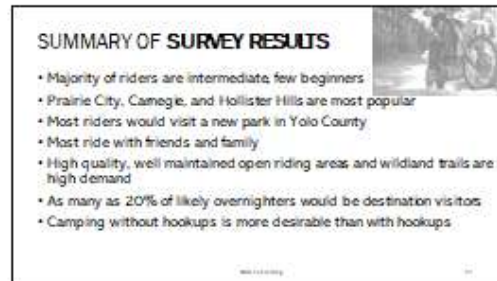
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APPENDIX B

Community Workshop Comments

Date: October 29, 2020

Location: Zoom Webinar

Project: Yolo County OHV Park

Attendees: See Zoom Webinar Report

Subject: **Public Workshop Notes, October 29**

Verbal Comments (Not verbatim)

No.	Time	Question
1	7:04 PM	Are you allowing OHV around Honda Hill? Very against that.
2	7:23 PM	Where are these locations in West Sacramento? Strongly against having any OHV park near West Sacramento, especially near Honda Hills.
3	7:39 PM	I am not totally against having this, I just do not want it in my backyard. What is the cost? Will this raise taxes in West Sacramento? Cost of infrastructure and regular maintenance?

Written Comments

No.	Time	Question
1	7:04 PM	Are you going to discuss potential sites for a Yolo OHV area?
2	7:04 PM	Also, the email indicated both of these sessions would cover the same exact information.
3	7:08 PM	Who is SMG Consulting?
4	7:12 PM	I'm curious if Carl and his team have looked into OHV parks in Southern CA. They have some amazing parks.
5	07:22 PM	One of our favorite places to OHV ride is Stonyford. I would recommend using that as a GREAT model for both riding and camping.
6	07:22 PM	Have you considered County Road 40/Rayhouse Road as an option?
7	07:28 PM	How much land or trail miles do you have in mind.
8	07:29 PM	Suggest linking this area to the Knoxville area if possible.

APPENDIX B

No.	Time	Question
9	07:35 PM	Will street legal OHV be allowed or is this facility planned for "green sticker" vehicles only?
10	07:37 PM	Our family matches the predictions/patterns presented. I suggest allowing red stickers year round (unlike Prairie City).
11	07:39 PM	I have noticed that there a lot more four wheeled vehicles currently using cache creek vs motorcycles
12	07:41 PM	When I go to prairie city we stop to eat on the way in and on the way home, we would also would spend money at the on-site store when there was one
13	07:41 PM	- Do you think the new OHV purchases from the "Covid bump" will drop off in a year or two? these arent proven reliable OHV users. -I consider 3-5 rides/month fairly serious.
14	07:44 PM	It sounds like Yolo Ohv will be a more expensive option than the \$5 per car fee prairie city charges
15	07:44 PM	I ride at an intermediate - expert dirt bike rider I ride stoneyford overnight one time a month and nevada 1 to times a year for 3 nights i go to esparto bridge 1 to 2 times a week. we have groups of 3 to 40 riders
16	07:45 PM	Unrealistic expectations that day use/use fees will meet or exceed operational costs.
17	07:45 PM	Camping would not be needed for a small park like clay pit.
18	07:55 PM	Can you ballpark a time frame as to how long before such a facility could be open?
19	07:56 PM	I like the gateway option and feel it should be fully explored.
20	07:57 PM	Gateway option is interesting but remote with few nearby existing amenities
21	08:00 PM	The road at the gateway hasn't been maintained in a long time unless it has been improved by fire fighters recently
22	08:01 PM	Fees for street legal vehicles on Federal/BLM land are generally not required. Please consider this lack of fees in the Yolo OHV facility.
23	08:07 PM	Is the 2nd session a repeat of this one?
24	8:08 PM	Mark 08:08 PM I am glad this study is being done I hope it leads to a Yolo Ohv park
25	08:09 PM	Thank you !!

APPENDIX B

Community Workshop Comments

Date: November 5, 2020

Location: Zoom Webinar

Project: Yolo County OHV Park

Attendees: See Zoom Webinar Report

Subject: **Public Workshop Notes, November 5**

Verbal Comments (Not verbatim)

No.	Time	Question
1	1:20 PM	<p>Managing director of CORVA. The association has a lot of experience with off-road areas in CA and what works/doesn't work. For parks, need management, enforcement, maintenance, and mitigation. Requiring helmets and flags in the first step. Having rules and regulations is needed. Having signage and interpretive materials for the public to regarding environmental sensitivities (e.g., presence of endangered species) of the areas is important – people generally want to be good stewards of the land, but can't expect them to know what is there without telling them.</p> <p>Need to know what types of vehicles will be used at the parks.</p> <p>Need to know what the rules are for children</p> <p>Would love to see a legal, well managed, well maintained park with those parameters. Response neighbors and rules and regulations.</p> <p>Access for the disabled and elderly is also important. Consider setting aside specific times for motorized touring for those groups, where they don't have to worry about "young hotshots".</p>
2	1:50 PM	<p>Been riding in Folsom since the 1970s. I think one of the most important things is having a broad variety. Prairie city works well because there is a broad variety of different areas/trails. Don't want people hiking in the area. Could have different riding areas with a variety of terrain. Surprised with no hookups on the camping, will cause a lot of generators to be running all night.</p>
3	1:54 PM	<p>Long time OHV advocate. Understand that the growing trend in the sport is UTV riding. Great idea to have different areas for different vehicle sizes, will decrease collision potential.</p>

Written Comments

No.	Time	Question
1	01:16 PM	<p>Any discussion about making Cache Creek OHV area into a SVRA?</p>
2	01:21 PM	<p>comment: 1000+ officer contacts and just 40 citations suggests generally good behavior on the part of OHV riders and good attitudes and relationships with the OHV officers.</p>

APPENDIX B

No.	Time	Question
3	01:23 PM	Amy.granat@corva.org
4	01:26 PM	have there been considerations of volunteer creek clean up days to help remove the tires, large debris, potentially abandoned vehicles without incurring as much cost through contractors?
5	01:49 PM	Comment: Prairie City is a good example but maybe not so much of the dredge tailings, please.
6	01:52 PM	Comment: best OHV experience: mountain camping in forested area with a creek for swimming and many miles of beautiful loamy OHV trails (Whiskey Creek, Sierra NF, destroyed by fire).
7	01:54 PM	Comment: important logistics: toilets, potable water, shade/awnings, practice tracks & open riding areas by vehicle type, and strong law enforcement.
8	01:54 PM	when I have camped at Hollister, it is often with a group for a special event. Has a group camp area been considered within a potential campground?
9	01:59 PM	Will on-highway vehicles be discussed? It seems like they may have been left out in the forecasts.
10	02:01 PM	3-5 rides per month is a pretty serious rider or a very committed family
11	02:03 PM	Comment: I think "on highway" may mean dual-sport / enduro motorcycle in this particular question.
12	02:04 PM	many people will drive street legal vehicles like jeeps and dual sport MC.
13	02:03 PM	I think incremental tourism facts are important to gain local business support. People may want to overnight but not camp so hotel and restaurant availability is important.
14	02:04 PM	I would be looking to ride my street ADV bike there
15	02:05 PM	My question was in reference to jeeps and trucks and stuff. Dual sports are a thing to discuss too.
16	02:05 PM	Thanks for answering.
17	02:08 PM	Just occurred to me. I have done several schools at Prairie City. Thats should be considered as an economic driver
18	02:10 PM	Cost of entry? Considering the investment we have in bikes, gear, transportation, the entry fee is a drop in the bucket
19	02:11 PM	Size? It should be as big as you can make it. No size is too big. Bigger also gets people separated and that is safer
20	02:13 PM	Gateway is a great concept. Leverage opportunities for riding. But hate being limited to established roads.

APPENDIX B

No.	Time	Question
21	02:13 PM	Single track is ideal
22	02:19 PM	Comment: Siting: park should be located where it can be accessed on paved roads/backroads -- should not be too remote or buried in the hills. Trails into the hills would be great though.
23	02:20 PM	Knoxville OHV is accessed by a miserable road from the south. That reminds me that a location for the park needs to have good road access as many are pulling large trailers and campers
24	02:21 PM	Comment: Gateway: the option seems like a good idea but seems to be restrictive for the number of trails/roads used for linking. I.e. a long ride on only 1 or 2 roads to reach linked areas.
25	02:25 PM	having the access to the BLM land would be great for "free" land that our tax dollars are already paying for, but a location near state route 128 and the hills west of Winters would be much easier access from West Sacramento and the population centers in Vacaville and beyond. The tradeoff would be probably land cost
26	02:28 PM	I realize that this project is in it's infancy, but do you have any kind of estimate when a facility might be up and running? Not looking for anything in stone, just a guess. Greg