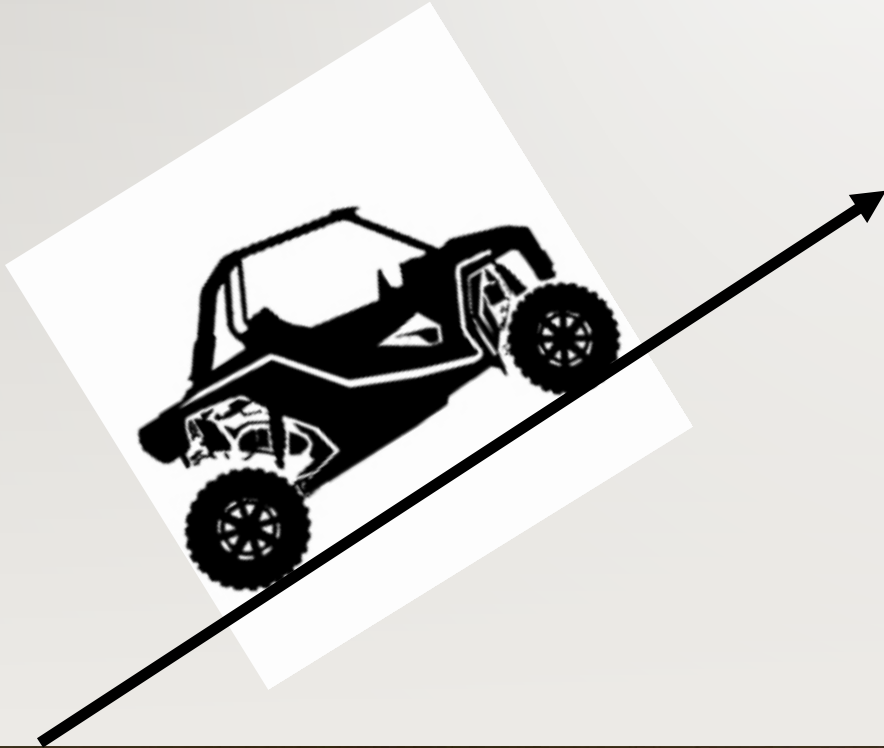
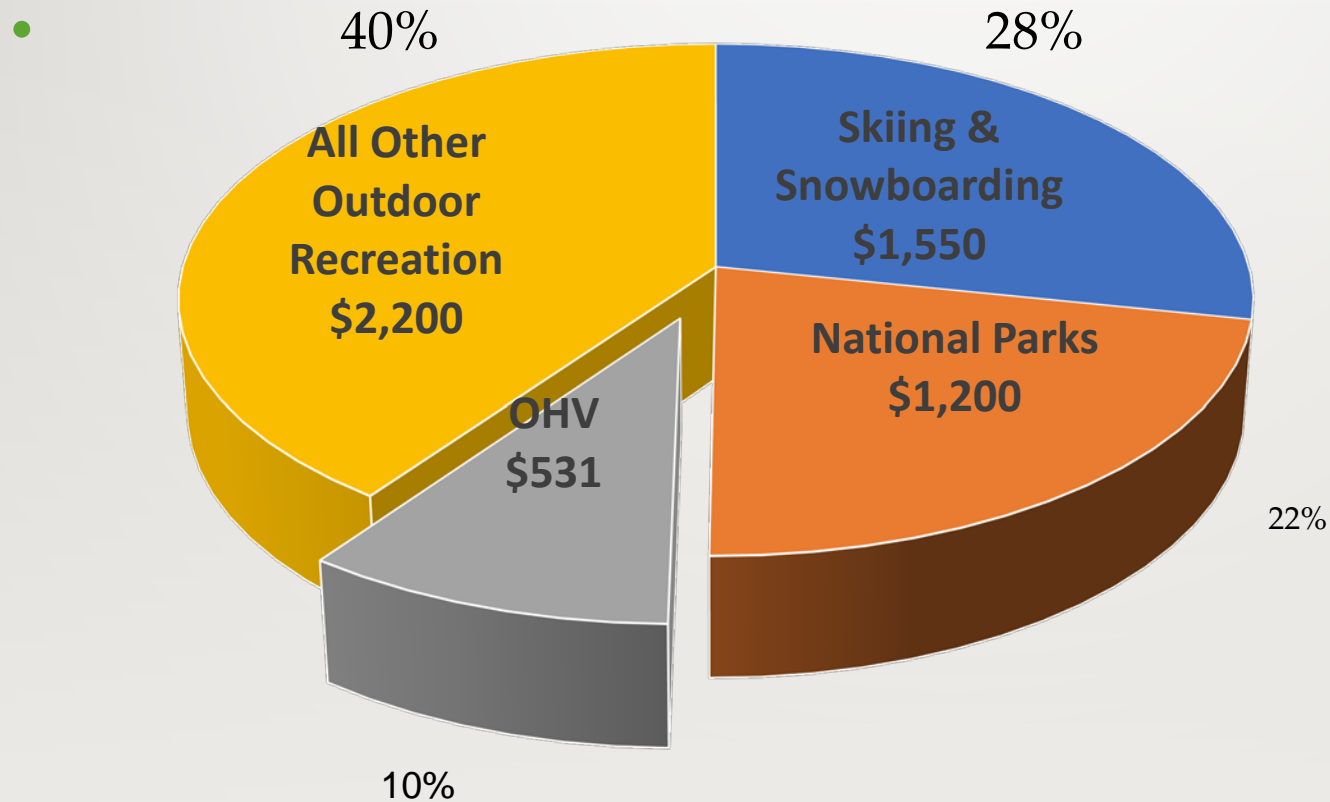


OHV Economic Impact



UTAH - Outdoor Recreation - \$5.5B Visitor Spending in Billions



Calculation based on analysis of competing states, nation-wide OHV economics, and Utah GDP.
CO \$2.3B / \$24.2B = 9.5% <https://drive.google.com/file/d/1FjuRpCfb71dpBkl3-ifOkdK75LSvKewD/view>
CO 3.38% of US GDP.. \$59B x 3.38% = \$2B (close approximation)
Utah is 0.90% of US GDP. Total US OHV is \$59B => Utah 0.9% x \$59B = \$531M

OHV Requests and Beliefs

Information is the biggest relative weakness in the OHV visitor world. More effort should be focused on providing information about rules, hazards, and conditions via high-quality maps, brochures, newsletters, and websites presented in a standardized format across agencies.

Source: <https://extension.usu.edu/apec/files/OHVpreferences.pdf>

According to studies, a slight majority of OHV owners have a pro-environmental attitude. OHV riders may be more open to environmental education efforts than previously thought. This collaboration and public lands agencies within the State that deal with OHVs use should create or increase their efforts to foster an environmental ethic in all users of public lands, especially OHV owners.

Source: [https://www.researchgate.net/publication/242719048 Recreational off-highway vehicle use on public lands in Utah](https://www.researchgate.net/publication/242719048_Recreational_off-highway_vehicle_use_on_public_land_in_Utah)



High Desert OHV Trail

PROJECT OVERVIEW



Project Overview

- Border-to-Border OHV Trail from northern Utah border to southern Utah border.
- All 7 counties across western Utah have committed to HDT.
- Using existing trails to make one contiguous trail. No new trails will be built.



History

- Utah State Parks began with the idea in the early 2000s.
- Started in earnest in 2017 with Washington, Iron and Beaver Counties. It quickly expanded to include the other 4 counties in order to create a border to border trail.

Goals

- Finish connections to produce one contiguous trail.
- Digitize entire trail to define official route.
 - Promotes responsible trail usage. No free-for-all exploring. Better safety and less demand on search and rescue services.
- Provide trailhead kiosks, signage along trail, and bathrooms at key locations.
- Most of the trail can be used year-round.
 - Encourages shoulder season usage, dispersing visitors and alleviating overcrowding common in many other parts of Utah.
- Economic Driver for all counties, especially typical non-tourism counties.
 - Encourage users to visit town and cities along the route.

Budget

Carsonites/Mile Posts	\$15,067.00
Major Intersection Posts	\$3,008.40
Trailhead Signs	\$9,600.00
Kiosks	\$66,500.00
Design Costs	\$57,000.00
Restrooms	\$315,000.00
Installation Labor statewide	\$500,000.00
Total Project Cost	\$966,175.40