



Off-Roaders in Action Fall 2023



Land use advocates working with the OHMVR Commissioners to ensure our public land remain open to the public. From left to right: **Roger Salazar**, OHMVR Commissioner. **Dave Kuskie**, Executive Director for American Sand Association. **Mike McGarity**, President for CORVA. **Don Amador**, Government Affairs for AMA District 36. **Rose Winn**, Natural Resource Consultant for California Four Wheel Drive Association.

**PROTECTING PUBLIC LAND FOR THE PEOPLE
NOT FROM THE PEOPLE**

Off-Roaders in Action

FALL 2023

Off-Roaders in Action Fall 2023	1	CORVA Sponsorship Program	20
What is CORVA?	2	We Did It!	26
President's Report Fall 2023	3	CORVA Merchandise	29
The Miracle of Motorized Recreation	5	Become a CORVA Business Sponsor	30
Southern Region Fall 2023	8	Thank you for your donations	33
CORVA Land Use Report	9	CORVA Board of Directors	34
CORVA Membership Matters!	13	Business Sponsors	38
Northern Board Members Wanted	16	On-Going Meetings	40

What is CORVA?

The California Off-Road Vehicle Association (CORVA) is a varied group of outdoor recreationalists who are extremely active in promoting the positive aspects of vehicular access on public lands and protecting that right.

The group is composed of the owners of "Green Sticker" vehicles such as ATV's, motorcycles, 3-wheelers, trail bikes, and dune buggies, as well as "street legal" 4x4 vehicles, dual sport motorcycles, baja and desert racers, and snowmobiles.

We work with land managers for responsible off-highway vehicular access and recreation opportunities. Secondarily, we educate our membership on the constantly changing rules and regulations and promote conservation, clean-up and trail maintenance projects.

We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation

providing input to the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint.

We provide a valuable resource to land managers in the form of dedicated OHV and OSV enthusiasts who believe in using our public lands responsibly.

We are active at all levels of the land management public process with both the BLM and USFS as well as at the county and local levels. We do this by commenting on many environmental documents on issues that affect us.

We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we ALL share. Only together can we fight the extremists. We are dedicated to protecting our lands for the people, not from the people. For more information, contact Amy Granat, Managing Director: amy.granat@corva.org or 916-710-1950

President's Report Fall 2023

MIKE MCGARITY

The summer is quickly ending and fall is barely around the corner. The fall season is always rushed by old man winter. The past week has been off and on with thunderstorms and rain. A lot has been happening since the Summer ORIA came out. The week after our May board of directors meeting I attended the Cal4Wheel High Desert Round Up to support their association. It was a nice trip. Naomi and I participated in the GenRight Wet lap event. That was super fun. Naomi and I rode over to the Outlets and had lunch. That was a fun afternoon. It was nice to relax and hang out at Slash X. That's always a good time.

That same weekend was the Terra Crew Speed Metal event just 30 minutes away near Victorville. Thanks to Tom and his wife Tammie for setting up a CORVA booth over there. I saw pictures and heard many others talking about how awesome that event was. I'm definitely bringing the Toyhauler out next year for that one. It sure looked like an event I won't want to miss again! Tom met Blake Wilkey for the first time.

We had a busy couple of days in the first week of June with the Sierra National Forest. We went in with the Sierra National Forest into Bald Mountain OHV trails. I can assure you that the Forest Service has made the correct call on the recent closures. We went into Base Camp on June 04 with the OHV Manager. There were 6-8 snow drifts in several locations spread out on Rock Creek Rd (9S09) from the lower green gate to Base Camp. Many areas are very technical with deep tree swells to avoid. It would be a disservice if the SNF didn't close Bald Mtn and 9S09 when they did. We cut out 6 trees blocking the trail. We made it to just before the staples. The trail has trees down and 8 ft off camber drifts. We turned around at that location. We then drove back out to Rock Creek Road where we broke trail all the way into Bald Base Camp. Many 6-8 foot snow drifts and severe off camber areas. More



trees were down across the road. It took some time, but we made it into Base Camp. We found much of the same, a lot of snow still there. The public needs to wait until the Forest opens. Many who want to drive in there just won't be prepared for the conditions, not to say there's not experienced wheelers out there who can do it, just that those who are novice would find themselves in some serious trouble if things went wrong. That next week we had an Adopt-A-Trail meeting with the Sierra National Forest. We gave and received road and trail updates. Much work is being done mainly on Level 1 non-OHV roads; however a few were started on Level 2 OHV roads depending on the snow levels. Then, later that same week, we met with the Forest Service Aquatics specialist to discuss the Threatened Yosemite Toads. My club, the Clovis

Independent 4 Wheelers made the tough decision to move our Moonlight Madness based on the current conditions up there as well as the amount of time it takes in prepping the trails. We moved the date out to September 23-24 which will avoid any conflicts with other events on the SNF. It was so crazy that the SNF opened Rock Creek Road from Dinkey Creek Rd. to the lower green gate was the only area open towards July 01 ... Everything else on Bald Mountain remained closed into July.



I went with Naomi, family and friends to Oceano Dunes SVRA for my Birthday Weekend in June.. We arrived at 8 am on Friday morning and the camping was packed. We had to go down to the end of the allowed camping just before the foredunes closed off area, basically pole 4. We had to drive back behind other camps to find a big enough location to fit 5 trucks and toyhaulers. Once we all got settled in, it was a fun weekend. The weather was great all weekend. The RZR rides were fun once we got out far enough to get away from the rentals. I was very disappointed to see the condition of the SVRA, and the metal fence post sticking up out of the sand in riding areas. I saw a long stretch of metal T-Post fences all bent over, so State Parks just left them all out there and installed a new fence about 40 yards into the riding area. The old fence is almost covered over by sand. Just irresponsible and unacceptable. If OHV users did this, we would be fined, given jail time and our riding area would be threatened to be closed. Back to the Foredunes, I will say again and again that the foredune closure of pole 4.5 to 6 was a closure with no due process. No public comment and destroyed valuable camping for us who are clearly less important than a bird. This closure not only took away camping, but (3) restrooms that were paid for by OHV funds. These should still be made available for the public to use. Then to add insult to injury, poles 6 to 8.5 are closed from March 01 to Sept. 30 for "seasonal closure". Clearly done intentionally during the peak of the season for OHV to go enjoy the

dunes. It's beyond frustrating to know the blatant disregard for us OHV users who enjoy camping and recreating on the dunes, but this is part of the master plan, right? The intention has to be to frustrate and upset enough users to not come anymore.. It would be great to go back after September 30 once the seasonal closures open more beachfront, but we'll see if I want to brave the cluster mess and go back. What happens is, many set up their campsite between the ocean and the foredunes fencing, so at high tide, everyone has to drive in the surf to access the camping areas out around poles 6.5 to 8.5; again intentional. Remember, when you want people to stop going somewhere, just make the experience as difficult or as horrible as possible and they will stop coming. We have an OHMVR Commission AdHoc meeting tomorrow evening. Good timing being I'm all upset again!

I attended the San Diego Offroad Jamboree on behalf of CORVA along with board members Rusty and Tom. We set up a CORVA booth and sold out of just about everything I had left in the inventory I had. I may have come home with a few shirts and Sak-It bags left. This was their inaugural year, so attendance was unfortunately very low. I can totally see a lot of potential in this event and with some more entertainment to offer to the participants, I can see this growing every year!

Continues pg 6 >>

The Miracle of Motorized Recreation

AMY GRANAT, MANAGING DIRECTOR

Ask a hundred different people why they enjoy recreating with an off-road vehicle, and you'll receive a hundred different answers!

Some love crawling slowly over rocks, others love going fast over dry lake beds. Some riders love the solitude of single-track trails winding through a forested landscape, while off-road racing enthusiasts crowd together to watch man and machine battle a course through extreme terrain. Snowmobile enthusiasts are poetic in their description of traversing a landscape covered in feet of snow, challenging the skill of riders trying to reach mountainous heights, accessible by few other means. Overland adherents, newer to the off-road community but no less dedicated, love traveling to out-of-the-way locations, camping in their rooftop tops after a hard day of exploring, viewing the stars above. Speaking personally, the importance of access to mountains and deserts can't be underestimated, and I'm sure many others in the disabled community feel the same. To us, the access our motorized vehicle allows is truly a miracle, that enables us to experience, feel and see the outdoors in the most practical way possible.

As I've described above, the miracle of motorized recreation is that it provides an opportunity for everyone to find the activity they love, and the ability to enjoy it in exactly the way they choose. Oftentimes, when CORVA attends meetings representing the off-road community, we endure the criticisms levied against motorized vehicles, largely by groups and individuals who choose not to understand our dedication to off-road recreation and its importance to so many people. On the one hand, it's become very popular for community groups and agencies to talk about the need for more children and adults to have access to the outdoors. But on the

other hand, these same groups then try to dictate how children and adults 'should' enjoy the outdoors and invariably they describe non-motorized pursuits as the preferred way to recreate, either ignoring or misunderstanding the inclusivity and opportunity offered by motorized recreation.

In the last few years, agencies have coined the term; 'Nature Deficit Disorder' to describe what happens when individuals don't spend enough time outdoors. They quote numerous scholarly articles that clearly state the benefits derived from spending time outdoors, but most have yet to incorporate the need for more motorized access and an increased number of motorized trails into the remedies designed to help combat this new malady. To some of us these problems may sound a little presumptuous or perhaps even a little silly, because as off-roaders, we innately understand the need for outdoor recreation and take every opportunity offered to find a new trail or area to explore. We do not suffer from Nature Deficit Disorder in our community and neither do our children, who start traveling with us at a young age, and are able to experience the beauty of the landscapes while having fun riding on an ATV, dirt bike or driving with friends and family members.

Up to now, what some groups, individuals and even agencies have failed to understand is that managed and maintained off-road recreation is the most environmentally sustainable way to enjoy public land. Considerably more than hiking or equestrian use, because these groups are allowed to travel cross-country, and can create new trails without fear of being fined or even criticized.

There are a few regulated hiking trails and equestrians often stay on well-known and well-traveled trail systems, but these trails don't receive anywhere close to the management or maintenance

of our designated motorized system of routes.

So, we reach the conclusion that in place of the road and trail closures we have seen undertaken by agencies in response to environmental talking points, we need to vastly expand the system of motorized trails and areas of California. With the considerable increase in OHV registrations since the pandemic, we need to disperse the usage to provide for more individual and varied experiences for motorized recreational use. Equally important to state, and very interesting from a habitat perspective, is the fact that many species thrive in proximity to motorized trails and areas. It's unclear whether species find it easier to locate prey closer to trails, perhaps due to increased visibility, but the conjecture is unimportant. Scientists can argue about this for some time to come, but the fact is many endangered species have

chosen to nest or den in areas close to OHV trails. It stands to reason that more OHV trails will then lead to more viability and proliferation of species in the wild. Motorized recreation isn't just a miracle for us, but also aids in sustaining health of species found throughout California!

CORVA states these points and stresses the need for more trails and motorized opportunities at every meeting we attend. It sounds so intuitive, but agencies are somewhat brain-washed from the onslaught of environmental talking points they've heard repeatedly through the years. But CORVA is educating decision-makers and fighting back against these talking points. After years of indoctrination, it's a tough task, but with 53+ years of history behind us, CORVA is uniquely qualified to spread the message of the miracle of motorized recreation wherever we go.

<< President's Report, from pg 4

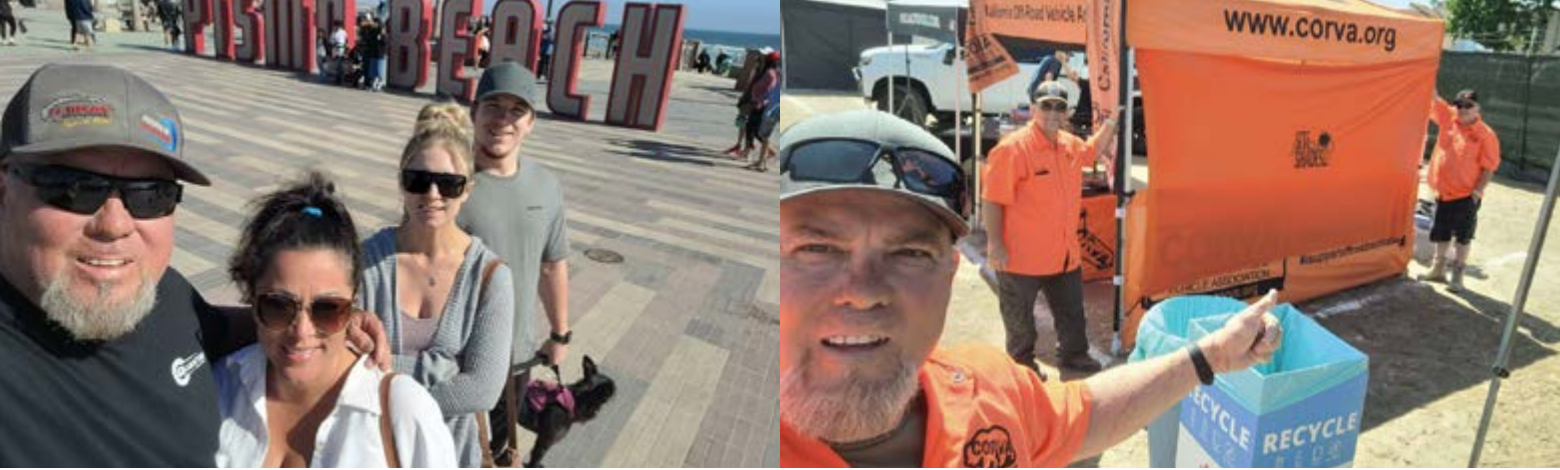
Thanks to board member Keith and his wife for coming out for the day. Harley with FastLabUTV, business sponsor, came out. We walked around and spoke with Adam with CleanDezert about the clean up later this year in Barstow. Also discussed having an event out at Slash X on Nov. 18. Maybe call it the "CORVA Slash X Bash" and have all our business sponsors come out. We'll invite all our members and have un-guided open rides out into Stoddard Wells. I know American Offroad, another business sponsor who wants to bring all their friends and customers out as well. More of that later. It was nice to have so many board members there this weekend which allowed me to go around and talk with the vendors. I had the opportunity to meet in person our newest business sponsor, Baja Designs. It was great to chat with Kyle and talk about some marketing promotions here in the near future. I got to meet our business sponsor, Accutune and chat with him. We met and spoke with Site Shades, Bent Motorsports, ATV Talk, SoCal Suspension, Down for Mobbing, SoCal Truck Accessories, Crazy Industries, and of course Adam

with CleanDezert. I'll finish up with my conversation with Crazy Designs. The owner, Don does everything apparel, sand accessories, and flags. His business is absolutely huge. I've been working on CORVA flags and whips. He will create and produce all our CORVA whips. We will have CORVA whips available for sale at all our booths and online really soon. In addition, he will resale our CORVA whips at all his on location stores for us and send us the profit. Don is a great guy and genuinely wants CORVA to succeed and bring in some profit.

I have been meeting with a business solutions consultant who made a proposal to become our Online Account Manager.

We spoke about our social media presence and he explained services he could provide. The board heard his proposal and agreed to a 3 month trial which will continue into December. I'm excited to see how our social media presence will increase once he's all fully immersed.

If July wasn't hot enough, my youngest daughter turned 21 and we decided to go to Vegas for her



birthday. That was a 113 degree decision! We still had a great time, saw Nickelback in concert and enjoyed a quick visit with my older sister who lives there. July is my annual vacation month, so Naomi and I chose to spend it down in beautiful San Diego. It did not let us down! We had a wonderful vacation. We spent it with Patrick and Laura Vaughan who live there. We enjoyed the cool 70 degree days. Perfect weather. We toured the local sights, and spent 2 hours out on a bay cruise. It was amazing seeing our Naval Fleet. Very impressive!

On our way to San Diego, I stopped at Ed Waldhiem's Maintenance business. I picked up several large albums full of CORVA collectables dating back to the early 80's. The board needs to figure out how to preserve and make available all this history. We spoke about having everything copied and put on DVD's. Eventually, it would be great to have digital albums available on our website for our members to view.

While in San Diego, Naomi and I went with Patrick and Laura to the GenRight Jeep night. Josh Epstien, Cal4Wheel President came over for the evening. We both met and visited with TDS, San Diego Jeep Club and others! We spoke about the local land use issues and upcoming opportunities for all of us to work collaboratively together on. It was a great time to see everyone!

Amy, Jim and I had a Zoom Meeting with Lauren at Off The Grid. We discussed the online store and was shown the way the store operated on the back end. Amy ordered new merch last month and we launched a new hoodie and made the Jeep shirts live again.

More new items are on the way. Thank you Amy, Jim and Off The Grid for their continuous support!

I went to Sacramento and attending the OHV Safety Summit and OHMVR Ad Hoc Committee Oceano Dunes on Thursday and the OHMVR Commission meeting on Friday. It was a successful 2 days. Met with other advocacy leaders in California. It was great to network with State Parks as well as the OHMVR Commissioners.

August was an extremely busy month for me. I started another school year in my day time job which in turn allows me to volunteer for this job. I've been working hard around my home, the shop, on my boat, and been working hard on gearing up for my club's Moonlight Madness Poker Run up in the Sierra National Forest which is this weekend as I'm writing this. I attended the memorial service for our past board member Mitchel Creegan. He was a great volunteer. He had so many good ideas and he will be sorely missed. Thank you Beth for the invitation. The service was very nice.

I attended the Cal4Wheel High Sierra Poker Run on Saturday of the event to visit with President Josh Epstein. The Clovis Independent 4 Wheelers have been working every weekend to clear, open and maintain the Bald Mountain trails, so it will be nice to just up there to relax instead of work. It rained the majority of the day. It was nice to visit with Josh and catch up on ongoing collaborations.

Continues pg 14 >>

Fall 2023

VINNIE BARBARINO, SOUTHERN REGIONAL DIRECTOR

Next weekend is Labor Day. My oldest granddaughter has already started school. That kind of tells you how old I might be. I'm 64 and will officially be a senior citizen in February. That's old. I'm guessing that the average age of the CORVA Board members is somewhere between 55 - 65. Probably closer to 65. Now granted, some of us are retired or getting close but if you ask me that's unacceptable. Us "old folks" are working hard so that the "younger folks" can enjoy the kind of outdoor recreation that we did when we were younger. To tell the truth, I'm getting burned out and most of the CORVA board members have been doing it longer than me. I have been a CORVA board member since Sept 2010. Bob Ham has been a board member off and on for 50 years. He is over 80 years old and due to health reasons finally taking a break. Come on people, we need you to step up if you want to have trails and areas to enjoy in the future. It's not that hard, doesn't require much time, is really rewarding and makes a difference.

There are currently four open board positions. Two in the North, one in the South and the V.P. of Administration on the executive board. All are in need of someone willing to help keep our trails and areas open. I can't stress how important it is to have new, fresh younger people committed to helping with the cause. Please consider joining our CORVA Board of Directors.

Now on to what's going on in the South. By the time you read this most of the shows that CORVA attends will have already happened. September 9th will be the Jeep Bash at Bolsa Chica State Beach. September 15,16,17 will be the Sand Sport Super Show in Costa Mesa. September 30 & October 1 will be the Off Road Expo at the Pomona Fairplex. CORVA will have new locations at both the Sand and Expo shows. I hope we

see lots of members.

Mark your calendars. January 20 will be our Annual Truckhaven Challenge Poker Run in Ocotillo Wells. The permit application has been submitted and the people at State Parks is reviewing it. Stay tuned.

Remember, CORVA needs your help. Volunteering doesn't really get in the way of work or play. The past couple of months I've been to Kennedy Meadows, Hungry Valley, Big Bear and the Colorado river all on weekends so there's time to do it all. I look forward to working with some of you on the CORVA Board of Directors soon. So, GET OUT OF YOUR COMFORT ZONE.



CORVA Land Use Report

BRUCE WHITCHER, VP LAND RESOURCES AND PUBLIC POLICY

Oceano Dunes Update – Status for 2023 to date

Both the Grand and Pier Avenue entrances to the SVRA are currently open.

The SVRA closes periodically during storm events and when the Arroyo Grande Creek is high.

Entry is on a first come, first served basis. If camping is at capacity a “campground full” sign is placed at the entrance kiosks. Check conditions before you go.

Park Hours: Open to daily vehicle traffic between 7 a.m. and 1 hour after sunset. The new closing time aligns with other state park coastal units.

Camping: Inventory at Oceano Dunes SVRA has been increased to 150 camping units. Camping will be monitored and may incrementally be increased back to 500 units as park operations allow.

Visitation: State Parks are limiting the total daily allowed number in each park unit to 1,000 “street legal” vehicles and 1,000 “Green Sticker” OHVs.

Please note: There may be instances where the maximum allowance of vehicles will be met, and no further vehicles will be allowed to enter the beach due to the temporary capacity requirement. Daily visitation information is being posted on our X (Twitter) and Facebook social media accounts.

OHV Rentals: OHV rental businesses are open.

Nighttime Riding: All vehicle activity is prohibited one hour after sunset with exception of visitors camping and traveling to/from their campsites and the park entrance; and emergency vehicles and authorized vehicles.

OHMVR Commission Update.

The OHMVR Commission held a two-day meeting:

- OHV Safety Summit and Workshop on Thursday, July 27th
- ODSVRA Subcommittee Meeting in the afternoon of July 27th
- OHMVR Commission Meeting July 28th

An ODSVRA Subcommittee meeting was held on the afternoon on July 27, 2023. The meeting was informational, and no action was taken. Previous Vice-Chair of the ODSVRA Subcommittee, Commissioner Whettam, has left the Commission and was unable to attend the meeting. The subcommittee is an informal forum to discuss issues outside of Commission meetings. Previous ODSVRA Subcommittee meetings have been informative and helpful.

Current OHMVR Commission members:

The Off-Highway Motor Vehicle Recreation Commission, consists of nine members, five of whom shall be appointed by the Governor and subject to Senate confirmation, two of whom shall be appointed by the Senate Committee on Rules, and two of whom shall be appointed by the Speaker of the Assembly.

In order to be appointed to the commission, a nominee shall have expertise in or represent one of the following interests:

- (1) Off-highway vehicle recreation.
- (2) Environmental protection.
- (3) Motorized access to nonmotorized recreation.

- (4) Law enforcement.
- (5) Environmental restoration.
- (6) Health and safety.
- (7) Rural landowners or residents.
- (8) Biological or soil specializations.
- (9) Public-at-large.

There have been some recent changes to the OHV Commission with new appointments and one departure.

Commissioner Kimberlina Whettam has left the Commission to pursue other opportunities. Ms. Whettam is a strong advocate for OHV recreation and brought her extensive knowledge of land use planning to the Commission. We're grateful for her contributions, especially for her thoughtful insights into the complex issues at the Oceano Dunes SVRA. She will be greatly missed, and we wish her the best in her future endeavors.

Recent Governor's Appointments:

Shaun Flanigan
Sacramento, California

In 2011, Shaun Flanigan founded Capitol Strategic Advisors with James Jack who was the founder of Jack Advocacy Group. Capitol Strategic Advisors specializes in many facets of the political industry including legislative and regulatory work, coalition building and political strategy.

In 2001, Shaun began his professional lobbying career for American Continental Group, Inc. which is a Washington D.C. - based firm.

Following his career in Washington D.C., Shaun spent many years working in the California Legislature. During his time as Chief of Staff for the Assembly Minority Leader, Shaun worked on a wide range of public policy areas with extensive expertise in

governmental organization, business, insurance, health, education, water, budget, and taxation issues.

After leaving the California Legislature, Shaun began lobbying with The Flanigan Law Firm which is a Sacramento-based lobbying firm. During his five years with The Flanigan Law Firm, Shaun represented clients from diverse fields including agriculture, gaming, tribal issues, horse racing, alcohol, insurance, and telecommunications.

In 2011, Shaun left The Flanigan Law Firm to start his own lobbying practice, Capitol Strategic Advisors, to provide his clients with a new level of personalized service, attention, and dedication that few Sacramento lobbying firms can offer.

Shaun is a former Board Member for the Sacramento Children's Home. The Sacramento Children's Home has been dedicated to the care and support of Sacramento's most vulnerable children and families for nearly 150 years.

Shaun holds a bachelor's degree in political science from San Diego State University where he served on Associated Student Council. He is currently an active member of the SDSU Alumni Association.

Kathleen "Kat" Anderson
San Francisco, California

Kat Anderson has been appointed to the Off-Highway Motor Vehicle Recreation Commission. Anderson has served as Vice President and Commissioner at the San Francisco Recreation and Park Department since 2016. She has been an Attorney with the Law Offices of Kathleen Stewart Anderson since 1991. Anderson was Managing Owner of Word A. Café from 2018 to 2022. She earned a Juris Doctor degree from the University of California College of the Law, San Francisco, and a Bachelor of Arts degree in Political Science with a minor in

Economics from Stanford University. This position requires Senate confirmation, and the compensation is \$100 per diem. Anderson is a Democrat.

We'd like to welcome Shaun and Kat to the Commission, and we plan to get to know them at upcoming meetings.

Oceano Dunes SVRA litigation update

ODSVA legal case heard in Superior Court in San Luis Obispo on June 15, 2023

Friends of Oceano Dunes v. California Coastal Commission, et al, San Luis Obispo Superior Court Case Number 21CV-0214.

This case, filed under the California Environmental Quality Act ("CEQA"), by the Friends of Oceano Dunes ("Friends") challenged the California Coastal Commission's ("Coastal Commission") decision on March 18, 2021 that placed new conditions on the California Department of Parks and Recreation's ("State Parks") 1982 Coastal Development Permit 4-82-300 for Oceano Dunes State Vehicular Recreational Area ("Oceano Dunes").

These conditions would have required closure of the ODSVA to OHV use, the closure of Pier Avenue, and eliminated the crossing of Arroyo Grande Creek along with imposing other restrictions, within one year.

Judge Tana Coates released her ruling on July 19, bringing closure to four lawsuits—three brought by Friends of Oceano Dunes, and one by EcoLogic Partners—that challenged the California Coastal Commission's March 2021 decision to phase out off-roading permanently in the Oceano Dunes State Vehicular Recreation Area (ODSVRA) by next year.

"The court's ruling is narrow; it is based solely on the commission's authority to impose a permanent prohibition on [off-highway vehicle] driving at the

ODSVRA under current statutes and the county of San Luis Obispo's current certified local coastal program [LCP]," the ruling stated.

That local coastal program is a planning tool that helps outline development in coastal zones. The Coastal Commission reviews all coastal programs after either city councils or the county board of supervisors adopt them. The court said that under the Coastal Act, only the local government can amend its coastal program.

"With a certified LCP, the local government has original jurisdiction to issue CDPs (coastal development permits) for projects within its jurisdiction, and the commission has only limited power to hear appeals from local approvals," the ruling read.

Certified in 1984 by the Coastal Commission, SLO County's local coastal program was certified in 1984 and acknowledges that "continued use of the dunes by off-road vehicles has led to environmental degradation of this habitat and has eliminated historical daytime uses," but off-roading is allowed in specific environmentally sensitive areas of the state park if it is balanced by environmental protection efforts.

To permanently ban off-highway vehicle use requires the SLO County Board of Supervisors to amend the local coastal program that accounts for such a blanket restriction, adopt it, and then have the Coastal Commission review it.

The court determined that the Coastal Commission acted beyond its powers by deciding to permanently stop off-roading in all parts of the Oceano Dunes state park without considering changes to the current local coastal program.

"The county, not the commission, is responsible for setting land use rules," the ruling read. "Whether the

county could amend the LCP to prohibit [off-highway vehicle] recreation is not before the court."

The San Luis Obispo County Board of Supervisors met in closed session during their regular August meeting to review the case.

Friends of Oceano Dunes celebrated the legal decision with a press release calling it a "huge victory" for off-roading advocates.

The San Luis Obispo Air Pollution Control District said that the court ruling doesn't directly affect its dust mitigation efforts. District Executive Director Gary Willey said that the first draft of the 2024 mitigation plan was due from California State Parks on Aug. 1, 2023

"Since litigation was in process, we have never assumed off-highway vehicle use would be eliminated when implementing the dust control program," Willey said. "We have seen significant improvement in air quality as a result of the program and that should continue to improve as the dust control vegetation areas mature."

The next case going to trial will be heard in October 2023. This is the "Quiet Title" lawsuit filed by Friends – see ; Friends of Oceano Dunes v. California Department of Parks and Recreation, et al., San Luis Obispo Superior Court Case Number 21-CV-0275; Filed May 12, 2021

In this matter, Friends of Oceano Dunes ("Friends") seeks quiet title" at Oceano Dunes State Vehicular Recreation Area ("Oceano Dunes") based on a theory of implied dedication to the public for off-highway vehicle use at Oceano Dunes.

We deeply appreciate the Friends leadership in the fight to keep the ODSVRA open for all to enjoy.

News Flash update:

As expected, the Coastal Commission has appealed Judge Coates ruling. The Friends have cross filed a

motion in this case. Although Judge Coates ruled the commission had overstepped its authority when it banned vehicle recreation on the dunes, she denied several of Friends' secondary arguments.

For example, Judge Coates did not find the commission's limitations on camping unlawful.

"Yet, evidence before the trial court presented by State Parks showed that the location where the commission would allow camping can barely fit 100 camping sites, and would create congestion and safety issues," according to Friends. "Even the commission's vice chair questioned the wisdom of such an action by the commission at the March 2021 administrative hearing."

The commission opposition to Judge Coates' decision and Friends cross appeal will be heard in the California Second Circuit Court of Appeals.

Red Rock State Park final draft General Plan released and Adopted by the Parks Commission

Draft Final General Plan and Final Environmental Impact Report

State Parks announced the release of the Red Rock Canyon State Park Draft General Plan and Final Environmental Impact Report (EIR). Following the public review of the Preliminary General Plan and Draft Environmental Impact Report (EIR) from October 17 through December 16, 2022, California State Parks (CSP) staff made minor changes to the Preliminary General Plan in response to comments received. In addition, the planning team prepared a Final EIR (FEIR) in compliance with the California Environmental Quality Act (CEQA), including copies of all comments received and responses to these comments.

Continues pg 17 >>

CORVA Membership Matters!

The California Off-Road Vehicle Association (CORVA) is a diverse group of outdoor recreationists who are extremely active in promoting the positive aspects of vehicular access on public lands and protecting that right.

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CORVA's main purpose is to work with the land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote clean-up and trail maintenance projects.

We coordinate with other multiple use organizations ranging from snowmobiles to horse enthusiasts to protect multiple use rights from the environmental extremists. We are "dedicated to protecting our lands for the people, not from the people."

CORVA proudly provides its members:

- 50 plus years of continuous promotion of multiple land use objectives!
- Continuous appeals of unfair and unjust closure of access to public lands!
- Extensive oversight of the California OHV "Green Sticker" Fund and OHMVR Commission
- **OFF-ROADERS IN ACTION** Quarterly Newsletter subscription to keep you informed of off-road legislative battles.
- Membership Kit with I.D. cards & decals!

We have 4 ways to join as a CORVA member.

A. ANNUAL MEMBERSHIP

Annual Members are individuals or families of individuals who are interested in off-road vehicles. Their goal is to keep our legal riding areas open now and in the future. Supporting membership is \$40.00 a year.

B. BECOME A BUSINESS SPONSOR

Sponsor Members are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Sponsor Members shall be recognized as Supporting Members of the Association. Sponsor memberships start at \$365.00 a year. Please [click here](#) for more information on Sponsor Membership.

C. LIFETIME MEMBERSHIP

Lifetime Members are individuals or families of individuals who have paid a one-time membership fee. Lifetime Members shall be recognized as a Supporting Members for the life of the member. Lifetime Membership is currently a one time fee of \$400.00.

D. SUSTAINING DONOR

This is in addition to your CORVA Membership Dues. [Donate Now!](#)

Disclaimer

We encourage our members to support our [business sponsors](#), who help us keep roads and trails open to off-road vehicles! Some CORVA business sponsors offer discounts and gift cards as special perks of your CORVA membership. To take advantage of these, **YOU MUST OPT-IN** on your CORVA database page.



<< President's Report, from pg 7

I want to put out a call for volunteers. CORVA has had recent openings on the Board. Even as early as today, due to personal reasons, Erin Dyer our VP Administration resigned. We have board positions open in the North and really need help with events. If anyone is interested in a board position or to even help run a booth at these events, please reach out and let us know.

Our VP Administration is a crucial position for the Association. This position is responsible for administration of the day to day operations of the Association. We really need this person to manage membership and oversee the online store. Eventually, the VP of Admin will take over the responsibilities of the ORIA or at least we can share that responsibility.

As most of you know I have a very good friendship and networking relationship with Josh Espstein with Cal4Wheel, Dave Kuskie with American Sand Association, Don Amador with AMA, American Motorcycle Association, Eric Synder, Governmental Affairs for SEMA and Fred Wiley with ORBA, Off Road Business Association. They all collectively join together with EcoLogic Partners to help with the fight to save the Oceano Dunes SVRA. They have reached out to CORVA to ask if we would like to be added to an information card they are going to be passing out at the Sand Show. Including our logo would be a significant sign of support in their fight

and in no way commits any further than that. I hope the board will allow CORVA to show our support in the collaboration.

In looking ahead... it's going to be a busy Fall into Winter. We had board members Vinnie, Jim, Keith and Mike with the CORVA Booth at Jeep Bash. Myself and Rusty had our CORVA booth at the Moonlight Madness the same weekend as the Super Sand Show. Board member Kevin also had a CORVA booth set up at the Donner Hare Scramble. More meetings are scheduled. To name just a few, we have the APCD meeting in San Luis Obispo, OHMVR Commission Mtg in Pomona the day before the Pomona Offroad Expo where CORVA will have a booth set up. CORVA will have a booth set up at Prairie City for the Metal Cloak Skillz Day and customer appreciation day, then at Frank Raines OHV park for the CORVA Northern Jamboree. The end of the season will be out at Slash X Cafe for the Krawler Krew Slash X Bash to benefit CORVA.

Its a busy time for sure and having all the board members working equally together makes it happen. Thank you to all our board members, CORVA members, business members and industry partners. This is a team effort and so rewarding when we all work together.



OCEANO UPDATE

In 2021, EcoLogic Partners, which includes the American Sand Association (ASA), Off-Road Business Association (ORBA), and AMA District 37, Cal4Wheel, and Specialty Equipment Market Association (SEMA) – along with Friends of Oceano Dunes (FoOD) – brought suit against the California Coastal Commission over its decision to outlaw OHV use at the Oceano Dunes State Vehicle Recreation Area (ODSVRA).

In August 2023, after more than two years of hard-fought litigation, the Superior Court for the County of San Luis Obispo ruled in favor of EcoLogic, SEMA, and FoOD, finding that the Coastal Commission's effort to shut-down OHV use at the ODSVRA was inconsistent with the County of San Luis Obispo's Local Coastal Program and was therefore unlawful. The court has ordered the Coastal Commission to rescind its prior action so that OHV use at the ODSVRA can continue without interruption.

In response to the trial court's ruling, the Coastal Commission recently filed a Notice of Appeal indicating that it plans to challenge the outcome of the case. EcoLogic, SEMA, and FoOD have already taken steps to preserve their collective victory and oppose the Commission's appeal. The appeal process will likely take an additional year of litigation. But for now, OHV use at the ODSVRA is protected.



Northern Board Members Wanted

BRUCE BRAZIL, NORTHERN DIRECTOR

The CORVA Northern Regional Board of Directors has two openings, an Assistant Regional Director, and Regional Secretary. Have you been thinking that maybe you could do a little more to help keep our access to government land? You will be asked to attend our monthly meetings which only last about two hours and are currently held in ZOOM. You can volunteer to represent CORVA at various shows and government meetings.

According to the CORVA bylaws, these are the duties for the two offices:

Regional Assistant Director:

The Regional Assistant Directors may be assigned duties by the Director under the following titles;

1) Grants- Coordinates all representatives of requesting agencies.

2) Clubs- Maintains club relations and recruitment.

3) Legislative Relations- Promotes relations with legislators.

Regional Secretary

The Regional Secretary shall take minutes at all Regional Meetings and write any required correspondence of his/her region. He/She shall make the minutes of the meetings available to Supporting Members upon request. He/She shall forward all moneys to the Association Treasurer promptly.

Currently in the Northern Region, we do not establish separate titles for the Assistant Directors so that they can remain flexible. If you are interested, contact Bruce Brazil, Northern Regional Director:

bruce.brazil@corva.org



<< Land Use, from pg 12

The State Park and Recreation Commission adopted the Red Rock General Plan at their meeting on Friday, March 3, 2023. To download the documents and learn more about the project, visit the Red Rock Canyon State Parks General Plan Project website.

The Red Rock draft General Plan has been controversial. CORVA has provided comments at every step since the planning process was restarted in 2008. CORVA has a long association with the area dating back to the 1970's when the Park was classified as a State Recreation Area. Red Rock was reclassified as a State Park in 1982, which limited motorized travel to the purposes of ingress and egress. Vehicles used within State Parks must be highway legal vehicles in most cases.

Following adoption of the draft General Plan, only highway licensed vehicles will be allowed into Red Rock State Park, except for Sierra View Road and Red Rock Wash near the Ricardo Visitor's Center. These two roads will technically be outside the park.

The highly popular area known as Nightmare Gulch will become a non-motorized hiking and equestrian trail. In Nightmare Gulch, overlapping cultural and natural preserves will be established. OHV use is prohibited within natural and cultural preserves.

As expected, the Center for Biological Diversity has filed a lawsuit against State Parks alleging a variety of complaints about the plan.

Center for Biological Diversity Files Lawsuit against Red Rock General Plan

(CN) — An environmental group is suing California's State Department of Parks and Recreation for enacting a new rule that allows people to take their off-roading vehicles into the Red Rock Canyon State

Park in the Mojave Desert.

"Does everything in the western part of the Mojave Desert have to be for off road vehicles? I don't think so. That's basically the bottom line of it," said Illeene Anderson, senior scientist, and California desert director for the plaintiff Center for Biological Diversity.

The lawsuit, filed in Sacramento County Superior Court, claims that the department's new general management plan, and its provision for off-roading vehicles that went into effect early in March, violate the California Environmental Quality Act because the department didn't sufficiently study the effects of the off-roading policy, it violates the state's vehicle codes for off-roading vehicles, and state law that mandates the department preserve California's natural resources for the public.

Carnegie SVRA Update

General Plan Update under preparation for existing Carnegie SVRA. Scoping closed in April 2021. For further information visit the OHMVR planning webpage.

California State Parks and the Off Highway Motor Vehicle Recreation Division have elected to prepare a standalone General Plan Update for the original Carnegie SVRA.

California State Parks will conduct a separate planning effort for the Alameda and Tesla Expansion Area, which will not involve the OHMVR Division, to determine a suitable classification and future use of that property.

This proposed General Plan Update and EIR are limited to the original 1,575-acre Carnegie SVRA and specifically excludes the Expansion Area.

Continues pg 19 >>



Hungry Valley SVRA General Plan Update

California State Parks has started a public process of updating the General Plan for Hungry Valley State Vehicular Recreation Area (SVRA). The Hungry Valley SVRA General Plan Update will provide a comprehensive management plan that will guide the future of Hungry Valley SVRA for the next 20 to 30 years. The General Plan is important to the future of Hungry Valley SVRA and State Parks wants to hear from you!

The last General Plan was prepared in 1982.

The updated General Plan will provide a comprehensive management plan for approximately 19,500 acres within Hungry Valley SVRA. A General Plan serves as a blueprint for future decisions about land use, facilities, recreation opportunities, and management of natural, cultural, and physical resources, among other topics, and is required by the California Public Resources Code (PRC §5002.2).

What is a General Plan?

Any development within a park, as well as the approval of a general plan, is subject to the requirements of the California Environmental Quality Act (CEQA).

The General Plan will identify existing recreational uses, visitors to the SVRA and their recreational needs and desires. This information will help determine future recreational opportunities and facilities at Hungry Valley SVRA.

State Legislative Update

CORVA tracks legislation every year as bills work their way through the State Legislature.

Jones – SB-708 Vehicles: off-highway motor vehicles: off-highway motorcycles: sanctioned event permit. (2023-2024)

The bill is a continuation of last year's competition sticker bill which failed to pass. This year the bill has encountered little if any opposition, and recently passed out of Senate Natural Resources Committee. Unfortunately, the bill was held in the Assembly Parks, Water and Wildlife Committee by the chair. It appears to be unlikely that the bill will progress during this session of the legislature

Proposed text: 38087.7.

(a) Upon payment of the fee specified in Section 38231.7, the Department of Parks and Recreation shall issue an annual special permit, to be known as the "sanctioned event permit," to California residents to operate an off-road motorcycle at a sanctioned event. The sanctioned event permit shall be available for online purchase beginning January 1, 2025.

(b) A sanctioned event permit shall expire on December 31 of the year that the permit is issued.

(c) A sanctioned event permit shall only be available to California residents and for model year 2022 and newer off-road motorcycles that are not eligible for the "Green Sticker" or "Red Sticker" off-highway vehicle identification issued by the department.

(d) A sanctioned event permit shall be displayed on the left side of an off-road motorcycle and shall be visible for inspection at sanctioned events. A sanctioned event permit shall be nonrefundable, nonreplaceable, and void if removed from an off-road motorcycle.

Continues pg 22 >>

CORVA Sponsorship Program

Sponsorship Program Highlights

- Free event advertising in our monthly Off-Roaders In Action (ORIA)
- Free event advertising on CORVA website
- Direct emails to CORVA members promoting your event
- General Liability Insurance coverage for non-competitive events
- Introductory rate of \$495.00 includes:
 - One event Certificate of Insurance.
 - Additional event Certificates of Insurance are only \$195.00 each!

Qualifications: Club qualifies for program if club it is a CORVA Sponsored Club.

Sponsorship Program FAQ

The following are the most popular questions and answers about the program.

1. WHY HAS CORVA DECIDED TO SPONSOR CLUBS?

The sponsorship program is seen as beneficial to clubs and to CORVA. It is a win-win situation. The new sponsorship program will allow clubs to continue to have the same events as they have always done - only now - clubs will benefit by having insurance coverage for their "CORVA Sponsored Events". Plus, club members who are paid CORVA members receive the benefits of CORVA membership, including the ORIA, and clubs will receive advertising and marketing help for their event.

2. SO IS CORVA NOW SELLING INSURANCE TO THEIR CLUBS?

No, **CORVA CANNOT SELL INSURANCE!** Only licensed agents can sell insurance programs in the state of California. We are offering a "Sponsorship Program" to our CORVA clubs and one benefit is general liability event coverage for their off-road event.

3. DOES OUR CLUB HAVE TO BE A CORVA CLUB?

Yes, our sponsorship program can only benefit clubs who are CORVA Sponsored Clubs under the rules of our bylaws. Plus, we encourage volunteers for your event to be enrolled as CORVA members on the day of the event.

4. WHAT DOES OUR CLUB RECEIVE FOR BEING A SPONSORED CLUB?

Your club will receive **free advertisements** in our ORIA monthly newsletter, on our website, and emails sent directly to our members promoting your event. You will also receive **general liability event coverage** for your event (non-competitive) at an introductory low rate of **only \$495.00** which **includes** one Certificate of Insurance, valid for a year. Additional certificates (for an additional event held in a different area) are available for **only \$195.00 each**.

5. WHAT IF OUR CLUB GOES TO A CORVA EVENT LIKE TRUCKHAVEN?

Truckhaven is a recognized annual CORVA BOD event. All current members are welcome to attend all CORVA events. The event already qualifies as part of our insurance certificate we hold for our membership. Other events that are covered include our Jamborees, Convention, and Fun Days.

6. HOW ABOUT OUR CLUB'S ANNUAL EVENT WHERE WE INVITE OTHERS?

If your club qualifies as a CORVA Sponsored Club, your event can have outside participants – i.e. non CORVA members. But we encourage CORVA membership. No spectators are allowed at events, only participants.

(Please remember, NO COMPETITION events are covered – No RACING!)

Other Questions asked:

Does this coverage also include board member liability insurance?

NO – it does not. It is intended to be "event general liability insurance" for the CORVA club offering Certificates of Insurance when required. The Certificate of Insurance is usually needed for the landowner or leaseholder of the property where the event is to be held. (BLM – Forest Service, California State Parks, etc.) However, Directors and Officers Liability Policies are available from our insurance agent. Please request the company information from

your regional representative so that your club may receive a quote.

Does this cover everyone in my club?

YES – As a CORVA Sponsored Club, all members in good standing of your club are covered under this policy, that's why we request a current membership list when applying for the insurance certificate.

Club Requirements:

The club would be required to provide the following:

- A membership list of paid-up club members
- An application sheet that would include officers, contacts and chairpersons for events with their contact information
- An approved Safety Program in place for all participants, and an approved waiver signed by all participants for the event
- A check in the amount of \$495.00 designated as their participation fee.
- The club must include CORVA on any permit application needed for their event, since the Certificate of Insurance will actually be issued to CORVA, along with any language required by the landowner/agency for the permit.

For more information contact Amy Granat at amy.granat@corva.org, or 916-710-1950



<< Land Use, from pg 19

(e) For purposes of this section, “sanctioned event” means an event approved by an agency within its guidelines for off-highway vehicle recreational special events.

AB 1617 – Wallis

This bill proposes to redefine Side X Side vehicles and remove the engine displacement limit of 1000cc.

The original intent of the bill was to allow current UTV safety laws to be applied to larger displacement vehicles that are considered exempt from requirements such as helmet wear due to technicalities in the language.

Concerns emerged that the bill would restrict the use of traditional vehicles such as dune buggies that have larger displacement engines than UTVs.

This bill has failed to make progress during the session. Apparently, the bill was more complex than anticipated by the author, who has indicated that it will require additional study.

AB 411 (Bennett)

Existing law provides that the program is funded by state and federal moneys through appropriations in the annual Budget Act and that certain moneys, excluding specified federal moneys for recreational trails projects appropriated to the Department of Parks and Recreation, are to be appropriated for that purpose.

Funds available for motorized RTP projects will remain fundamentally the same. RTP grants are very helpful for certain OHV projects, but don’t provide nearly the amount of funding (\$30M) that is available through other grants offered by the OHV Divisions Grants and Cooperative Agreements program.

US Forest Service Report - Winter Storm Damage Eligible for FEMA Funding

It was only last May when many National Forests were under fire restrictions. Over the first few months of 2023 the situation on California National Forests changed dramatically from drought conditions to flooding that has caused extensive damage to infrastructure, including campground facilities, roads, and trails.

Press release:

President Joseph R. Biden, Jr. Approves Increase in Disaster Assistance for California Release
Date: January 19, 2023 WASHINGTON -- FEMA announced today that President Joseph R. Biden, Jr. made additional disaster assistance available to California by authorizing an increase in the level of federal funding for emergency work undertaken because of severe winter storms, flooding, landslides, and mudslides, beginning on Dec. 27, 2022, and continuing. Under the President’s major disaster declaration for California issued on Jan.14, 2023, federal funding for the approved cost-share programs was made available at 75% of the total eligible costs. Under the President’s order today, the federal share increased to 100% of the total eligible costs for debris removal and emergency protective measures, including direct federal assistance under the Public Assistance program, for 60 days from the start of the incident period.

Sequoia and Sierra Forest Plan Revisions

CORVA participated in the proposed Sierra and Sequoia National Forest Plan revisions since 2011. These two national Forests cover nearly 2.5 million acres and have many highly important opportunities for OHV recreation.

CORVA filed objections to the Sierra and Sequoia Plan Revisions and participated in objection resolution meetings November 15–17, 2022. CORVA received a detailed response to our objections. In many instances, CORVA felt the responses to our objections were inadequate, primarily because the Plans did not evaluate the effect of the pandemic on Forest visitation.

In the past, CORVA has filed litigation in federal court challenging the Travel Management Rule. Despite making a concerted effort, we were unsuccessful. CORVA never shirks from filing litigation, provided the case is winnable and does not come at an inordinate cost to the organization and its members.

The Sierra Forest Plan revision includes no new wilderness areas. The Sequoia Forest Plan revision includes one newly recommended wilderness area which is within the boundaries of the Giant Sequoia National Monument.

Wild and Scenic Rivers

In addition, the revised Forest Plans include many proposed Wild and Scenic Rivers, as well as newly revised Sustainable Recreation Zones.

The new zones will not affect existing designated roads and trails and will be considered during future Travel Management planning at the project level. The effect of Sustainable Recreation Zoning remains unclear.

The Travel Management project of greatest interest to OHV enthusiasts is the Piute Travel Management plan which is underway. CORVA has been involved in the Piute Plan since its inception.

Pacific Crest Trail Issues

The revised Sequoia and Sierra plans would add a one mile wide corridor for the Pacific Crest Trail. On the Sierra national Forest this would be entirely within existing wilderness. However, 14 miles of the

Pacific Crest Trail corridor on the Sequoia will traverse an area that includes several road and OHV trail crossings, some of which are designated routes. The PCT Management Corridor change could very well affect OHV use on these road and trails.

CORVA filed multiple objections to the Pacific Crest Trail Corridor expansion, however the Objection Reviewing Officer upheld the PCT Corridor Plan and provided no instructions to revise the plan.

BLM Issues – WEMO Lawsuit against BLM. CBD files a lawsuit against the West Mojave Route Network Plan.

Many of you who visit the California Desert are familiar with the West Mojave Route Network Plan that would designate over 6500 miles of routes in a planned area of over 3 million acres.

The West Mojave Plan, also known as the WEMO plan, has been subject to decades of litigation. The plan was developed in 2018–19 following court ordered modifications to the previous plan, including an amendment of the California Desert Conservation Act that originally limited routes of travel to those present in 1980.

CORVA has long supported the WEMO plan and has previously filed intervenor status when the plan went to court. CORVA has had informal discussions with the BLM about doing this again, and we have been assured that the BLM plans to provide a vigorous defense of the WEMO Route Network Plan which they feel is well constructed, valid, and legally defensible.

Continues pg 25 >>

PREMIUM BUMPSTOPS FOR YOUR TOYOTA & LEXUS...

DuroBumps
Premium Bump Stops



CORVA Concerns related to America's Outdoor Recreation Act, S. 873

Earlier this year the ARRA newsletter reported that S.873, America's Outdoor Recreation Act, passed out of Senate committee and will next go to the House of Representatives.

This is unfortunate because the bill includes a section that would be detrimental to both motorized and non-motorized recreation. The specific section of the bill that we find objectionable is Section 135, Travel Management.

Background: The public generally associates motorized recreation with dirt bikes, ATVs, and 4Wheel drive vehicles. In fact, any visitor to America's public lands probably reached their destination by travelling off highways on an unpaved road. To do this they are engaging in "off road travel" and it is likely that they were traveling on a USFS designated motorized route if they were visiting a National Forest, or a "ground transportation linear feature" if they were visiting BLM land.

The Travel Management Rule was promulgated by the Forest Service in 2005.

Implementation of the Travel Management Rule (2005) was an ambitious and costly undertaking, and the Forest Service set the goal of completing the process within 4 years. This proved to be unfeasible, and the completion deadline was extended to 2010. The Forest Service Washington office placed a great deal of emphasis on completing Travel Management Plans on all national forests, so these plans were often completed under pressure to meet the deadline, usually without an inventory of existing routes or a fair and objective analysis of resource impacts.

We estimate that approximately 80% of existing

motorized routes were closed by the Travel Management process. The effect on both motorized and non-motorized recreation was devastating and the cost to the Forest Service and the economic loss of tourist dollars to rural communities were monumental.

The BLM soon followed suit with their own version of Travel Management, which required application of the minimization criteria to "ground transportation linear features" which are most often motorized routes of travel, used for motorized recreation or for access to non-motorized recreation.

Because the section on Travel Management is included in the bill, CORVA has taken the position of "oppose unless amended". CORVA is working through channels to communicate our position, and we'd like to thank Eric Snyder of SEMA for listening to CORVA's objections.

Wilderness Legislation Update - HR 2546 - Protecting America's Wilderness Act

We expected reintroduction of wilderness legislation that failed to pass the Senate in 2021. This bill was reintroduced into the 117th Congress for 2021-2022. The bill passed the House on a party line vote and was referred to the Senate Energy and Natural Resources Committee, where it did not progress, despite a determined attempt by environmental groups to have the bill prioritized. The bill would have designated over 600,000 acres of new wilderness, much of it in California.

This means the bill may be introduced and considered by the 118th Congress next year, however given the lack of progress of last year's bills California wilderness advocates seem to be focusing the objectives of California's 30x30 initiative, expansion of the Snow Mountain Berryessa National Monument, and other short-term goals.

We Did It!

JOE ROSEN, CLEVELAND CARETAKERS

It's not a secret my past articles haven't exactly been favorable to the USFS. But in the last couple of months things really turned around! There's been better communication, they've been more transparent about their action plan, and more importantly, real action was taken. And lots of it.

I'm excited to announce that on July 14 I received an email from Jake Rodriguez, USFS Acting District Ranger, notifying us Indian Truck Trail (ITT) had finally reopened to motorized vehicles! Even I was surprised how quickly it happened considering the condition ITT was in before work was done.

But wait! There's more good news! On August 4 I received another email from Jake notifying us Main Divide from ITT to Santiago Peak was also reopened! This means Cleveland National Forest's (CNF) Trabuco District has finally reopened to motorized vehicles from Ortega Hwy to Sierra Peak!

There are a lot of people to thank for this amazing

success. Let's start with all the government agencies. Beginning with the USFS. Yes, we had our challenges along the way, but differences were eventually ironed out and the project successfully moved forward. Thank you, Jake Rodriguez (USFS Acting District Ranger), Scott Tangenberg (USFS Forest Supervisor), and Darrell Vance (USFS District Ranger). It was pretty hard for us to comprehend, but I've been assured District Ranger Vance was always on our side. Thank you also to Foster Kuramata (USFS Roads Engineer), and everyone else in the USFS who helped.

Thank you, Orange County Fire Authority, for repairing and reopening Main Divide from ITT to Santiago Peak. Not sure if that's your jurisdiction or not, but every bit of help is greatly appreciated!

A big thank you to Riverside County Supervisor's office – both District 1 and District 2. Thank you, Kevin Jeffries, for giving me direction after explaining there wasn't enough public outcry about Bedford Road or ITT to gain the attention of decision makers.



And for approving the first half of the grant used to help the USFS with funding. Thank you, Jeff Greene, for all your support and guidance along the way. Especially on the Bedford Road situation. Thank you, Tom Ketcham, for jumping in after the district's split and coordinating the second half of the grant. Thank you, Karen Spiegel, for approving the second half of the grant. And thank you to everyone else in the Riverside County Supervisor's office who helped!

A big thank you also to Congressman Calvert and Jason Gagnon for meeting with us, hearing us, and supporting us in our effort. Especially escalating our issue all the way to Washington D.C. And thank you to everyone else in Congressman Calvert's office who helped!

On to the non-profit organizations. A huge thank you to Amy Granat (Managing Director of CORVA) for supporting us, advising us, and especially connecting us to other incredibly helpful organizations. Thank you, Bruce Witcher (CTUC) for supporting us, and providing an avenue for the grant funds to pass through. A giant thank you to Danielle Fowles (Tread Lightly!) and Brandon Alvarez (Tread Lightly!) for convincing Tread Lightly! to accept the liability, sign the permit, and coordinate the grant funds both

directly from Riverside County and through CTUC, then on to the contractor.

I also want to thank ACCI for always being available to discuss options for ITT, and especially for making ITT drivable again.

My biggest thank you goes to Dr. Aaron Sappenfield for bringing ITT's continued closure into the public eye with the Press Enterprise article, connecting me to Amy at CORVA, and taking so much time away from work and family to fight for our public rights. Could not have done it without you, Aaron!

Now that ITT is reopened to licensed OHV, let's not go all crazy and do things to force its closure again. Please enjoy the forest roads responsibly! The number one perception from people who do not drive off-road is that all "off-roaders" are a bunch of reckless yahoos who ruin the environment and start fires. Sadly, it is true a small percentage are. But most of us are responsible forest visitors, and good stewards of the land. Please do your part to change that negative perception.

Happy Trails!





CORVA Merchandise

STORE.CORVA.ORG

CORVA accepts donations for our merchandise. Although your donation is not tax deductible, it is one way CORVA raises funds to continue to fight for off-road recreation access.

When you promote CORVA by wearing a shirt or hat, displaying stickers, etc. you are helping spread the word to your fellow off-roaders. Show them your support CORVA – Order Today!!

We make the process easy too. **Order online at the CORVA Store** and we will get your order processed quickly. Once we have received your order, we will send you a confirmation email so you will know when

your items have shipped.

All orders are shipped via USPS. You can expect to receive your order quickly, usually no more than a week.

Thank you for helping to support CORVA. Don't forget to order extras to give along with a Gift Membership for all those off-roaders in your family! If you have any suggested items that you might want that are not listed, **send us an email**. We are always looking to promote CORVA!



Men's Short Sleeve Graphic Shirt
\$28.00



CORVA 50th Anniversary T-Shirt - Orange
\$12.00



CORVA License Plate Frame - 4 Options
\$10.00



CORVA - Mesh Hat - Black
\$25.00



CORVA Logo Patch
\$5.00



CORVA Glasses (Set of Two)
\$40.00



CORVA California Bear Stickers
\$3.00



Men's Long Sleeve Graphic Shirt
\$30.00



CORVA - The Public Lands Bear Mesh Hat - Black
\$25.00



CORVA Traditional Stickers 2 sizes
From \$2.00



CORVA State Patch
\$4.00



CORVA - The Public Lands Bear Mesh Hat - Orange
\$25.00



2 - CORVA Cookies
\$7.00



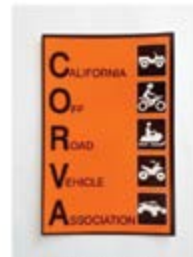
CORVA Bear Patch
\$3.00



CORVA Neck Gaiter
\$10.00



CORVA Patch Set - Bear, State, Logo
\$10.00 — Self Out



CORVA OBV Sticker
\$2.00



CORVA Flex Hat
\$25.00 — Self Out

Become a CORVA Business Sponsor

CORVA Sponsors are representatives of manufacturers, wholesalers and dealers of vehicles, accessory equipment, services and/or parts for off-road vehicles. Any business or club may join.

BASIC BENEFITS FOR ALL LEVELS:

- Listing on the Homepage and Business Sponsor webpage with link to website
- Listing on Business Sponsor quarterly ORIA Magazine page
- Receive a digital copy of the quarterly ORIA Magazine, can request extra copies
- Promotion for Business Sponsor through CORVA Instagram & Facebook pages

All three types of sponsorship are annual memberships. A renewal invoice will be mailed to you approximately 30 days prior to your expiration date in order to facilitate the renewal of your Sponsor Membership.

BUSINESS. PLATINUM LEVEL SPONSOR – \$1,000.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Sponsor Levels:

- Logo on homepage of website and listing on Business Sponsor page
- One half page color ORIA ad per year
- Yearly Business Spotlight Article in the ORIA

Platinum and Gold Business Sponsor Level can be achieved with a minimum Silver Level Business Sponsor (\$365.00) payment plus raffle donation calculated at retail value.

BUSINESS. GOLD LEVEL SPONSOR – \$750.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common for all Business Sponsor Levels:

- Yearly Business Spotlight Article
- Logo with link to business on homepage

Platinum Level Business Sponsor can be achieved with a minimum Silver Level (\$365.00) payment plus raffle donation with value calculated at retail rate.

BUSINESS. SILVER LEVEL SPONSOR – \$365.00 (USD)

Subscription period: 1 year Automatic renewal (recurring payments)

In addition to benefits common to all Business Levels:

- Business Card size ad in each ORIA



ORIA Publication Timelines:

The ORIA is published 4 times per year. We welcome CORVA members to submit stories, CORVA Club event advertisement, and CORVA Business Sponsor Ads.

Here are the dates to keep in mind:

- **Winter Publication:** All Submissions due by Oct. 20. ORIA Published to the public: Dec. 01
- **Spring Publication:** All Submissions due by Jan. 20. ORIA Published to the public: Mar. 01
- **Summer Publication:** All Submissions due by Apr. 20. ORIA Published to the public: June. 01
- **Fall Publication:** All Submissions due by July 20. ORIA Published to the public: Sept. 01

Hope this timeline helps and we hope to see more submissions. CORVA Sponsored Clubs...Remember- Part of your \$495 includes event advertising in the ORIA among the other perks. Submissions will be used as space is available. Some submissions may need to wait for the next publication based on available space.

ORIA Advertising pricing 2023:

All Advertising prices are **Full** color on glossy white paper

CORVA sponsored clubs / non-profit organizations:

- Full Page: \$160
- Half Page: \$80

CORVA Business Sponsors:

- Full Page: \$320
- Half Page: \$160

Non-Affiliated Clubs/ For-Profit Organizations/ Businesses:

- Full Page: \$420
- Half Page: \$260
- Business Card: \$160

CORVA ORIA Ad Specs:

Full page: 8.375 x 11.375 inches

Half page: 8.375 x 6.2125 inches

Quarter page: 4.2292 x 6.2125 inches

Business card: 3.5 x 2 inches

All files: CMYK color space, minimum dpi =150, ideal dpi = 300.

Note that the full, half and quarter page dimensions include a .25 inch bleed, so important content shouldn't be within .5 inches of the edge.

Photo Submission Specs:

Full page: 1280px x 1800px (or larger)

Half page: 640px x 900px (or larger)

Cover: 2400px x 3600px (or larger)



Donations

GIVE NOW AND HELP CORVA FIGHT FOR YOUR RIGHT TO RIDE!

Can we count on your support?

Freedom to **Ride**

Freedom to **Drive**

Freedom to **Camp**

Freedom to **Explore**

CORVA is proud to defend access to OHV and OSV opportunities in California!

Your donation can be made to any of the following funds: General, California Desert Issues, Legal, Oceano Dunes/Pismo or Snowmobile Legal.

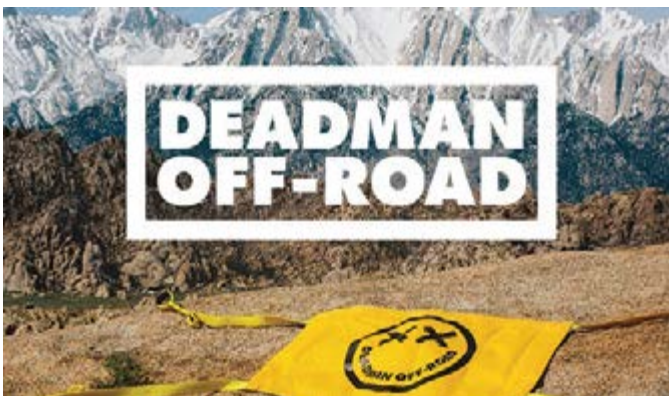
Donations can be made online at:

<https://corva.org/donate>

CORVA representatives and volunteers attend more public meetings; present more written comments and collaborate with more agencies than any other off-road organization. Since 1970, we have been accepting the challenge to fight and win OHV Liberty. We're dedicated to protecting the land FOR the people, not from the people. We are YOUR voice! No other organization can make that claim.

CORVA is dedicated to fighting for your freedoms, and your children and grandchildren's motorized recreational liberty.

CORVA: Your Voice EVERYWHERE, fighting for and winning access for Motorized Access



You keep us going

Thank you for your donations

Bakersfield Trailblazers	\$2,500.00	Eric & Aly Palmer	\$40.00	Paul & Renata Engel	\$10.00
Anonymous	\$2,000.00	Tim Shattuck	\$40.00	Larry & Brenda Engwall	\$10.00
American Adventurist	\$1,000.00	Brian & Kathleen Strong	\$40.00	Gwynne Fitzsimmons	\$10.00
Phil & Maureen Cornyn	\$110.00	Doug Jenkins Lynn Fogel	\$30.00	John Black Jaime Holt	\$10.00
David Newkirk	\$100.00	James & Daisy Young	\$30.00	Robert Enriquez Jee-Young Tscha	\$10.00
Gene Riggs	\$90.00	Christian Cruz-Ortiz	\$25.00		
J.R. & Bree Ryan	\$80.00	Denise & Trace Ferris	\$25.00	Dennis & Patricia Krupnak	\$10.00
Bruce & Katherine Niles	\$70.00	Jenee Chandler	\$20.00	Eugene Lane	\$10.00
Rick & Judy Fisher	\$60.00	Matthew Fabienke	\$20.00	Charlie & Bobette Lux	\$10.00
Brian Golby	\$60.00	Joe & Criss Rodriguez	\$20.00	Amy Gallagher-Jorstad Matthew	
Micheal Becker	\$50.00	Jeremy Albrecht	\$15.00	Jorstad	\$10.00
Brian & Coralene Fisher	\$50.00	Jeffrey Coxen	\$15.00	Dominic Moschetti	\$10.00
Steve & Patty Mongillo	\$50.00	Gray Crouch	\$15.00	Garry & Laura Pinheiro	\$10.00
Tom & Susan Addis	\$40.00	Eric Rehm	\$15.00	Jose & Nancy Ramirez	\$10.00
John & Barbara Arenz	\$40.00	Travis Troupe	\$15.00	Adam Reed	\$10.00
Ross Barnett	\$40.00	Chris Bartkowski	\$10.00	Robert & Haiyan Shelton	\$10.00
Jeffrey Cobb	\$40.00	John Bonner	\$10.00	Jens & Lisa Sjobergh	\$10.00
Durobumps Curtis Glenn	\$40.00	Roy & Monica Carpenter	\$10.00	Sherrie & Daren Skare	\$10.00
Paul Enstrom	\$40.00	Erik & Kim Claus	\$10.00	Bonnie Kellogg Tim Cannard	\$10.00
JE Hatch	\$40.00	Jeff Craft	\$10.00	Doug & Mary Varner	\$10.00
Mats Heinstedt	\$40.00	Christopher & Chanel Cruz	\$10.00	Robert White	\$10.00
Jeffrey & Jennifer Helm	\$40.00	Shane Dunnaway	\$10.00	Garrett Krautz	\$5.00



CORVA Board of Directors

PRESIDENT — MIKE MCGARITY

mike.mcgarity@corva.org

VP LAND RESOURCES & PUBLIC POLICY — BRUCE WHITCHER

bruce.whitcher@corva.org

VP SALES & MARKETING — LYNDOL JAMES

lyndol.james@corva.org

VP ADMINISTRATION — VACANT

VP EDUCATION — TERRY WORK

terry.work@corva.org

SECRETARY — TOM REINHART

TREASURER — MIKE MOORE

mike.moore@corva.org

IMMEDIATE PAST PRESIDENT — KEN CLARKE

ken.clarke@corva.org

BOARD PAST PRESIDENT — DIANA MEAD

diana.mead@corva.org

Northern Regional Board Positions

N. REGIONAL DIRECTOR — BRUCE BRAZIL

bruce.brazil@corva.org

ASST. N. REGIONAL DIRECTOR — RUSTY RYAN

ASST. N. REGIONAL DIRECTOR — KEVIN BAZAR

ASST. N. REGIONAL DIRECTOR — VACANT

N. REGIONAL SECRETARY — VACANT

Southern Regional Board Positions

SOUTHERN REGIONAL DIRECTOR — VINNIE BARBARINO

vinnie.barbarino@corva.org

ASST. S. REGIONAL DIRECTOR, LEGISLATION — VACANT

ASST. S. REGIONAL DIRECTOR, GRANTS — ED STOVEN

ed.stovin@corva.org

ASST. S. REGIONAL DIRECTOR, CLUBS — KEITH GRAHAM

S. REGIONAL SECRETARY — JIM WOODS

jim.woods@corva.org

Non-Board Positions

MANAGING DIRECTOR — AMY GRANAT

amy.granat@corva.org

FIELD REPRESENTATIVE — VACANT

WEBMASTER AND DATABASE MANAGEMENT — WAYNE BERG AND AMY GRANAT





CORVA currently has vacant board positions:

The expectation for each board member is to adhere to the duties and responsibilities outlined in our bylaws. Board members are expected to be present at each board meeting on the 4th Monday of each month from 7:00pm – 9:00pm. Board members are expected to attend CORVA events to support the work many volunteers give to benefit the Association. CORVA displays booths across California to spread the good work we do, seek membership, meet with business sponsors, etc... we ask for board members to work the booth at events close to or near where they live.

Vice President – Administration

The Vice President – Administration shall be the chief operating officer of the Association. He/She shall, in the absence of the President, preside at all meetings and assume the responsibilities of the President. He/She shall be responsible for administrating the day-to-day operations of the Association. He/She shall, in consultation with the President prepare all reports (except those reports which are assigned to the Secretary and Treasurer); facilitate communication between officers and committees; supervise the

timely production of newsletters; and otherwise ensure the orderly transaction of Association business. He/She shall assume all duties assigned to him/her by the Board of Directors, and in the event the President can no longer serve, shall succeed him/her as President.

Regional Secretary– Northern California

The Regional Secretary shall take minutes at all Regional Meetings and write any required correspondence of his/her region, past and present. He/She shall make the minutes of the meetings available to Supporting Members upon request. He/She shall forward all moneys to the Association Treasurer promptly.

Regional Assistant Director– Northern and Southern California

The Regional Assistant Directors may be assigned duties by the Director under the following titles.

Grants: Coordinates all representatives of requesting agencies. Clubs: Maintains club relations and recruitment. Legislative Relations: Promotes relations with legislators.

Please let one of the board members know if you're interested in more information. Thank you.



SLASH X BASH

KRAWLER KREW SLASH X BASH
SPONSORED BY:
AMERICAN OFFROAD & FASTLAB UTV
NOVEMBER 18, 2023
TO BENEFIT: CORVA
LOCATION: SLASH X, BARSTOW, CA



Come meet, greet, ride and support!
California OffRoad Vehicle Association!



Business Sponsors

PLATINUM:

4 WHEEL PARTS

Compton, CA
www.4wheelparts.com
ajimenez@4wp.com
800-284-9840

AIRMEDCARE

www.airmedcarenetwork.com
Jennifer.hart@gmr.net

AMERICAN ADVENTURIST

www.americanadventurist.com

BENT MOTORSPORTS

San Marcos, CA
www.bentmotorsports.com
bentmotorsports@gmail.com
760-442-1955

CALIFORNIA DUAL SPORT RIDERS

Orcutt, CA
californiadualsportriders@gmail.com

CLAWSON MOTORSPORTS

Fresno, CA
www.clawsonmotorsports.com
559-435-5020

DUROBUMPS

Chandler, Arizona
curtis@durobumps.com

IH PARTS AMERICA INC.

Grass Valley, CA
jeff@ihpartsamerica.com

OPT OFFROAD

Joshua Tree, CA
www.optoffroad.com
951-514-8002

PACIFIC OFFICE AUTOMATION

Pleasanton, CA
Justin.dorsey@pacificoffice.com

QUANTUM FUEL SYSTEMS

Ventura, CA
www.highflowfuel.com
818-574-3835

WARN

Clackama, Oregon
www.warn.com

GOLD:

MOTOMART AT CARNEGIE

FASTLAB UTV

Signal Hill, CA
www.fastlabutv.com

POMONA OFFROAD EXPO

Pomona, CA

RAD UTV PARTS

Oakdale, CA
www.radutvparts.com
radmail@yahoo.com

SAND SPORTS SUPER SHOW

Pomona, CA



SILVER PLUS:

AMERICAN OFFROAD

American Offroad
Bakersfield, CA
661-348-4750

BAJA DESIGNS

San Marcos, CA
www.bajadesigns.com
info@bajadesigns.com
760-560-2252

RUGGED RADIOS

Arroyo Grande, CA
www.ruggedradios.com

RUFF STUFF SPECIALTIES

Loomis, CA
www.ruffstuffspecialties.com

SILVER:

ACCUTUNE OFFROAD

El Cajon, CA
accutuneoffroad.com
miker@accutuneoffroad.com
424-377-0808

ALL TERRAIN CONCEPTS

Thousand Oaks, CA
Allterrainconcepts.com
info@allterrainconcepts.com

BLAIS RACING SERVICES

Apple Valley, CA
racingservices@blaisracing.com

BTF FABRICATION

Upland, CA
www.btffabrication.com

CB WORLD

Albany, Oregon
www.wearecb.com
sales@wearecb.com

CLEAN-DEZERT

Oceanside, CA
www.clean-dezert.org

COYOTE ENTERPRISES

Costa Mesa, CA
www.coyoteents.com

DEADMAN OFF-ROAD

Escondido, CA

DIRT DIRECT OFF-ROAD

www.eimkeith.com

EXPLORER EXPO PRODUCTS, LLC

www.sprinteroverlandtrip.com

FABBIAN SYSTEMS

Clovis, CA
martin@fabbiansystems.com

OSIAS FUEL SYSTEMS

Albany, New York
osias2018@163.com





On-Going Meetings

Friends of El Mirage

www.elmirage.org
2nd Wednesday

Friends of Jawbone

www.jawbone.org
3rd Wednesday

Friends of Dumont Dunes

www.corva.org
3rd Tuesday via Zoom

Board Conference Call

The BOD meets monthly via Zoom. The meetings are on the 4th Monday of each month unless it's a holiday or other conflict.

Meeting agenda and zoom link will be sent out and posted at least 2 days prior to each meeting.

Get in Touch

Want to contact CORVA? Send an email to info@corva.org

Off-Roaders In Action Fall 2023

CONTENT DIRECTOR

Mike McGarity, President
emailmcgarity@gmail.com

NEWSLETTER DESIGN

Chris Kennedy
ck@cckladesign.com