



Off-Roaders in Action

2016, volume 3

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DEDICATED TO PROTECTING OUR LANDS **FOR** THE
PEOPLE, NOT **FROM** THE PEOPLE.

HELP NEEDED. INPUT REQUESTED. HOUSEKEEPING.

APOLOGY.

Diana Mead, CORVA President

First the apology. This ORIA has taken a long time to get to you.

Over the past two weeks some of us have spent time doing updates in the information contained in this issue. We believe we have the problem causing this delay solved and there should be one more issue before years end.

At our annual meeting in 2015, our board acknowledged a cultural shift in communication. Social media, the internet, radio, and TV, are the sources for most current information. For that reason we decided to print the Off Roaders in Action newsletter, four times per year and to use our website, Facebook and other social media for more immediate communications. The cost of print and mailing are growing in a time where information can be gotten faster and better elsewhere. CORVA has a very small budget.

Two things though...

First, we didn't tell you what we were doing and why. There was a notice in the ORIA that was not highlighted. For those that rely on the ORIA for their information (and there are many of you) this has undoubtedly been a detriment. I apologize. In the future, you will only see four publications per year. They will be packed with information and if we receive it from you, some entertaining reading.

Second, the ORIA can be used for reference. The reports will provide background details to what has happened and what comes next. Some of this is boring. But so much of what we are doing is time consuming, often boring, meeting attendance, report/comment submission, and strategizing on the next, best steps. It is what we are good at and what needs to be done to give voice to our community.

A wise man once told me to speak up, and out, every single time I am offered the soap box. Too often, we simply don't. Maybe, we feel unqualified or shy. Maybe, we believe others will do it. Maybe, we feel our point has already been made. All of these "maybes," may be true. Your presence and your membership do make a statement but there is more I encourage you to do. Give input about every single aspect of our recreation that you care about every single time you have the opportunity. Make comments. Submit surveys. Give feedback, negative AND positive. Call out the members of our community who are hurting us. Understand that this recreation brings us together but we are not the same. Show respect.

CORVA has become recognized as a partner by the State, BLM and USFS as well as many of the "Friends Off," and local groups. While your board is attending meetings, participating in conference calls,

networking, submitting, staffing booths at venues, etc, it has become difficult for us to be at many of the club events or produce the fund raisers we have done in the past. AGAIN, help needed. I am asking each of you to be emissaries when you recreate. Put CORVA stickers on your vehicles. If asked, refer people to our website. Invite membership. If you hear someone questioning a policy or a closure, refer them to us. Volunteer to help, man a booth, call in to our monthly conference call. Be part of the future CA OHV. If you need stickers, let us know. If you need answers, ask.

Help: The ORIA is fairly streamlined but we need two things from our membership.

Articles! Help to make this newsletter interesting besides the legislative updates which are needed but can be dry. We may need an editor for future issues. This person reminds our board and membership that articles are needed and once submitted, edits for grammar, spelling and font matches to other submissions. They in turn send it on to our publisher who takes it from there. I know many of you have this skill set and it can be done from where ever you have a computer and internet access.

Also, CORVA is seeking a volunteer administrator in N. Cal, best option, Sacramento Area. This person would assist our Executive Director with administrative type tasks. All work could be done at home in otherwise unallocated time. Must have computer, solid internet connection, understanding of basic data base systems and an interest in being part of a team. Our goal is to pay a small hourly stipend, with the goal of our second organization paid position, as the chosen candidate, and our Executive Director develop the position. I know the right person is out there, ready to join the fight for motorized public land access, with a front row seat! This request is appearing in the Presidents letter because it is important and because the best candidate is already familiar with what CORVA does. Contact Amy Granat or me.

Within this issue is a BLM designed ranking questionnaire. You may recall the monument designation President Obama earlier this year. The designation is step one. Now comes the work of designing the plan around the designation.

CORVA has vowed to be honest and clear about your options. It is a waste of resources to fight the designation. What YOU can do and CORVA will facilitate, is give your input each time it is requested by the BLM, AND, maybe more importantly, each time the opportunity is offered. Please fill out and submit the ranking.

Be proud of your membership. I am certainly proud to have you as part of this association.



California Off-Road Vehicle Assoc.

OHV LIBERTY FOR US

Amy Granat, Managing Director

Liberty: the state of being free within society from oppressive restrictions imposed by authority on one's way of life.

While most off-roaders understand the broader concept of liberty as an important element of freedom, as defined above, we also acknowledge that our liberty to enjoy off-road access has hit some serious 'oppressive restrictions' in recent years. That's why CORVA started a campaign this September recognizing what our members are feeling, and dedicating ourselves to "OHV Liberty for US and OHV Liberty for CA". This means as a community, we deserve OHV Liberty for all; in California and the entire United States. CORVA may specialize in California issues, but we know that what starts in California transcends our state boundaries and eventually becomes adopted in other states. We never forget or underestimate, as we advocate for off-road access, our burden of responsibility to get it right and to make difference.

To achieve OHV Liberty, we attend a lot of meetings as we determine where policy gets created that negatively influences OHV recreation and motorized access. Many assume that working with recreation managers at federal agencies is enough, but we've learned policy starts way above their pay grade. We attend meetings about collaborative planning in federal agencies, watershed improvement programs, climate change evaluations and endangered and threatened species evaluations. These meetings aren't traditionally attended by OHV representatives, and frankly they aren't really all that interesting, and even less enjoyable. But we've learned some lessons the hard way. CORVA is involved in all things scientific, because through science decisions and policies are made that turn out to be harmful to our access.

CORVA has learned to make friends with science, and to use science to benefit OHV access. Many times science or pseudo-science is used against us, so we attack the unsubstantiated studies used in

federal documentation. In other words – some of the allegations being used against OHV are opinions, not science. To make a good argument, CORVA representatives have to study hard to understand climate change, soil erosion and sedimentation, and watershed issues until late in the evening.

This is the hard part, because it is also the reality no one sees. Many times CORVA representatives are not able to go to events because they're going to meetings and representing off-road issues instead of going out and having fun. We believe this is what you, our members, want us to do. We stand with you at every meeting we attend, every statement we make to federal agencies, and every time we meet with representatives from the state. While we use the most professional language and demeanor, while we challenge the arguments and try to change the wave of closures we've experienced in recent years.

Most of us learned the words of the song; "My Country 'Tis of Thee" when we were kids in elementary school. As we were fairly young (and for some of us elementary school was a few years ago), I'm sure we didn't think too deeply about the meaning behind the words. However as time goes on perhaps we have all realized how important 'Liberty' is to our lives as Americans and how much we miss it when it is taken away. For many years we assume this was a fundamental right, but we've experienced a harsh realization that there are those, citing environmental or biological claims, that want to take away our freedoms. To a certain extent they have succeeded, but recently CORVA has learned how to fight back. We've learned how to read the documents, and teach you to do the same, while we stay active in our local off-road communities. As more and more regulations come down regarding our use of public land, CORVA fights harder and harder to preserve our access and give you the liberty you want to explore outdoor recreation in our beautiful state of California.

CORVA LAND USE REPORT OCTOBER 2016

by Bruce Whitcher, VP Land Resources and Public Policy

LEGISLATIVE AND REGULATORY UPDATE

- Public Lands Update
- California Desert National Monument Update
- Federal legislation update
 - Clear Creek bill
 - Central Coast Wild Heritage bill
- Pismo Dunes Update
- California OHV Division Update
 - Progress Report from the Transformation Team
- BLM and Forest Service updates
 - Desert Renewable Energy Conservation Plan – Final plan and Record of Decision signed; CORVA files protest.
 - WEMO - West Mojave Plan - Final Supplemental Plan delayed
 - Forest Plan Revisions for Sequoia, Sierra, and Inyo National Forests – Draft Revised Forest Plans released in May 2016
- Forest Service Travel Management Subparts A, Road Analysis, and Subpart C, Over Snow Travel, remain in draft stage

CALIFORNIA STATE PARKS RESTRUCTURING AND THE TRANSFORMATION TEAM

How This Will Affect Your Riding Areas

In July 2013, the Secretary of Natural Resources appointed the Parks Forward Commission (Commission) to assess the unique challenges California's state parks face and helped identify solutions to solidify the future of the State Parks. The Commission released its final recommendations in the report titled "[A New Vision for California State Parks](#)". CORVA recognized early on that Commission recommendations could have a significant effect on the OHV Division and CORVA representatives attended many of the Commission's meetings throughout 2014-2015.

Guided by the draft Commission report in January 2015, the Administration assembled a Transformation Team. The Team comprised of qualified, experienced and dedicated personnel from State Parks staff, outside entities and professional consultants developed a two-year tactical [Transformation Action Plan](#). The plan set forth four strategic goals for the state park system:

1. Protect and enhance natural and cultural resources
2. Develop excellent management systems
3. Maintain high quality operations and public service
4. Create meaningful connections and relevancy to people

Based on these goals, the Team and its committees developed initiatives.

Though the Transformation initiatives, State Parks will deliver a stronger, more robust future for the state park system.

As the Transformation Team developed goals and objectives CORVA representatives provided input about the importance of the OHV Division to all Californians. Concerns surfaced about the future of the OHV Division, particularly the funding sources that have traditionally been available to the SVRA's and the Grants Program.

In an effort to take further input and allay concerns Parks leadership held meetings in Sacramento and Ontario in August to answer questions and exchange ideas. These meetings were very well attended by members of the OHV community. A special thanks goes to Bob Ham for providing a thoughtful approach to how the restructuring might be accomplished.

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LETTER TO THE EDITOR

Diana Mead, CORVA President

Last Friday, October 21st, the OHMVR commission for State Parks, unanimously approved the The General Plan and Environmental Impact Report, which includes conceptual direction for additional trails and areas open to motorized recreation in Carnegie State Vehicular Recreation Area.

This state park consists of approximately 4400 acres. The initial Carnegie SVRA General Plan was undertaken in the 1980's, and only included 1300 acres for motorized recreation access. During the 1990's, through a legislatively approved purchase of surrounding acreage, Carnegie SVRA expanded to 4400 acres. Since that time, motorized access was limited to the initial 1300 acres as plans to undergo specific analysis to the entirety of the acreage belonging to the park were put on hold a few times, because of various issues relating to state timing. I have read in this newspaper that the adversaries of this project are already planning legal recourse to block this project. This is not a surprise. For these folks this is a clearly black and white issue. No OHV is the only option they have indicated that they will accept.

Again I offer the adversaries of the expansion an alternative. Become part of the solution. California State Parks, the United States Forest Service and the Bureau of Land Management have developed successful models for how to manage an OHMVR area. This is best done with input from all stakeholders, including those who would prefer not to have any OHV recreation at all. The general plan calls for a park that is very, very different from the current acres in use today, primarily in San Joaquin county with a small piece in Alameda.

Yet, I have heard over and over, again, how this project will destroy what is a pristine, ecologically sensitive area. No mention is made of the Lawrence Livermore Area 300 test site across the street, the Stanford Research underground testing site between

the current park and adjacent property on the south side, or the large weapon firing range, and the significant noise and earth shaking emanating from all. No mention is made of the turn of the last century mining operation contained within the new property and the waste and environmental mitigation that must take place. No mention is made of the ranching operations and the trampling of native oaks and associated pollution. No mention is made of the commute route, that is Tesla Road, or local ranch property fencing interfering with wildlife corridors today. No mention is made of the many archeological sites on the expansion property that have been identified and protected since the state purchase. No mention is made of the wildlife that is catalogued and protected in the current park. No mention is made of Hollister Hills SVRA has creating an incredible model of what an SVRA can be for 4x4's, side x sides, hikers and bird watchers. No mention is made of the disabled, elderly and very young, who will be able to have a back country camping experience. No mention, or recognition of these facts except from proponents of the SVRA.

I urge you not to double down on the "no" OHV option. The land was for sale and it was purchased. At least one of our prime adversaries signed a document acknowledging what the purchase was designated for. Significant state investments have been made toward mitigation (can you say Hetch Hetchy?). No public OHV recreation exists elsewhere in the greater bay area counties Contra Costa, Alameda, San Mateo, San Francisco, Marin or Solano. Nor does the largest bay area park district East Bay Parks, offer any OHMVR opportunity. This facility is needed and wanted by many citizens of our region.

We acknowledge there is a long road ahead of us, but this journey would be more rewarding and could offer a broader scope of opportunities with you working alongside us in its design.

Thank you.

ANNOUNCING THE WINNER OF THE 2015 CORVA ABA EDWARD H. WALDHEIM POLITICAL ACTIVISM AWARD

Ken Clarke has received the ABA Edward H Waldheim Political Activism Award for 2015.

Ken has been tireless in his dedication to the important issues facing OHV access in California. From attending numerous meetings throughout the year to his enthusiastic support of everything CORVA, Ken has unfailingly enlisted the help of politicians and federal officials to support OHV recreation. Anytime Ken is called upon to represent CORVA and off-road recreation he shows up with an infectious and enthusiastic demeanor that creates friends from everyone he meets.

Ken had the opportunity this past year to take the new Director of State Parks, Lisa Mangat, on her first off-road trip through the obstacle course at Prairie City SVRA. This was the first time Director Mangat had a 4WD experience and she got out of Ken's Jeep

with a big smile on her face. She couldn't have had a better introduction to OHV, nor a better person with her to explain our love for our sport.

Ken has learned a lot about advocacy since he started with CORVA to the point that has a working knowledge of all the issues facing off-road recreational access and does not hesitate to write to politicians or approach officials to ask them the status of land use plans. He contacts his elected officials often to discuss issues of importance to CORVA and has been particularly involved with the fight for the expansion of Carnegie SVRA. Ken has earned this award through his tireless efforts, his unwavering support of CORVA, and his belief in protecting and promoting off-road access and achieving CORVA's goals.



Objectives set by the OHV community:

1. Make the OHV Program permanent – the current program is due to sunset in 2018.
2. Retain a separate OHV Division/ Commission within State Parks
3. Share expertise between the Division and Boating and Waterways. Both programs have strengths, example have a single audit department for both programs
4. Combine administration of SVRA's with other parks within a given district
5. A Commissioner to from State Parks would participate in OHMVR meeting, likewise an OHMVR commissioner would attend Parks Commission meetings, same for Boating and Waterways
6. Create a Deputy Director of Outdoor Recreation, that would serve the mountain bike, OHV boating, another active forms of recreation
7. Change funding allocations to 50-50 for SVRA's and Grants programs – also make various adjustments to grant allocations (less for restoration, more for law enforcement)

STATE OHV DIVISION

Current OHV Commission

Maria Mowery, and long time administrator with the Division, is presently serving as Acting Division Chief.

Commissioners include the current chairman Ted Cabral, Ed Patrovsky (Senate Pro tem appointment), Kevin Murphy, Paul Slavik, Eric Lueder, and our newest commissioner Tom Lemmon (House speaker's appointment).

STATE PARKS RELEASES STUDY ON PROPOSED OCEANO DUNES DUST CONTROL MEASURES

Planting dune vegetation and trees and installing seasonal wind fences are part of a five-year plan to reduce unhealthy amounts of dust blowing onto the Nipomo Mesa from Oceano Dunes State Vehicular Recreation Area every spring and summer.

A [draft environmental impact report](#) covering those dust control activities at [Oceano Dunes](#) is available for public review and comment.

[State Parks](#) published the document Aug. 1, and the public has until Sept. 16 to comment on it.



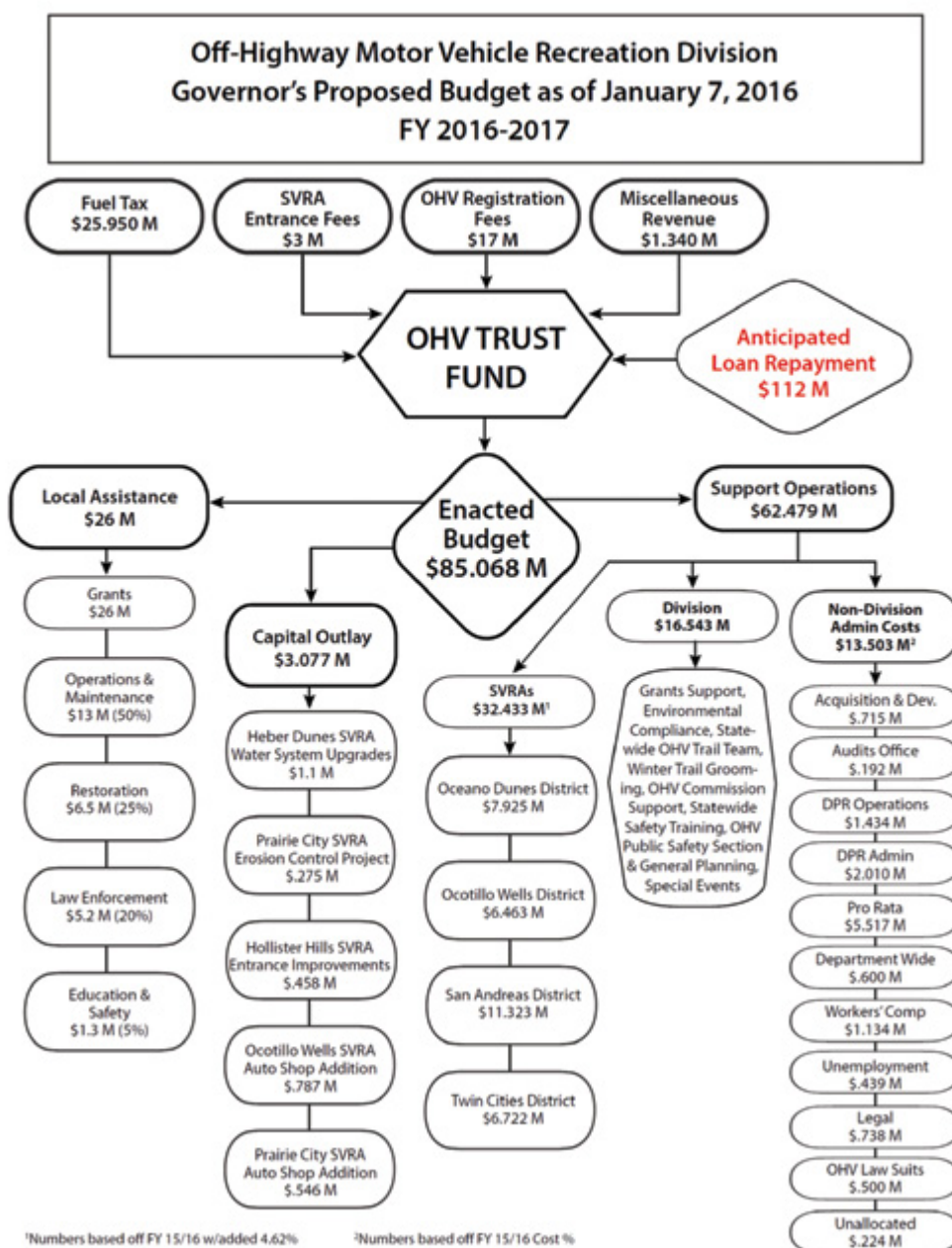
Additionally, there will be a public meeting to discuss and comment on the EIR at 6 p.m. Aug. 23 at the [Ramona Garden Park Center](#) in Grover Beach.

High particulate levels have been linked to asthma and other lung problems as well as to cardiovascular disease.

State Parks is proposing a variety of measures over five years to control the amount of dust that blows from the park onto the Nipomo Mesa, where state standards for particulate matter were exceeded 62 days in 2015 as a result of blowing dust from the park's off-highway riding area.

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OHV GRANTS PROGRAM — WHERE DO YOUR GREEN STICKER DOLLARS GO?



MOJAVE TRAILS NATIONAL MONUMENT, BLM FIELD TOUR MAY 20, 2016

By Lisbet Thoresen

Katrina Symons, Barstow BLM Field Office Manager organized the progressive orientation tour of the newly created Mojave Trails National Monument (MTNM) on May 20th.

Each stop focused on a different featured topic. Participants included all eleven Desert District Advisory Council (DAC) members and BLM employees from Barstow, Needles, Palm Springs-South Coast, El Centro, Moreno Valley, and Ridgecrest.

All told, 66 participants gathered to hear Kim Campbell Erb make the rockhound presentation. Kim is an enthusiastic rockhound and former DAC member. BLM acting District Director Tom Zale presented Kim with an award in recognition of her service as a past DAC member and valued partner with the BLM. She has worked tirelessly on behalf of rockhounds, and her collegial spirit working with the BLM has made her a respected and effective advocate.

During the presentation, Kim introduced past presidents of the California Federation of Mineralogical Societies (CFMS), Jennifer Haley and Richard Pankey, and past president of the American Federation of Mineralogical Societies (AFMS), Shirley Leeson. Shirley, who is also CFMS historian and incoming SDMG president (2016–2018), explained for the benefit to the non-rockhound attendees about what AFMS is and what it does: it is a nationwide organization with a scholarship program for graduate

students studying Earth Science. To date AFMS has given scholarships totaling more than \$ 1.5 million to students.

Randy Banis, who is the DAC Recreation representative, exhorted rockhounds to write comment letters to the BLM about the MTNM Management Plan, so that rockhounding will continue to be a permissible recreational activity within the new monument. To be effective, comments need to be very specific. Travelways and collecting areas should be identified with landmarks, coordinates, and annotated maps will be critical for preserving access to collecting areas. Both Randy and Kim Erb urged rockhounds to submit the AFMS and CFMS Code of Ethics into the record at the DAC meeting to be held in Barstow the next day.

It is important to preserve the values represented by the AFMS and CFMS Code of Ethics for the next generation. The is great significance for the unique material found at the collecting areas that are now part of the MTMN, because it has brought rockhounds from throughout the world to the Mojave Desert for many decades. It is the equivalent of a world heritage site for rockhounds.

Thank you to the tour organizers and everyone who came out to show their support of rockhounding.

This article was previously published in the American Land Access Association Newsletter





UNANIMOUS APPROVAL OF THE LONG AWAITED CARNEGIE EXPANSION

A Win! Success! Yippee!

It is very hard to be reserved and mellow when we have a real win. Friday, October 21st in Sacramento California, the OHV commission voted on the General Plan and the certification of the Draft EIR for the long awaited expansion. The vote was unanimous approval of both. CORVA was in the room as we have been for much of the 15 year process.

What does this mean? Simply put, the first hurdle has been cleared. Although it has taken 15 years, and next steps will also take some time, we do get to move on to hurdle number two.

We anticipate that there will be a law suit filed by the adversaries of the expansion. Much of the opposition is NIMBYism, and outright hate of OHV

recreation, painted as environmental concerns. Carnegie SVRA is one of the nine state parks operated vehicle recreation areas. As a state park, the standards of operation are legislated and not optional. Each time prior to this past week, when the vote was impending, our adversaries either upped the ante on their threats and grounds to sue, or state parks, took extra steps, and time, to ensure every comment, every piece of evidence, every complaint was addressed if and as required by law. While this approach takes more time, the hope is that the grounds for a law suit are minimal or non existent. We shall see what happens with that, but for today and the next few weeks, it is time to celebrate a victory!

CORVA MERCHANDISE

CORVA accepts donations for all merchandise listed below.

Although your donation is not tax deductible, they are 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 you support CORVA – Order Today!

Just fill in the items you want, mail the form with your check 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, other than stickers, are sent via US Priority Mail.

T-Shirts are available in sizes Small, Medium, Large, XL, XXL and XXXL. Please indicate desired size in the space provided.



CORVA Merchandise Order:

- CORVA T-Shirt (Shirt size: _____) \$20.00
- CORVA Cozies (set of two) \$10.00
- CORVA Trucker Hat \$20.00
- CORVA Stickers (new) - Small \$2.00
- CORVA Stickers (new) - Medium \$2.00
- CORVA Stickers - Large \$10.00
- T-Shirt and Hat Combo (Shirt size: _____) \$26.00
- Gift Pack Combo #1 \$40.00
(Incl. 1 trucker hat, 2 coffee cups, 2 cozies and 1 sm sticker)
- Gift Pack Combo #2 (Shirt size: _____) \$40.00
(Incl. 1 t-shirt, 1 trucker hat, 1 coffee cup and 1 sm sticker)
- Gift Membership \$30.00
(Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.)

Check Enclosed for \$ _____
(Make checks payable to CORVA)

Ordered by:

Name _____

Email (for order confirmation) _____

Address _____

City/State _____

Zip _____

This is a gift for:

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City/State _____

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Mail payment and order form to:

ATTN: CORVA STORE
1500 W. El Camino Ave. #352
Sacramento, CA 95833-1945

Questions? Send your email request to: CORVA.store@corva.org (you can scan and upload your order via email too). And if you have a special request or rush order, just let us know.

Family Fun Run

MARCH 25, 2017

Aliklik
Campground

Hungry Valley
SVRA
Gorman, Ca.

POKER RUN

Prizes from:



Prizes from:



CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

EVENT INFO

- WHERE:** Hungry Valley SVRA-Gorman, CA
Registration at Aliklik Campground, Follow signs from either entrance.
Registration 8:00 a.m. to 12:00 p.m. Saturday
Pre-registration available at www.corva.org
- When:** Saturday, March 25, 2017
Rider meeting 9:30 a.m. at Aliklik Campground. Poker Run starts at 10:00 a.m. Last participant starting course 2:00 p.m. Games at check points on Poker Run, Off Road Games at campground, Dinner 5:00 p.m. Raffle 6:00 p.m. and campfire after dinner.
- What:** CORVA FAMILY FUN-POKER RUN (5 CARDS PER HAND)
CORVA family members: \$20.00 1st hand and registration Non-members \$30.00
Extra cards \$5 each Dinner \$10 Raffle & 50/50 tickets \$1.00
- How:** POKER RUN-BEST 5 CARD HAND WINS
Games-Highest point total points wins
1st, 2nd and 3rd Place Prizes Awarded
- Why:** FUN FOR THE WHOLE FAMILY!!! Show your support for CORVA

Presented by Pt. Mugu 4 WD Club and The Friends of CORVA



LUCAS OIL

CONTACT
LINDA WUCHERPFENNING
626-483-1891

HUNGRY 4 CHANGE: CORVA SUPPORT POKER RUN TO BENEFIT LOCAL YOUTH

Held every Labor Day weekend at Hungry Valley State Vehicular Recreation Area to benefit local youth in the Frazier Park Mountain Communities, Hungry for Change is an exciting event that CORVA is proud to support!

This event brings out volunteers from around the Frazier Park area to benefit local youth programs aimed at making a difference for the local teen community and focuses on family-fun off-road activities. All proceeds will be used to fund the Annual 3-Day MyC3 Youth Leadership Conference that teaches local youth important life skills including; conflict resolution, goal setting, presentation and communication skills, team building, making a difference by helping others, and taking ownership of their community and their future. The MyC3 group has attended the

California Association of Student Councils (CASC) Leadership training since 2011. With a few members from CASC alongside them, MyC3 facilitates this conference for teens by teens. Mountain Youth Can Change Communities (MyC3)! Check out: myc3fundraiser.com.

CORVA is proud to stand alongside Mountain Youth Can Change Communities to benefit families and develop teen program in and around Hungry Valley State Vehicular Recreation Area. Do you have a local fundraising event benefiting local families and children, and would like CORVA's help? Please contact us at info@corva.org



DESERT NATIONAL MONUMENT

Areas included:

Mojave Trails: 1.2 million acres, including 105 miles along Route 66, to be managed by Bureau of Land Management, plus another 253,000 acres added in Bristol Dry Lake, Cadiz Valley and Sacramento Mountains.

Update – “Envisioning Sessions” for the Mojave Trails Monument were held on August 30-September 1, 2016, to begin the process for developing a monument management plan. The OHV community needs to stay involved in the planning process to ensure access is maintained.

Castle Mountains: 21,000 acres next to Mojave National Preserve to be managed by National Park Service.

Sand to Snow: 135,000 acres creating a low- to high-elevation corridor linking Joshua Tree National Park to the San Geronio Wilderness. The plan includes an additional 6,350 acres of Black Lava Butte and Flat Top Mesa. It will be managed jointly by the Bureau of Land Management and the U.S. Forest Service.

Areas left out

The proclamation would omit many areas in Sen. Dianne Feinstein’s legislation that can only be added by Congress. They include:

National Park additions: Death Valley (39,000 acres), Mojave National Preserve (22,000 acres) and Joshua Tree (4,500 acres)

Off-Highway Recreation Areas (142,000 acres) would remain under existing BLM plans.

Additional Wilderness designations (250,000 acres)

Additional Wild and Scenic Rivers (77 miles), including Deep Creek and Whitewater River in the San Bernardino National Forest and the Amargosa River and Surprise Canyon Creek near Death Valley

Alabama Hills National Scenic Area (18,610 acres) near Mount Whitney in Inyo County – would remain under BLM managementRep.

The Vargas bill would address land use planning in the Imperial County areas.

SENATE ENERGY AND NATURAL RESOURCES COMMITTEE HOLDS HEARING ON FARR’S CLEAR CREEK BILL

Legislation re-opens recreational area in San Benito and Fresno counties are off road vehicle use and establishes Joaquin Rocks Wilderness

Update –The hearing was held on September 22, 2016. There was testimony in opposition only

from Neil Cornze, BLM Director, based on health concerns. a The bill now goes to the Senate floor. As a bipartisan bill it has an excellent chance of passing out of Congress. The bill may become part of an omnibus lands bill, with something for everyone. This would make it likely for the bill to overcome possible opposition by the administration, originating from the EPA and BLM.

The bill directs the BLM to develop a plan to manage Clear Creek in a way that allows off-road enthusiasts the opportunity to enjoy the area once again while mitigating the exposure and risk associated with riding there.

This bill also creates the Joaquin Rocks wilderness area and designates five streams and creeks as a National Wild and Scenic Rivers.

LOS PADRES NATIONAL FOREST WILDERNESS UPDATE

Central Coast Wild Heritage Act Heard in Senate Committee

Last Action – April 21, 2016

The U.S. Senate Committee on Energy and Natural Resources held a hearing on the Senate version of this bill, S. 1423, on April 21, 2016. The bill would designate 245,000 acres of land along the Central Coast as wilderness.

This effort to expand both the Los Padres National Forest and the Carrizo Plain National Monument is moving through Congress on two different fronts.

The Central Coast Heritage Protection Act was introduced two years ago in the House by Rep. Lois Capps (D-Santa Barbara) and also last year by Sen. Barbara Boxer (D-Calif.) in the Senate. The two bills are identical.

Congresswoman Capps is currently requesting a hearing for her bill before the House’s Natural Resources Committee.

OHV enthusiasts lobbied for amendments to Congresswoman Capps bill but met with limited success. A provision to study a connector trail between the Ballinger OHV area with Highway 95 and some provisions to relocate two trails were added.

The Congresswoman’s staff agreed to consider amendments during committee markup to designate the Ballinger Canyon and Fraizer Mountain areas (Mt. Pinos Ranger District) as National Recreation areas if OHV organizations would support the bill.

THE DESERT RENEWABLE ENERGY CONSERVATION PLAN (DRECP) UPDATE

BLM notices rule on designation of ACEC's.

The Approved Land Use Plan Amendment was modified in response to input received during the protest period and the ACEC comment period. Those changes include, among other things, modifications and/or clarifications to various Conservation Management Actions and minor modifications to ACEC boundaries. Those changes are with the range of alternatives analyzed in the EIS.

With regards to designated trails running through Jawbone Butterbreth ACEC, the proposed management plan for this ACEC is consistent with the CMAs for riparian areas. The management plan and the CMAs allow for "minor incursions". A designated trail would be considered a minor incursion; a viewing or staging area for an OHV race would not. In the DRECP Approved LUPA that will accompany the Record of Decision, the BLM would clarify the definition of "minor incursion" to include designated routes.

Management for areas such as Jawbone, Dove Springs, and Rand Mountain may differ from those in the existing CDCA plan. Management in the two open OHV areas, Jawbone and Dove Springs, would follow the applicable CMAs proposed in the DRECP, and for those issues and resources not addressed in the DRECP, the existing management plans will govern. The Rand Mountain area lies within the Fremont-Kramer ACEC under No Action and all the action alternatives. The DRECP would reduce the size of this ACEC, ..but the designated existing route network is considered compatible with the ACEC values.

Specific route designations are done through Travel Management. Travel Management planning, such as that done by the West Mojave Plan, will come later and is not addressed by the DRECP. Travel Management rules state that the BLM will manage OHV use per the appropriate Travel and Transportation Management Plan or RMP and/or SRMA objectives. Designation of routes is an implementation-level action. Changes to the route network will be considered through appropriate implementation-level NEPA and public participation.

DRECP SUMMARY:

DRECP is a landscape level plan that amends the California Desert Conservation Act of 1980.

- "Open, limited and closed" designations will be replaced by new land use designations

as National Conservation Lands, ACEC's and Special Recreation Management Areas

- Route designation is site specific and will follow in the West Mojave Plan and other travel management plans but will need to conform to conservation provisions of the DREP.
- The DRECP covers over 9 million acres of California's desert

DRECP designates areas for specific uses

- Development Focus Areas – slated for renewable energy development
- ACEC's have been expanded and require a 1% maximum disturbance cap
- National Conservation Lands (NCL) are designated for conservation purposes and include a 1% disturbance cap
- Special Recreation Management Areas (SRMAs)
 - no energy development allowed
 - SRMAs may allow or limit motorized use
 - BLM worksheets for SRMAs include details of what use may occur and where, but use must conform to conservation limits as specified.

Current OHV Open Areas – Spangler, Dumont, Razor, Stoddard, and El Mirage

- No energy development will be allowed
- These will have SRMA planning requirements but do not have conservation overlays. At this time it does not appear that they will be subject to disturbance cap calculations.
- Exception is Christmas Canyon ACEC within Spangler Hills

What is at stake:

- Over 14,000 miles of route are within planning area
- Land ownership and management patterns make establishing route connectivity a potential challenge
- DRECP will not affect travel within the vast majority of the desert because this is already restricted by existing designations; however the "limited use" lands may be affected.
- How routes that cross private land will be addressed is still an open question
- Routes within DFA's will mostly remain available

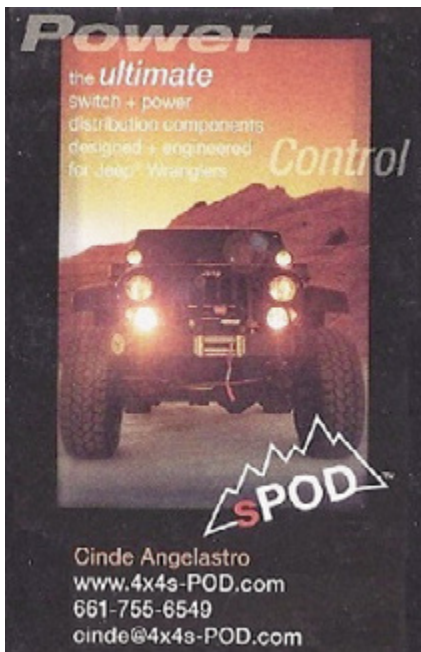
- Renewable Energy Rights-of-Way
 - Where development affects trail management corridors, an analysis must be performed to ensure that it does not substantially interfere with the nature and purposes of the trail, and that mitigation/compensation results in a net benefit to the trail.

Concerns

- Conservation designations may restrict OHV use in areas traditionally open to motorized travel
- Adaptive management could be a problem for users
- Language in some sections of the plan is intentionally vague
 - Could be ripe for litigation
 - Effectiveness of monitoring may be an issue
 - Budgetary limitations
 - Lack of adequate staff

- The DRECP Record of Decision has been signed and the West Mojave Plan will now be subject to the restrictions of the DRECP.
- The West Mojave Plan's preferred alternative would designate approximately 10,000 miles of route as "open" to off road vehicles, but this seems unlikely due to the more restrictive DRECP that places a 1% "disturbance cap" on most of the California desert.
- The DRECP sets aside large areas of BLM lands for conservation purposes and has the potential to restrict the use of many of the "limited use" areas, known as "L" lands.

Release of final West Mojave Plan (WEMO) delayed





US FOREST PLAN REVISIONS FOR INYO, SEQUOIA, AND SIERRA NATIONAL FORESTS

These Forest Plan Revisions were due out last fall. Draft documents have been released with Alternative B listed as the preferred alternative. Alternative B does not call for any reduction in the semi primitive motorized opportunity, although there may be changes to the boundaries of areas classified as Semi Primitive Non-Motorized .

The Forest Service recently released their Wilderness Evaluation and Inventory process for the three Forests. CORVA submitted over 17 pages of comments on the draft wilderness evaluation pointing out that the majority of areas being evaluated did not meet the definition of wilderness. Only the Inyo National Forest will receive wilderness additions.

The Pacific Crest Trail, however, will receive a one mile wide corridor, one half mile from the center line. Although this designation would not close any designated roads, non-system motorized trails, especially those in the Piute region of Sequoia, could only be designated taking into account effects on the PCT.

FOREST PLAN REVISION PUBLIC INVOLVEMENT MILESTONES AND TIMELINE

Projected NEPA Timeline for Forest Plan Revisions
May 27, 2016: "Notice of Availability of Draft Environmental Impact Statement" published. Begin

90-day public comment period. Tribal Forums and Public Workshops: draft environmental impact statement and draft forest plans.

Winter-Spring 2017: "Notice of Availability of Final Environmental Impact Statement" published. Begin 60-day objection filing period.

Spring-Summer 2017: Objection resolution period.

Fall 2017: "Notice of Plan Approval" published. Implement forest plans 30-days after Notice of Plan Approval.

FOREST SERVICE TRAVEL MANAGEMENT SUBPARTS A, ROAD ANALYSIS, AND SUBPART C, OVER SNOW TRAVEL, REMAIN IN DRAFT STAGE

US Forest Service Travel Management Subpart A

This complex and rather confusing effort by the Forest Service to determine the minimum necessary road system continues. CORVA continues to monitor developments in this area.

Travel Management Subpart C – regulation of over snow vehicle use

CORVA remains active in these discussions. The final EIS remains under development.



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Volume 28 Issue 4

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4th Monday

Get in Touch

Want to contact CORVA? Send an email to info@corva.org or call 916-710-1950.

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. Secondly, 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 both 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:
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