

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

The Goal of Collaboration Striving for Agreement on Snowmobile Access

Amy Granat, CORVA Managing Director

The Travel Management Rule adopted by the Forest Service in 2005 contained three separate analyses to determine the future of motorized access in our national forests. The rule, divided into Subparts A, B & C, was marketed as an opportunity to work with local communities and stakeholders to designate roads, trails and areas appropriate for motorized travel, including over-the-snow (OSV) travel.

Most of the forests finished the NEPA process that defined roads and trails open to wheeled motorized travel called for in Subpart B a few years ago, although motorized enthusiasts and rural communities alike are still reeling from some of the decisions made during that analysis. Now that the time has come to embark on Subpart C, the Forest Service is determined to approach these decisions with a different attitude, hoping for better results.

What is Subpart C? Under the Subpart C analysis, National Forest System roads, trails and areas will be regulated for tracked vehicle use. What is open to decision is where over-



the-snow travel will be allowed, restricted, or prohibited. To complete Subpart C analysis, forests must follow the National Environmental Policy Act (NEPA), which calls for a transparent and community-based analysis, as well as adhering to the overarching guidelines in the Travel Management Process as outlined in the Travel Management Rule. (Cont. on page 5)

Managing Director's Report

By Amy Granat, CORVA Managing Director

Here's a quick quiz – what does a 4WD, motorcycle, buggy and sand rail have in common with a snowmobile? They're all forms of motorized recreation, and CORVA is representing all of them in land planning analyses.

It makes no difference if your favorite form of motorized access entails sand or snow, there undoubtedly exists an organization in California dedicated to taking away your ability to access public land, whether on ATV or snowmobile. And that's when CORVA gets involved. We dedicated ourselves to "Keeping Public Land Open For the People, and Not From the People" more than 43 years ago, and haven't stopped working to uphold that promise since that time.

The tenor of our advocacy has changed through the years; now it is critical to understand the processes and legalities behind the National Environmental Policy Act (NEPA). The laws developed for NEPA govern the way federal land management agencies; therefore they directly influence changes in land use policy.

CORVA realized that a few years ago and developed Comments Project Workshops that teach NEPA classes to enthusiasts around the state. Our goal is to help local advocates develop strategies through their understanding of NEPA, and fight to keep their favorite trails open. This knowledge has served off-road access (Continued on page 11)

"Dedicated to protecting our lands for the people, not from the people."

Ocotillo Wells General Plan

By Ed Stovin, Assistant Southern Director - Grants

Ocotillo Wells SVRA is forming a new general plan to guide the park for the coming decades and has solicited public comments at different stages. CORVA recently submitted comments on the three alternatives offered in the current plan draft. The park has broken Ocotillo Wells into 11 distinct geographical areas, with each area getting its own management guidelines. They offered three alternatives: rugged, legacy, and developed and asked us to comment on how we believe each area should be managed. The alternatives vary slightly with each area, but basically mean the following:

Rugged - A less developed state.

Legacy - Similar to how it is now.

Developed - Would allow more development.

For developed, they may allow such changes as installing hookup camping on pads, or allow mobile or permanent concessions, ranger stations, maintenance facilities, etc.

We believe that Ocotillo Wells should resist the urge to develop the park further and keep it roughly the way it is. Our users enjoy going to a place that is wild, natural and free of man-made items. We all live in a world of infrastructure and want to escape that on our trips to the desert. The only area we feel may be developed further is right around the ranger station, where there is a fair amount of development already and is somewhat secluded from the rest of the park.

Rugged sounds great as a management directive, until you read some of the details concerning some of the center of the park sections. Some of these suggest that management with users staying on designated trail only be employed. This is not what we are about and we strongly asked the park to keep these areas open, (or "distributed", as it says in the plan) as they have always been.

In addition to commenting on the 11 areas, we also made a number of comments about different aspects of the park. For



example, there are some fenced areas to protect resources in the park. We have noticed that the fences have a tight weave of wire that goes from the top, to the ground. This keeps larger animals from being able to roam freely. We suggested they remove the lower half of the fence wire. This would allow the critters to move about, while keeping the OHV's out.

We talked about keeping the character of the park as it is, defending the open riding policy, keeping energy development out, improving the process of getting special event permits, allowing ATV safety training to occur in the northern areas, streamlining the process of purchasing private property inside or next to the park, keeping the policy of no camping fees and vigorously fighting any threats to recreation in the park.

Our comments were well received by the people developing the new plan and CORVA looks forward to continued participation in the plan process.

Date Change for Beatty, NV Poker Run

By Clayton Miller, Southern Regional Director

The first annual Bullfrog Historical Mining District Poker Run has been rescheduled from May 3, 2014 to October 2014.

The March 2014 issue of the Off-Roaders in Action included an article about a planned poker run hosted by the John Strozz VFW Post 12108, in conjunction with the Town of Beatty, Nevada, to help fund restoration of a historical church building that currently houses the Beatty VFW Post and raise awareness of the historical importance for the "Last Great Mining Boom" in America. Since publication of the article last month, CORVA has learned that the US Fish

& Wildlife Service raised concerns about the date of the event due to possible tortoise activity and subsequently convinced BLM to withhold the Special Recreation Permit for the poker run unless it is rescheduled for a different time of the year. As a result, the poker run has tentatively been rescheduled to October, 2014 (specific date pending).

For updates about the poker run go to www.beattynevada.org or call the Strozz VFW Post at (775) 553-9313 or Karl Olson at (253) 736-4273. Stay tuned for more information as it becomes available.

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 both share. Only together can we fight the extremists. We are:

"Dedicated to protecting our lands for the people, not from the people."

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PRESIDENT'S MESSAGE

By Harry Baker

While sometimes there seems to be nothing going on in the world of off highway recreation and public access, nothing could be further from the truth as there is continuous work going on behind the scenes.

CORVA, represented by our attorney, is actively involved as an intervener on behalf of State Parks in the legal battle to keep Ocotillo Wells open. We are anxiously awaiting the decision of the court, which is due by May 9, 2014.

While at a recent meeting with BLM personnel, I asked the question, "who owns the land in the shared use area in Johnson Valley?" The immediate answer was, "the BLM will manage the land when the Marines are not using it for training." I replied, "I understand that, but who owns it?" A high ranking BLM staff person then quietly said, "the shared use land is DOD (Department of Defense) land." It was additionally stated that the shared use land would be managed jointly by the BLM and the Marines during the time that there is no training activity. These two statements sounded an alarm and brought forth many questions from other meeting attendees. Bottom-line, we were told that discussions are currently underway between the BLM and the Marines regarding our continued use of the shared use portion of Johnson Valley. The who, what and when of public use are all on the table, as are liability and who has the final say over timing and permits. After more than six years of input, and after a bill was

enacted in Congress and signed by the President, the questions remain. For now, we recommend that you enjoy the areas of Johnson Valley that remain open to the public (including the shared use area), and that you respect the new permanent military boundary, and we will continue to provide input to their discussions.

Based on the above information, it may seem that everything happens in southern California, but as varied as the California landscape is, so are the activities with which CORVA is involved throughout the state. Forests, beaches, parks, deserts, we do it all. Our land use and public access representatives are constantly out there fighting on your behalf. Whether on dirt, in the offices of our legislators, in public forums, at meetings or behind a keyboard, as CORVA members you are represented by the best. More than 30 years ago I chose to join CORVA, and I have never regretted that decision. While times have changed, CORVA members' dedication and passion for protecting public lands for public use has not. To paraphrase, when the going gets tough, the tough stay, and for that I am grateful.

With summer coming, there will be many opportunities to get out and enjoy your favorite version of off road recreation. Check out the new CORVA website, www.corva.org for information on what's happening in your neck of the woods, as well as the latest information on what CORVA is doing on your behalf. Whether events, shows, or meetings, it's all there! We would also like to encourage you to add your activities to our calendar. Send the information : info@corva.org. If you want to have CORVA board members speak to your group or attend your event, please let us know.

Thank you all. CORVA appreciates your support, your activism, your enthusiasm and your friendship.

WHEN DOES YOUR MEMBERSHIP EXPIRE?

Look on your mailing label to find out.

CORVA NEEDS YOUR HELP!

Here are the main projects that CORVA is involved with at this time. Please cut this form out and mail with your donation to:

CORVA

1500 W. El Camino Ave. #352
Sacramento, CA 95833-1945

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I AM DONATING TO:

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|-----------------------------------|-----------------|
| Legal Fund | \$ _____ |
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| Lawsuit against Forest Service | \$ _____ |
| Reopening of Clear Creek Area | \$ _____ |
| Funding the CA Desert Legal Bills | \$ _____ |
| Ocotillo Wells Lawsuit | \$ _____ |
| Funding work at: _____ | \$ _____ |
| Other Area: _____ | \$ _____ |
| General Fund (non specific) | \$ _____ |
| TOTAL | \$ _____ |

Please make checks payable to CORVA
(Donations are not deductible as charitable contributions)

(Continued from page 1)

The Goal of Collaboration Striving for Agreement on Snowmobile Access

Now that the mechanics behind Subpart C are understood, the difficulty inherent in process begins – what lies behind the simple description is rife for confusion and misunderstanding. But the Forest Service, after learning quite a bit from what happened in Subpart B, decided to convene a group of stakeholders to work together under the auspices of the Lake Tahoe Basin Management Unit, which has been tasked with tackling Subpart C. Since the Basin is a smaller land mass, it isn't quite a national forest, but the treasures under the control of the Basin qualify it as one of the most scrutinized entities under Forest Service control in California. Few places engender the passion that the area around Lake Tahoe draws so easily from residents and visitors alike, therefore any process, such as Subpart C, that defines a component of motorized use in and around the lake is bound to bring out high emotions among the participants.

And so our process begins. What is generally hoped in a collaborative process is that both sides will work together to find a compromise that doesn't reflect one side's hard-held beliefs or another's long-standing traditions, but defines an agreement all can live with, if not particularly like. By better understanding those who have come into the collaborative with different viewpoints, and bringing your best selves to the table, amazing conclusions can be reached. Having been part of some of these collaborative groups in the past, I have seen agreements honed that most would have not thought possible at the start. I've come to believe that there is a lot of value in collaborative processes with those who hold opposite opinions, and seek to end motorized access on public land. By the end of some talks I have experienced the most stalwart opponents leave the table content with the continuation of motorized recreation that is well-managed and well-maintained, on public land. This is the best of all possible circumstances, and it is possible.

The ongoing collaborative currently being conducted for Subpart C in the Basin started with a very different scenario. Stakeholders who have no wish to compromise on any of their long-held beliefs generally have no place in collaboration, yet were poised front and center in the stakeholder group. Collaboration holds that no one person seeks to control others, or tries to stifle even the softest of voices. Recreation enthusiasts, whether motorized or non-motorized, have so much in common – the love of the landscape and the beauty inherent in recreating outdoors – that the opportunity exists for reach out to each other stressing what is shared, rather than what is different.

For snowmobilers, the exhilaration inherent in the activity brings so much enjoyment that to ask them to compromise on even once acre of access is unthinkable, when the non-motorized recreationists have thousands of acres of Wilderness free of motorized and mechanized activity. But the reality is this collaboration has become more about hyperbole, and less about understanding. It's more about legal threats and less about reaching out to your fellow citizens, seeking clarification or information.

Motorized recreation enthusiasts are among the most generous people I have ever encountered, and in the snowmobile community it is evident that there exists a very 'live and let live' philosophy. Unless the collaboration regarding Subpart C changes a significant amount, I foresee that kindness perceived as weakness. As a motorized community we can no longer be plagued by misperceptions of weakness, therefore we must stand our ground. Because what over-the-snow enthusiasts are calling for; a free and open analysis conducted according to the rules defined by NEPA, is no less than what is absolutely necessary to ensure fairness during the upcoming Subpart C analysis. Arm yourself with knowledge and education, because that's what will see us through the day to a positive conclusion.

The CORVA Comments Project was formed during the Subpart B analysis of the Travel Management Rule, and has now taught over 400 motorized enthusiasts how to participate and comment on NEPA analyses. Subpart C will provide us with another opportunity to teach everyone we can how to comment substantively and participate all during this process. Be open to collaboration while understanding that the passion and enjoyment you derive from your chosen form of motorized recreation make you the most powerful advocate for your side.

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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher, CORVA VP of Land Resources and Public Policy

Land Use: Summary

2014 OHV Division Report

The OHV Division is required to prepare a report to the legislature every 3 years. The 2014 OHV Division Report was released at the February Commission meeting. This is a very extensive report and it is well worth reading. One section that was particularly noteworthy was on the economic benefits of OHV recreation.

Los Padres Wilderness Proposal Released

Stakeholder Input Requested.

Pacific Legal Foundation Plans Travel Management Lawsuit Against Plumas National Forest

CORVA supports action and will keep you informed of updates.

ESA Reform

A group of thirteen House Republicans calling themselves the Endangered Species Act (ESA) Congressional Working Group released a comprehensive report calling for the reform of the current Endangered Species Act. The legislators noted that the law had been on the books for more than 40 years and was in need of updating.

BLM Announces Release of Record of Decision on Clear Creek Management Area

CORVA is planning an appeal. Appealable and non-appealable aspects are included in the article.



USFS National Advisory Committee

Forest Planning Rule Implementation Meeting Held March 5-7, 2014 in Sacramento. CORVA attends as stakeholder.

Recreational Trails Program (RTP)

The Recreational Trails Program is on the cusp of being eliminated unless the overall funding mechanism for federal transportation projects is resolved. We will once again be calling upon you to reach out to your elected officials seeking their support for RTP. Please stay tuned.

Contribute to the ORIA!
Submit a "Letter to the Editor" to:
editor@corva.org



Land Use: Full Report

2014 OHV Division Report

The OHV Division is required to prepare a report to the legislature every 3 years. The 2014 OHV Division Report was released at the February Commission meeting. This is a very extensive report and it is well worth reading. One section that was particularly noteworthy was on the economic benefits of OHV recreation, which follows.

Economic Benefit Associated with OHV Recreation (California's OHMVR Program, a 40-year-old economic generator)

OHV recreation is essential to the American economy with an estimated \$66 billion in direct annual OHV-related expenditures nationwide. (Source: Outdoor Industry Association, 2012.) The benefit to California's economy is evident in the sales of OHVs, Recreational Vehicles (RVs), trailers, toy haulers, and parts/accessories. OHV recreationists occupy hotel rooms and campgrounds, and buy groceries and fuel throughout California. California's OHMVR Program's longevity bears testimony to this economic benefit.

1. An economic impact study currently being conducted by several industry associations has preliminary findings that indicate the direct annual OHV-related expenditures exceed \$10 billion in California.

2. These expenditures include OHV purchases such as tow vehicles and trailers, and trip-related expenditures like lodging, groceries, and OHV supplies. The OHMVR Division had previously sponsored a statewide Economic Impact Report in 1993. During the prior year, California State University, Sacramento (CSUS) had conducted detailed visitor surveys of each SVRA. The information CSUS compiled became the foundation for an extensive Economic Impact Report written by the Department of Agriculture and Resource Economics at the University of California, Berkeley. The report documented trends in OHV recreation (dual sport motorcycles and all-terrain vehicles (ATVs)), how many trips visitors made to OHV parks, what kind of equipment they bought and used, how many members of the family rode, and what they spent money on when they visited the SVRAs. The report concluded that 14 percent of California households enjoyed riding two million OHVs, spending \$7.7 billion on OHV equipment and transport vehicles, and contributing \$1.1 billion directly to the California economy.

What is Included in the Alternative 2a - The Preferred Alternative?

- The proposed Back Country Non Motorized (BCNM) land use zone was reduced slightly in the Black Mountain IRA to accommodate the Quail Trail relocation.
- The proposed Recommended Wilderness (RW) land use zone for the Salt Creek and Fish Canyon IRAs was

expanded to include two adjacent undeveloped areas along the abandoned "oil well" road and the Sawtooth/Warm Springs Mountain Road. Also, Forest Service non-motorized trails zoned as BCNM corridors were added back into RW.

- The proposed RW land use zone for Raywood Flat IRA (San Bernardino NF) was expanded to include the area around the South Fork of the Whitewater River while leaving a corridor of BCMUR along road 2S01.
- The proposed RW land use zone along the Cleveland NF Upper San Diego River Undeveloped Area was adjusted to provide a more manageable boundary.
- The proposed RW land use zone for the Cedar Creek Undeveloped Area was expanded to the east (up to the boundary of the Inaja Reservation). The land use zone allocation around the Cedar Creek Road was left as BC.
- The proposed RW land use zone adjacent to the Eagle Peak IRA was reduced slightly to accommodate future trail head development to the Three Sisters area.
- The land use zone for the King Creek Research Natural Area in the Sill Hill IRA was changed to RW.

These modifications are very focused and developed in response to comments on the Draft SEIS and to new information. All other aspects of Alternative 2a are the same as Alternative 2. The preferred monitoring alternative for all four southern California national forests is Alternative B.

This Proposed Amendment to the Land Management Plan is part of the Settlement Agreement approved January 3, 2011, in the case of California Resources Agency, et al vs. United States Department of Agriculture, and Center for Biological Diversity, et al vs. United States Department of Agriculture.

Los Padres Wilderness Proposal

Stakeholder Input Requested

The Central Coast includes some of the most diverse habitats and ecosystems found anywhere in North America. Los Padres National Forest, California's second largest national forest, rises from the Pacific Ocean to over 8,800 feet in elevation and provides habitat for 468 species of wildlife, including the endangered California condor and the southern steelhead. And the Carrizo Plain National Monument is home to an incredible diversity of plant and animal life, containing several threatened and endangered species, as well as the majestic Tule elk, Pronghorn antelope, and invaluable Native American cultural sites.

These public lands have been set aside for watershed protection, wildlife, cultural resource protection, recreation, open space, and other uses. These lands are vital sources of water for local communities and for agriculture, help support our economy by providing world-class recreation opportunities, and contribute to the character (Continued on next page)

and quality of life on the Central Coast. I want to ensure these resources are available for generations to come.

That is why for the last several months, I have worked closely with hundreds of local stakeholders and public lands experts to draft a legislative proposal to permanently protect certain areas and waters within the Los Padres National Forest and Carrizo Plain National Monument. The draft legislation would also designate the Condor Trail as a new National Recreation Trail, which, once complete, will provide a through-hiking or -horseback riding experience that rivals the Pacific Crest Trail in its recreational opportunities and astounding natural beauty.

Already, nearly 300 local landowners, businesses, elected officials, farmers, ranchers, civic leaders, wineries, recreation leaders, and outfitters are supportive of additional wilderness, wild and scenic rivers, and scenic areas in our region. A full list of supporters can be found at:

centralcoastwild.org/supporters

But in such a large geographic region, it is often difficult to reach everyone who cares about and recreates in these areas. That is why I am seeking public comments on this proposal from my constituents in the 24th Congressional District and other stakeholders in the region.

If you would like to submit a comment, please take the time to review the legislation and maps of the proposal and then email your comments to:

CA24WildernessComments@mail.house.gov

The deadline for submissions is Friday, April 4, 2014. My staff and I will review these comments and take them into consideration as we finalize the text of the legislation. Thank you for your interest. I hope you will join me in working towards the protection of these majestic places.

Sincerely,
Lois Capps, Member of Congress

Pacific Legal Foundation Plans Travel Management Lawsuit Against Plumas National Forest CORVA Supports Action

The long awaited lawsuit against the Plumas National Forest Travel Management Plan is expected shortly. The Plumas National Forest Travel Management Plan Decision was signed in 2010 by Forest Supervisor Alice Carlton. The decision was appealed by several parties including Sierra Access Coalition, Plumas County, Butte County, and the California Off-Road Vehicle Association. After a lengthy process, the Forest

Service categorically denied all the appeals. Following the denial of their appeals, Plumas and Butte Counties continued efforts to try and resolve matters. Both Counties conducted several meetings with Forest Service officials in an attempt to come to agreements on the issues that affect the citizens of their counties. Although there appeared to be some minor progress in project specific matters, road reclassification, and education efforts, there has been no progress in the important matters of “process,” especially in the matter of “coordination” with local County government, a legal requirement.

Details regarding the lawsuit are confidential at this point, but we will keep our members informed when details can be released.

SAC wants to thank all its supporters, including CORVA.

ESA Reform

(From the ARRA Newsletter)

A group of thirteen House Republicans calling themselves the Endangered Species Act (ESA) Congressional Working Group released a comprehensive report calling for the reform of the current Endangered Species Act. The legislators noted that the law had been on the books for more than 40 years and was in need of updating.

Their report suggested changes to ESA in four broad categories:

- Ensuring Greater Transparency and Prioritization of ESA with a Focus on Species Recovery and Delisting.
- Reducing ESA Litigation and Encouraging Settlement Reform.
- Empowering States, Tribes, Local Governments and Private Landowners on ESA Decisions Affecting Them and Their Property.
- Requiring More Transparency and Accountability of ESA Data and Science.

ESA reform is a tall order and not easily accomplished. One political observer described this as a “third rail” subject, meaning that most members wouldn’t want to touch the issue due to the political repercussions. Unfortunately, this assessment is exactly right. Even so, the Working Group Report highlights a real need and perhaps by floating this issue, in time others will see that updating this act is truly in the national interest. The current experience with the sage grouse issue in the west makes this initiative all the more compelling. If you are interested in seeing the full report, please visit: <http://esaworkinggroup.hastings.house.gov/uploaded-files/finalreportandrecommendations-113.pdf>



BLM Announces Release of Record of Decision on Clear Creek Management Area

CORVA Plans Appeal

After many delays the Hollister Field Office of the Bureau of Land Management released the Record of Decision and Final Resource Management Plan – Environmental Impact Statement (RMP-EIS) for the Clear Creek Management Area. The Record of Decision was originally planned for release May-June 2011. This is the latest event in the long saga of Clear Creek which was “temporarily” closed in May 2008.

For Clear Creek, RMP level planning decisions are no longer appealable, however implementation level decisions may be appealed to the Interior Board of Land Appeals.

The land use decisions outlined in the Approved RMP are not appealable to the Interior Board of Land Appeals. All protests on the CCMA Proposed RMP and Final Environmental Impact Statement (EIS) have been resolved, and the decision of the BLM Director is the final decision of the Department of the Interior (43 CFR 1610.5-2).

The decisions outlined in Record of Decision – Resource Management Plan, Section II(B), that implement the Clear Creek Management Area Approved RMP, are appealable to the Interior Board of Land Appeals, Office of Hearings and Appeals, U.S. Department of the Interior.

Appealable decisions include:

- Manage CCMA public lands as a Special Recreation Management Area (SRMA)
- Limit visitor use in the Serpentine ACEC to one half-hour before sunrise to one half-hour after sunset (i.e. day use only), except at Jade Mill Campground.
- Improve access and enhance facilities (i.e. routes, trails, designated camp sites, staging areas, etc.) to support non-motorized recreation opportunities at destinations with unique biological, natural and geologic features within CCMA.
- Provide motorized access on designated routes in the Serpentine ACEC for highway-licensed vehicles only.
- Authorize motorized access in the Serpentine ACEC by permits only, and limit visitor use to 5 days/year for motorized activities. Limit use for non-motorized activities to 12 days/year.
- Manage the Tucker and Cantua Zones with an emphasis on enhancing hunting opportunity and providing access for other non-motorized recreation opportunities.
- Improve access and enhance facilities (i.e. trails, designated camp sites, staging areas) to support non-motorized recreation opportunities in the Cantua Zone.
- Acquire public access to BLM lands in the Tucker and Cantua Zones. Improve access for motorized vehicles to Condon Peak.
- Provide a limited number of recreation facilities in the

Tucker, Condon, and Cantua zones to meet increased recreation demand while protecting natural and cultural values and providing for public safety.

- Continue outreach and education program to create public and visitor awareness of human health risks from exposure to airborne asbestos fibers in CCMA.
- Provide recreation information such as maps, brochures, and educational opportunities to enhance visitors’ experience on BLM public lands. Incorporate the best available information concerning: asbestos health hazards, OHV use designations, fire prevention, BLM regulations, and natural resources of the area into educational materials and on all maps, brochures, and kiosks.
- Cooperate with adjacent private landowners on land management activities to the extent possible.
- Maintain existing visitor use facilities outside the Serpentine ACEC, and mitigate human health risk from asbestos emissions inside the Serpentine ACEC through evaluation of dust suppression or surface hardening techniques.

The following land use planning decisions are non appealable. These were addressed in the RMP-EIS.

- Prohibit special recreation permits for organized events in the Serpentine ACEC.
- Designate the Serpentine ACEC as a “Limited” vehicle use area.
- The Limited Use area designation shall be defined as restricting motorized use to a concise network of designated routes providing access to key points within the area as a scenic touring route.
- Manage the Condon Zone with an emphasis on enhancing hunting opportunity and other non-motorized recreation opportunities, while providing for limited motorized opportunities.
- Authorize access into the ACEC for scientific studies, research, and education for accredited institutions and for individuals on a case-by-case basis. Access authorizations would stipulate health and safety mitigation measures, as appropriate.
- Enforce temporary closures year-round to protect persons, property, and public lands and resources, especially during periods of extreme wet conditions and during periods of extreme dry conditions.
- The RMP-EIS follows the Proposed Action/Preferred Alternative released previously.
- The “Red Zone” or Serpentine ACEC would be open by permit only to highway licensed vehicles, and use limited to 5 days/year for motorized activities on Level 3 or 4 roads only.
- In the Tucker, Condon and Cantua areas travel would be limited to designated routes only with highway licensed vehicles or ATV/UTV’s.
- See table for exact mileage open and closed.

(Continued. on next page)

Route Designation Table

Management Zone Route Designation (Miles)

- Serpentine ACEC Open = 32; Closed = 195; Administrative = 88
- Condon Open = 24.5; Closed = 0
- Tucker Open = 30*; Closed = 0
- Cantua Open = 30*; Closed = 0
- San Benito River Open = 0; Closed = 0
- TOTAL: Open = 86.5*; Closed = 195

(*) Based on approval of Travel Management Plans outlined in TRANS-E3. Opening these routes will require additional planning.

The BLM has three principal levels of land use planning decisions: the RMP level, the activity level, and the site-specific level. This RMP focuses on broad resource objectives and direction while providing some activity-level guidance and site-specific decisions. The protest review for the RMP EIS was conducted last year and did not result in any significant changes to the Proposed Action analyzed in the Final EIS.

CORVA retains standing to file an appeal and is analyzing the document at this time.

USFS National Advisory Committee

Forest Planning Rule Implementation Meeting Held March 5th-7th in Sacramento

Forest Plans are all important documents that determine how our National Forests are managed and what use occurs there. Although they do not usually designate specific trails, they indicate where different types of recreation may occur and where motorized use will be allowed. Because of this CORVA pays close attention to any Forest Plan revisions or changes, especially those that might affect recreational use on US Forest Service lands.

The Sierra, Sequoia and Inyo are three of eight national forests that have been selected as “early adopters” meaning they will be the first to revise their land management plans using the new National Forest System Planning Rule, completed in 2012. The planning rule provides the framework for U.S. Forest Service land management plans across the nation.

On December 24, the U.S. Forest Service’s Pacific Southwest Region released the final forest assessments for these forests along with the Bio-regional assessment, and the preliminary Need to Change document. The “Need to Change” document will drive how the Forest Service revises its management plans.

What is the U.S. Forest Service Planning Rule?

The Under Secretary of Agriculture for Natural Resources and Environment has signed the 2012 planning rule for land management planning for the National Forest System. The planning rule provides the framework for Forest Service land management plans across the nation.



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Recreational Trails Program

As we have written before, the current federal transportation authorization is set to expire September 30th. Since the Recreational Trails Program (RTP) is a part of that authorization, we are following very closely any developments with this legislative process. President Obama just unveiled a multi-year, \$302 billion surface transportation plan, the Chairwoman of the Senate Environment and Public Works Committee has said she intends to circulate a draft bill by April, and the Chairman of the House Transportation and Infrastructure Committee has promised a reauthorization bill by August.

The wheels are turning and we are seeing a more aggressive timetable develop than most observers had expected. The major sticking point is the fact that the federal fuel excise tax no longer generates sufficient revenue to fund the Highway Trust Fund. Supplemental funding to cover the shortfall is the major hurdle that has to be overcome. Adding further pressure to the entire situation are recent comments by the Secretary of Transportation saying that the Department may begin bouncing checks as early as August unless there is a new infusion of funds.

The nation’s Governors are sufficiently concerned since the states are dependent upon federal funding for most transportation improvement/maintenance projects. It is hard to commit to multi-year construction projects when funding levels are uncertain. All of this means that programs like the Recreational Trails Program are on the cusp of being eliminated unless the overall funding mechanism for federal transportation projects is resolved.

We remain on high alert. We continue to build support for RTP in the House and the Senate. We have had meetings in more than fifty Hill offices, identified and recruited new champions, and solidified support among existing champions all in an effort to be prepared for this legislative battle. In due course, we will once again be calling upon you to reach out to your elected officials seeking their support for RTP as well. Please stay tuned.

Managing Director's Report (Continued from page 1)

and OHV recreation well, keeping trails open when proposed for closure, shortening seasonal closures in forests, and planning new OHV opportunities.

Now CORVA has taken on the role of advocating for snowmobilers, in their fight for continued existence in the Lake Tahoe Basin Management Unit. As in many other areas, there is an organization with a stated goal to eliminate all snowmobile use around Lake Tahoe. There is no lack of hyperbole or exaggeration against motorized over-the-snow recreation that has been thrown at these efforts, but this time it won't succeed. CORVA is on the spot, making sure snowmobiling will have a place in the winter landscape for many years to come. With the assistance of the American Council of Snowmobile Association, an organization that has tirelessly defended over-the-snow travel throughout the United States, CORVA is moving forward, bringing with us our experience and knowledge, and a group of smart and dedicated individuals standing next to us, fighting the good fight.

To help CORVA in our efforts, we have a new website to highlight issues that are important to you and to highlight all those who are helping and supporting our hard work. We have a long listing of CORVA Clubs, and great Business Affiliate members and Industry Supporters. It is only with their help and the help of our members that we are able to accomplish our goals. If you see their logo on our website, we're asking all our members to give something back to them, and when you visit their stores or buy their products, please let them know you saw their ad on the CORVA website.

Our new website is here to serve our members. Check out our Gallery page, with photos of shows and events CORVA has visited for over 3 years. If your club wants to highlight

some photos of a clean-up or an event, we would be happy to give you a page you can show all your friends. And it's easy to have your friends join CORVA, renew your membership to CORVA, or make a donation to CORVA – just look for the buttons on our new Home page.

Many other issues are coming to forefront:

1. CORVA is working the Air Resources Board to make sure studies in regards to Red Sticker Motorcycle use are conducted fairly. Many other organizations are involved as well, including the American Motorcyclist Association, and all of us have the same goal in mind to protect red sticker motorcycle use and competition far into the future in California.
2. Forest Plan Revisions are ongoing, and during this past month CORVA met with the Forest Service national advisory group for forest planning. As the sole OHV representatives on the steering committee for forest planning, CORVA takes this role very seriously. Forests provide many opportunities for motorized recreation around the state. If your local forest is engaged in forest planning, please get involved!
3. As OHV enthusiasts, we cannot let those who file lawsuits get the better of us by sitting and watching on the sidelines. When we are given the opportunity to act, we must do so to keep OHV access open, but have to understand that legal efforts cost quite a bit of money. We all have to shoulder those costs. CORVA has a legal fund dedicated to pursuing legal actions to protect motorized. If your OHV roads, trails and areas are precious to you, donate to our legal fund to help keep them open.

Clubs Give Back to the Off Road Community

By Diana Mead, Northern Regional Director

In September of 2013 and March of 2014, East Bay Hi Tailers (EBHT) and Escarabajo Off Road Club initiated and delivered effective work weekends at Frank Raines Park in Patterson, CA. Working in conjunction with park staff, projects were proposed, approved and executed!

Frank Raines is a county park, one of two in Stanislaus. Both the park and the Sheriff's Dept apply annually for grants through the OHV program. The volunteer labor hours that drives these weekends provide some matching funds needed for the grants applications.

The actual projects are matched to the volunteers skills. EBHT has a heavy equipment operator and Escarabajo has two former US Forest Service employees, who work together

to design, build and maintain the water bars throughout the park. There are many others doing the shovel and rake work too! Although the campground is used by many who don't play in the off road portion of the park, it is the off road community's volunteers who also deliver those matching fund hours to clean up the sites and the hall. This work is done by the young families who can't as effectively wield a shovel. There is no problem getting little hands to pick up cans for recycling, pine needle clumps for mulch, etc. especially when there are reward competitions!

These partnerships with our recreation places are a part of what we contribute for the "right" to access our trails. They also vest us in our parks and vest the staff that we support, in us. Thank you EBHT and Escarabajo.

Attention all CORVA Members and Clubs

CORVA's Annual Meeting will be held May 17th, 2014 starting at 9am at the Santa Maria Inn in Historical Santa Maria California. This meeting is open to all, and will feature elections for the CORVA Board of Directors, discussions on off-road areas that affect all of us, and the CORVA Annual Awards. Please remember that all nominations for awards must be submitted before the meeting.

Open Nominations for the 2014 CORVA Board are: Vice President of Administration, Vice President of Education, and Treasurer. We are also looking for new Regional Directors for Clubs (both North and South), and anyone interested should contact the Regional Directors for North and South for more information.

See the below for the requirements for the CORVA awards, which are voted upon by the CORVA Board of Directors after hearing nominations. Also, please contact us if you are interested in any of the available positions. This meeting is open to all, so please attend and let us know your concerns and to hear about current issues.



George Thomas Memorial Trophy For Off Roder Of The Year:

This trophy is presented to the one individual whose contributions to the betterment of off-roading during the preceding year are worthy of this very special recognition. The recipient may be any individual who has provided special help to off-roading. The person does not have to be a member of CORVA or any affiliated organization. The nomination should be submitted with an explanation of the individual's accomplishments.



Looney Duners Trophy to Charity:

To be eligible for this award, the club must belong to CORVA. The award goes to the club that donates the most time and effort to charity. Money is not a factor.



Los Aventureros State Conservation Award:

This award is presented to the individual club, which during the year, has contributed the most towards conservation. Please contact us for more details.



American Buggy Association Political Activism Award:

To have one's name added to this plaque requires exceptional activity in dealing with elected officials and civil servants. This means personal contact as well as effective letter writing. While significant success is not always possible, it is important that some progress toward a goal was achieved. In addition, this person's efforts should always increase the perception of CORVA as a political powerhouse.



Northern & Southern Club Awards:

These awards are given annually to one club in each region, Northern and Southern. Each club shall submit what it deems to be its outstanding project for the year. These projects will be considered by the Board of Directors, which shall award the trophy to that project it deems best bolsters the image of off-roading. If your club has done a project please apply.

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SIERRA CHAPTER	\$750.00
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VFW BEATTY 12108 INC	\$50.00
VENTURA COUNTY MOTORCYCLE CLUB	\$500.00

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Thank You

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CORVA CALENDAR

April:

- 4/5 35th Annual Escarabajo Off Road Rally – Frank Raines Park
- 4/8 Los Padres OHV Leadership Meeting

May:

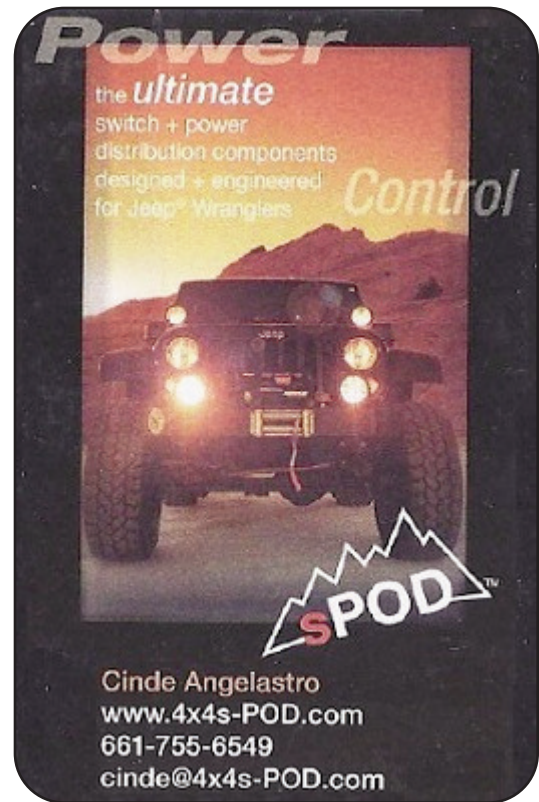
- 5/17 CORVA Annual Meeting

June:

- 6/13-15 Big Bear Forest Fest



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On-Going Meetings

Friends of El Mirage (www.elmirage.org): 2nd Wednesday

Friends of Jawbone (www.jawbone.org): 3rd Wednesday

CORVA Board Conference Call: 4th Monday

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