

# CORVA

CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION

[www.corva.org](http://www.corva.org)

## Off-Roaders in Action

### Winter 2015

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

# POLITICS, YOU CAN DO THIS!

Diana Mead, Assistant Northern Regional Director - Legislation

**The off highway recreation community has a problem. Actually, we have way more than one problem, but this particular fault is something each of us can influence.**

We tend to become politically aware and motivated only when our recreation is threatened, as in CLOSURE Pending. Then, there is a lot of foot stomping, foul language, seeking a scapegoat, and searches for solutions that will allow us to continue to recreate as usual. As Dr. Phil says, "how's that working for you?" Not all that well.

Last year, as N. Director, I have learned to incorporate the sales process into off highway recreation advocacy. Put another way, I have learned to play politics. What is even better, I am enjoying it.

We all have history. Mine includes sales positions with some pretty big companies. The basic tenant of sales, "what's in it for the buyer," once adopted, is useful in every single negotiation in life. The fun ones like buying a new car, and the not so fun ones like fighting for the Carnegie SVRA expansion. Aside from the school wrapping paper and cookie dough fund raisers, virtually no one will buy something they don't need or can't use.

So, we begin with homework. Who am I trying to reach and why will they be interested? If there is absolutely nothing I can put on this persons proverbial "table", my conversations with them are strictly to build some sort of relationship that might prove helpful some other time. This is largely true of our adversaries, those who HATE OHVR. There is benefit in knowing who they are and how often they turn up. Do they have influence? With whom or what? Might it be helpful for them to know I am someone to be reckoned with or would it be better for them to think I am friendly, but lacking in intelligence?

I have learned to meet and greet, while recreating, at the many meetings I have been attending, and by becoming recognized by my representatives. It has taken over a year of effort, but I am now sought after when an OHVR perspective is warranted. Further, I have educated my representatives that the OHVR perspective is important to them. Why???

Our political representatives value votes and whatever transposes to votes. In many cases this means money, which, if we have any, we usually spend on our recreation. Envision the money as a great white shark, ready to eat everything smaller than it, growing ever larger as it feeds and wins. So, we can't be a shark, great white, tiger or nurse. Our adversaries can. They are consummate fund raisers and well connected. They can often get the law suits they file against us paid for.

What is left to us? Grass roots advocacy: lots of little fish, school them together to resemble a whale, the bigger the whale, the greater the opportunity we represent to a politician and the more likely we are to intimidate the shark. The whale represents votes, lots of votes.

In the two weeks before the November 4th, I contacted the two individuals running for Assembly District 16 which includes the expansion area of Carnegie SVRA. I simply asked each one, what they thought about the expansion and what kind of support the OHV Recreation community and the state might expect from them. It may have been better to ask this question earlier in the campaign to give the candidate time to research what is in it for them. Then again, the answer we hoped for was a willingness to engage and explore the issue. We received this from one candidate, the other did not respond.

CORVA was able to partner with the Carnegie advocacy group on an email blast to district voters that one candidate expressed interest. As a progressive voter, I dislike endorsements. An endorsement suggests only one issue has merit and OHVR folks come in all flavors. On the other hand, documenting a question and asking for feedback allows for education, a chance to know more about a candidate than one might have known. Or, as in this case, the information for voters that our question didn't warrant a response from a candidate. The candidate who expressed interest won the election. She also grew up off roading. The other candidate did reach out through a relative who also happens to be an off roader, that he would talk with me after the election. Guess he probably won't now.

It is hard to say what effect our email blast had over the election but I am making the connections, as are others in CORVA. We welcome you to do the same, but, at a minimum, we need you to be a member of CORVA. Help us grow the whale that represents your voice. Spend the thirty dollars and give us some extra to fund the various fronts we are engaging. Support our associate members, who contribute more to the school because they understand the value of a bigger voice. Talk about our recreation and invite others to play with you. Be a considerate Off Highway recreationist. Teach your children to take care of our trails and to recreate safely. Be proud of what OHVR is in California, and how our program is self sustaining.

Help CORVA be a solution to our problem.



# CORVA COMMENTS ON THE DESERT RENEWABLE ENERGY CONSERVATION PLAN

Amy Granat, CORVA Managing Director

The Desert Renewable Energy Conservation Plan (DRECP) is a draft document released by the BLM earlier this fall, intended to assist the BLM with placement of alternative energy developments throughout the California Desert District. CORVA has participated throughout the process for the DRECP as a member of the Stakeholder Committee, representing off-road and motorized vehicle enthusiasts.

We know how important access is to all who engage in the wide spectrum of recreational activities throughout the desert landscape. Because people use motorized vehicles as a form of access for everything from traditional off-highway activities to rockhounding and mineral collection, camping, hunting and racing, CORVA felt it was imperative to submit the very best

comments in order to place important off-road recreation off-limits to any type of development. All forms of recreation deserve protection in the California desert areas, as they provide economic benefits for local communities. Access through motorized means also provides health benefits for hard-working citizens looking for opportunities to spend quality time with friends and family away from urban environments. Motorized vehicles also provide a method of access for the elderly and disabled who are unable to enjoy the desert scenery in any other manner. All in all, motorized vehicles serve a necessary role in the California desert.

CORVA recognizes there are many competing interests including alternative energy development in the California desert. While the DRECP will ultimately provide a fast-track analysis for companies looking to develop facilities on public land, these companies

must be recognized as commercial enterprises motivated primarily, if not exclusively by profit. Conversely people recreating throughout the desert landscape are driven by purer motives, wishing to enjoy the beauty and incomparable landscapes existent in our California desert areas. As such, it is incumbent on all the DRECP partner agencies to put the needs and wishes of the citizens above the profit seeking commercial enterprises whenever possible.

We encourage all our members to participate with federal agencies and land use analyses that may affect their access. While we provide comments as an advocacy organization, comments from a personal viewpoint are also really important for agencies to read and understand. CORVA stands ready to educate everyone seeking to take a part in the process while doing our best to represent our members' interests.

## CORVA TALKING POINTS

**CORVA is involved in efforts to defend your freedoms and bring off-road access and recreation into the mainstream in California.**

We are hard at work on the following issues throughout the state, working to change the conversation about OHV and motorized access by acknowledging the need for exploration, by enhancing the vision of motorized vehicles and by relating our members' wants and needs to politicians and agencies statewide.

### California State Issues

1. Working with BLM National Office to improve Planning 2.0 efforts in regards to rural areas and socioeconomic analyses in California. Since rural counties support OHV recreation and access, it makes sense for OHV

organizations to support rural counties. Acknowledging the positive economic impact OHV recreation has on the economy can help us expand access!

2. Working with the Forest Service to help define the future of forest planning throughout Northern & Central California. CORVA is on the steering committee of the Sierra Cascades Dialog working alongside conservation organizations to expand knowledge and understanding of OHV access.

3. CORVA is also working with the California Air Resources Board in their assessment of the Red Sticker program revision from determining the proper criteria for analysis to checking on testing of motorcycles.

Continued on page 4



Talking Points, continued from page 3

### California Desert District

1. CORVA has been involved in the Special Recreation Permit since the beginning, helping to set the rules for groups to get permits from BLM offices.

2. CORVA represents OHV enthusiasts on the stakeholder committee for the Desert Renewable Energy Conservation Plan. Through our efforts, existing OHV areas have been protected from alternative energy development.

3. From El Mirage to Jawbone Canyon, CORVA members and directors have been active in the communities that support these OHV areas and in future planning of increased access.

4. CORVA has had a representative in the stakeholder group for the Western Mojave Travel Management Plan since the beginning. Draft documents per the court ordered trail designation will be released soon and CORVA is planning to hold Comments Project classes, teaching enthusiasts how to write substantive comments.

5. CORVA directors are also involved in the San Bernardino NF Adopt-A-Trail program and Leadership Team, the largest adopt-a-trail program in the country.

6. CORVA has continued our involvement with Johnson Valley OHV Area as we were one of the earliest members of the OHV community to speak with the military and stand up for the rights of off-roaders.

### Central California

1. CORVA is a member of the Dinky Creek Collaborative, Federal Landscape Restoration Project working to restore sustainability to areas in the Sierra National Forest while allowing OHV to continue.

2. One of the directors of CORVA has worked with the BLM to develop a new trail system in the East Temblors area, one of the first new planned OHV areas in the state.

3. Working with local groups, CORVA represents interests in Forest Plan Revisions for the 3 early adopter forests; Inyo, Sequoia and Sierra National Forests.

4. It is also important to work with politicians when they plan to change designations or propose new Wilderness designations in Congress. We are currently working with Congresswoman Lois Capps' office to protect OHV access in the midst of negotiations for new Wilderness areas.

### Northern California

1. The Sierra Nevada Conservancy, a state agency under the Department of Natural Resources has started a 'Healthy Forest Initiative' to determine the future of communities and forests in Sierra Nevada Mountain Communities. CORVA represents all recreation interests in this initiative.

2. Working with locally based Sierra Access Coalition, CORVA is working on suing the Plumas National Forest over their Travel Management Plan. Our case should be filed by the end of the year.

3. A CORVA director is involved with the advisory committee for the Rock Creek Motorcycle Area in Eldorado National Forest

4. CORVA actively supports the expansion of Carnegie SVRA by working with politicians on lobbying efforts and bringing together constituents who also support the expansion.

5. A number of members and directors of CORVA filed protests and appeals of the Clear Creek Management Area Travel Management Plan, which

have still not been addressed by the BLM.

6. CORVA works with the Rubicon Trail Foundation on issues critical to continued travel of the Rubicon Trail, and supported the removal of the Clean-Up and Abatement Order from the Rubicon Trail.

7. A number of our board members and members continue to negotiate with the Eldorado National Forest to reopen trails closed subject to mitigation measures per court order.

### Southern California

1. Early on, CORVA recognized the danger of the lawsuit filed against Ocotillo Wells State Vehicular Recreation Area (SVRA), and asked the court to intercede as interveners, giving us a seat at the table for any negotiations and enabling us to work closely with the Attorney General's office in the defense of this very important area to the OHV community. Later on, we welcomed more members of the OHV community to our legal efforts when they asked to join our legal efforts.

2. To support those efforts and the overall conditions of the SVRA, directors of CORVA serve on the board of Friends of Ocotillo Wells SVRA.

3. Two members of CORVA's Board of Directors serve on the Imperial Sand Dunes Advisory Committee, making sure access and conditions to the dunes continue unimpeded.

All the efforts above, and much more, are thanks to the hard work of our Board of Directors and members of CORVA. All the above efforts are thanks to memberships and donations to CORVA. Without this support, we cannot continue these efforts. Thanks to everyone for your support.



# MIXING ENVIRONMENTAL PROTECTIONS WITH OHV DESIGNATIONS, THE HYBRID S.414

Randy Banis, [www.deathvalley.com](http://www.deathvalley.com)

## Last fall CORVA was asked to review and comment on a draft version of the California Desert Conservation and Recreation Act.

Several members of the Board of Directors carefully reviewed the bill's proposed language and maps, and studied a GIS-based OHV route analysis done by DeathValley.com. CORVA board members found that the bill proposed to designate OHV Recreation Areas and to protect OHV roads and trails on 1.7 million acres in the California Desert. As a result, CORVA and other major OHV organizations responded with several requested various changes in hopes of securing additional protections for OHV through conditional letters of support.

In February, S.414, the California Desert Conservation and Recreation Act of 2015, was introduced in the United States Senate and it incorporated a number of CORVA's requested changes. Although CORVA continues to seek additional protections for OHV,

there are several benefits to motorized recreation in this bill, including:

- Congressionally designated Off-Highway Vehicle Recreation Areas for Dumont Dunes, El Mirage, Rasor, Spangler Hills and Stoddard Valley OHV Open areas which will be off-limits to renewable energy and other types of development
- Congressionally designated Expansion Study Areas for the Spangler Hills and El Mirage OHV Recreation Areas
- Protections for 1,750 miles of designated OHV roads and trails all across the California Desert
- A net increase of 33 miles of designated OHV roads and trails
- 107 miles of Congressionally designated OHV trails in the Vinagre Wash area, including 70 miles of new trails
- Two new federal advisory committees with seats specifically for OHV, hunting and rockhounding representatives

For decades CORVA and other OHV associations have asked Congress to designate OHV open areas and OHV routes in the California Desert. Since S.414 proposes to do this, CORVA's board members believe it is important to engage closely on this bill to make it as strong as possible in its protections for OHV recreation.

To download DeathValley.com's GIS analysis, visit: <http://www.DeathValley.com/cdcra/report>



We would like to know what CORVA members think about this bill, and what it represents to OHV opportunities in California. Send your comments to [info@corva.org](mailto:info@corva.org), or letters to CORVA, 1500 W El Camino #352, Sacramento CA 95833.

## COME ENJOY HUNGRY VALLEY SVRA – CORVA FAMILY FUND RUN - MARCH 28, 2015

Linda Wucherpfennig, CORVA Assistant Southern Regional Director - Clubs

### Are you ready for some FUN!???

Well come on out and join CORVA for our Family Fun Run on Saturday, March 28, 2015, at the Hungry Valley State Vehicle Recreation Area (SVRA) located in Gorman, CA. Registration opens at 8:00 AM.

Due to popular demand!! We have moved the event back to the Aliklik Campground which is located next to the ever challenging and fun 4x4 Obstacle Course. The Poker run course continues to be a very popular route that is fun for the whole family with some alternate hard routes for

those that want to take a ride/drive on the wild side!

Hot dog lunches will be available when you return to the event site for a modest donation and of course our ever popular Tri-Tip dinner is available for a suggested donation of \$10.00 per person.

Still not enough fun to be enjoyed!?? Then be sure to join us for the infamous CORVA Dog Show! We will have multiple categories and every dog is a winner! All breeds are welcome and remember to keep your puppies safe and always have them on a leash! It's also the SVRA rules!!

There will also be our traditional after dinner campfire (conditions

permitting) where we will be announcing the results of the poker run and the CORVA raffle begins!!

All donations and proceeds will go towards CORVA's continued representation, education and advocacy towards Public Land Access for ALL!

If you would like to volunteer to run a poker stop, assist with registration and/or the dog show, please email Linda Wucherpfennig, [linda.wucherpfennig@corva.org](mailto:linda.wucherpfennig@corva.org) with your contact information.

Looking forward to saying howdy to some old friends and also making new friends!!

Please see the EVENT FLYER on page 6 for details!

# FAMILY FUN RUN

Aliklik  
Campground



MARCH 28TH, 2015

## POKER RUN

Hungry Valley  
SVRA  
Gorman, Ca.

Prizes from



Prizes from



**CORVA**  
CALIFORNIA OFF-ROAD  
VEHICLE ASSOCIATION  
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### EVENT INFO

- WHERE:** Hungry Valley SVRA- Gorman, Ca  
Registration at Aliklik Campground, Follow signs from either entrance.  
Registration 8:00 a.m. to 1:00 p.m. Saturday 3-28-15  
Pre-Registration available at [www.corva.org](http://www.corva.org)
- WHEN:** Saturday, March 28th, 2015  
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 Dog Show 4:00 p.m. after Dinner 5:00 p.m. Raffle 6:00pm and Camp Fire following dinner  
hot dogs will be available for lunch
- 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: \$10.00  
Raffle & 50/50 Tickets \$1.00
- HOW:** POKER RUN- BEST 5 CARD HAND WINS  
Games- Highest total points wins  
1st, 2nd, 3rd, Place Prizes Awarded
- WHY:** FUN FOR THE WHOLE FAMILY!!! SHOW YOUR SUPPORT OF CORVA

Contact  
Linda Wucherpfennig  
626-483-1891

# 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:

- |  |         |
|--|---------|
| <input type="checkbox"/> CORVA T-Shirt (Shirt size: _____)   | \$20.00 |
| <input type="checkbox"/> CORVA Cozzies (set of two)  | \$10.00 |
| <input type="checkbox"/> CORVA Trucker Hat   | \$20.00 |
| <input type="checkbox"/> CORVA Stickers - Small  | \$2.00  |
| <input type="checkbox"/> CORVA Stickers - Large  | \$10.00 |
| <input type="checkbox"/> T-Shirt and Hat Combo (Shirt size: _____)   | \$26.00 |
| <input type="checkbox"/> Gift Pack Combo #1<br>(Incl. 1 trucker hat, 2 coffee cups, 2 cozzies and 1 sm sticker)                            | \$40.00 |
| <input type="checkbox"/> Gift Pack Combo #2 (Shirt size: _____)<br>(Incl. 1 t-shirt, 1 trucker hat, 1 coffee cup and 1 sm sticker)         | \$40.00 |
| <input type="checkbox"/> Gift Membership<br>(Incl. 2 stickers and monthly newsletter. We'll send an acknowledgement along with your gift.) | \$30.00 |

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

## Ordered by:

Name \_\_\_\_\_

Email (for order confirmation) \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_

Zip \_\_\_\_\_

### This is a gift for:

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State \_\_\_\_\_

Zip \_\_\_\_\_

### 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](mailto: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.

# LAND USE UPDATE

Bruce Whitcher, CORVA VP for Land Resources and Public Policy

## Snow Mountains-Berryessa National Monument Proposed Area would include motorized trails

The future of about 350,000 acres of federal lands north of the Bay Area likely now rests in the hands of President Obama and his Interior Secretary, Sally Jewell.

Proponents of special protections for the huge, biologically diverse tract of land have changed their strategy. For years they've been pushing Congress to create a national conservation area that includes a mishmash of federal lands stretching from Lake Berryessa, 100 miles north to Snow Mountain in the Mendocino National Forest.

But as bills from Democrats Mike Thompson and Barbara Boxer have languished in the House and Senate, respectively, the call has gone out for President Obama to use his executive power and designate the lands instead as a national monument. That status would create similar protections from development. It could also become the largest national monument in California, rivaling the newly created San Gabriel Mountains National Monument in area. For guidance on the matter, Obama will look to Jewell, who was in the region lately attending town meetings and even slogging across creeks to get a sense of the landscape and the range of opinions surrounding its future.

"I'm not prepared to make a recommendation," Jewell told me following a recent public meeting in Napa. "I've just been absorbing the information here." Jewell admits that there's "a lot of complexity here — different landowners, a man-made lake, there's a lot of factors that need to be taken into account."

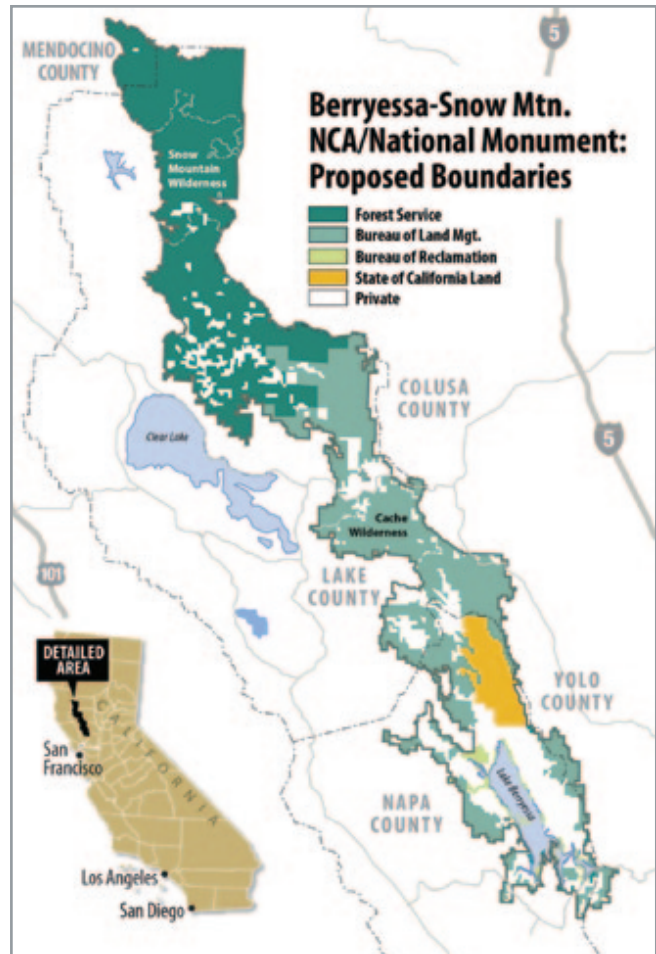
The "man-made lake" to which she refers is Berryessa, created in the 1950s with the construction of Monticello Dam, near the town of Winters. Local opponents to the designation say the lake, while picturesque, doesn't merit special protections. They fear that national monument status would curtail activities like hunting and motorized watercraft on the lake. Thompson has repeatedly assured them that it would not.

Ultimately, the specific restrictions put in place for national monuments and conservation areas depend on how the management plan is eventually written by federal land managers.

Thompson said by his own count of comment cards at the Napa town meeting, sentiment was running about 80/20 in favor of a national monument or national conservation area. The state of California (via its Natural Resources Agency) has joined area legislators and conservationists in calling on the president to use his pen to put protections in place.

Jewell says her preference is still to protect the area by legislation, but "in a number of instances the president has used his executive authority because Congress has failed to act, not because they have disagreed, they just have failed to act, and that is the case here."

"I don't care how we get it done," added Thompson in a separate interview, "just so we protect it."



## Jawbone OHV Area Land Purchase Completed

The Off Highway Motor Vehicle Recreation (OHMVR) Division recently completed the purchase of approximately 28,275 acres of checkerboard private property that had been the Onyx Ranch. For a long time this land has been used for OHV recreation and ranching. We applaud the use of OHV registration fees to purchase this land so it can continue to be enjoyed for OHV recreation. Had this purchase not gone through the checkerboard lands may have been developed for other uses which could have forced the closure of the BLM Jawbone area public checkerboard lands to OHV's and all other forms of recreation.

## Proposed Eastern Kern County Acquisition –Onyx Ranch

The Off-Highway Motor Vehicle Recreation (OHMVR) Division has acquired approximately 28,275 privately-owned acres in eastern Kern County. The 59 parcels proposed for acquisition are largely interspersed in checkerboard fashion with lands owned by the U.S. Bureau of Land Management (BLM), with some parcels adjoining the Sequoia National Forest or lands under other private or public ownership. The



project parcels are currently used for off-highway vehicle (OHV) recreation, grazing, camping, wildlife viewing/birding, and other activities.

Motorized travel, including OHV recreation, occurs throughout much of the area, largely on designated roads and trails. A few of the project parcels are within the Jawbone Canyon open area, in which vehicles are not restricted to designated routes. By acquiring the parcels, the OHMVR Division hopes to be able to improve overall management of the area as land managers would have complete access to manage and support the recreational uses, protect sensitive resources, and restore and rehabilitate damaged areas.

It will be wise for Off Roaders to be fully engaged to make sure the anti access organizations do not get a bunch of the area designated as off limits to OHV for conservation. Stewards support conservation, but this OHV area is not an appropriate place for exclusive conservation. It is going to be extremely important for Off Roaders to be heavily engaged in the planning to ensure that OHV recreation remains the priority for these lands bought with OHV funds.

### **BLM Issues Decision for Bakersfield Resource Management Plan**

**BAKERSFIELD, Calif.** - The Bureau of Land Management (BLM) today released the Record of Decision (ROD) for the Bakersfield Resource Management Plan and Environmental Impact Statement (RMP/EIS), providing direction for the management of approximately 400,000 acres of public lands and 1.2 million acres of mineral estate in Ventura, Santa Barbara, San Luis Obispo, Kings, Tulare, Madera, eastern Fresno and western Kern counties.

The plan provides a framework for managing public lands within the Bakersfield Field Office for recreation, travel management, oil and gas development, threatened and endangered species, grazing as well as other resources. It also provides management direction for acquired lands including the Piedras Blancas Light Station, Naval Petroleum Reserve 2, Atwell Island and Cyrus Canyon.

“We developed the plan through close coordination with stakeholders and the public,” said BLM Bakersfield Field Manager Gabriel Garcia. “It represents the best combination of management decisions to both sustain the valuable resources the BLM is entrusted to manage and meet the needs of the community for the next 20 years.”

The ROD focuses on six key components that support the BLM’s ‘multiple-use’ mission:

- Providing further guidance to responsibly meet the demand for energy development including oil and gas, wind and solar energy.
- Managing multiple recreational uses including hiking, mountain biking, horseback riding, off-highway vehicle (OHV) use and other types of recreation.
- Protecting threatened and endangered species, critical habitat and cultural and paleontological resources.
- Managing livestock grazing to provide for economic benefit and vegetation management while protecting other resources.
- Balancing the necessity for a travel network with protection of natural and cultural resources.
- Addressing climate change impacts and monitoring.

The new RMP puts in place new best management practices for oil and gas leasing to address air quality and water resources and ensure safe and environmentally responsible development. It also contains an updated Reasonable and Foreseeable Development for oil and gas production and incorporates best available science to inform analysis on new leasing and decision making. Additionally, the new RMP carries forward 4:1 mitigation requirements for habitat disturbance as well as operational restrictions to avoid impacts to sensitive species.

The plan also incorporates several recreation management objectives to address the changing needs of the area’s diverse user groups and improve management of the existing trail system. A Travel Management Plan that directs road and trail uses, including the popular east Temblors and Keyesville areas, is also included in the decision, enabling the BLM to better manage current use and increase opportunities for recreation within the Bakersfield area. The TMP includes routes for OHVs and other types of recreation.

In addition, the plan includes key conservation provisions to address important biological and cultural resources including the protection of over 100,000 acres under the Bureau’s Areas of Critical Environmental Concern (ACEC) designation. Management direction in this part of the plan in particular incorporated comments and feedback received from the public during public scoping, helping the BLM identify important areas for protection.

Continues on page 11



**Redlands**  
REDLANDS AUTO PLAZA

CHRYSLER Jeep RAM MAZDA

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# FEINSTEIN INTRODUCES UPDATED CALIFORNIA DESERT PROTECTION BILL

Press Release from the office of Dianne Feinstein, United States Senator for California

**Washington—Senator Dianne Feinstein (D-Calif.) today introduced the California Desert Conservation and Recreation Act of 2015, a bill that amends and updates the historic California Desert Protection Act of 1994.**

The new bill is designed to protect additional land and help manage California’s desert resources by carefully balancing conservation, recreation and renewable energy development. The bill is cosponsored by Senator Barbara Boxer (D-Calif.).

“This piece of legislation is the final chapter in a long effort to preserve one of the most magnificent landscapes in the United States,” Feinstein said. “We must ensure that critical parts of the California desert—with its mountain vistas, bighorn sheep, mule deer, desert tortoises, Joshua trees, Native American petroglyphs and much more—will be protected for all time.”

Feinstein continued: “This new bill preserves more land, sets aside off-road recreational sites and allows for the development of renewable energy in a responsible way. With so many competing uses for this land, it is essential that we come together to build consensus—and I am very grateful for all the groups and individuals who are working to do just that.”

Senator Boxer said, “I am proud to cosponsor this bill that will continue our legacy of preserving California’s desert, which is critical for the environment and for our economy.”

The new bill is intended to build upon the legacy of the 1994 bill, which was introduced by Senator Feinstein in January 1993 and signed into law by President Clinton in October 1994. That bill established the Death Valley and Joshua Tree National Parks and the Mojave National Preserve and protected more than 7.6 million acres of California desert wilderness.

The text of the 2015 bill is an attempt to achieve consensus on the various uses of desert land. It is the result of years of engagement with a range of stakeholders including environmental groups, local and state government officials, off-highway recreation enthusiasts, cattle ranchers, mining interests, the Department of Defense, wind and solar energy companies, California’s public utility companies and many others.

The bill’s key provisions:

- Create two new national monuments:
  - o The Mojave Trails National Monument, which would encompass 965,000 acres of land, including former Catellus-owned lands that were donated to the U.S. government with the intention of preservation.
  - o The Sand to Snow National Monument, which would encompass 135,000 acres of land from the

desert floor in Coachella Valley to the peak of Mount San Gorgonio.

- Designate six new Bureau of Land Management (BLM) wilderness areas covering 250,000 acres.
- Designate 18,610 acres of BLM land in Inyo County as the Alabama Hills National Scenic Area, preserving it for continued recreational use.
- Designate 77 miles of waterways as Wild and Scenic Rivers.
- Add acreage to Death Valley National Park (39,000 acres), Joshua Tree National Park (4,500 acres) and the Mojave National Preserve (22,000 acres).
- Designate five existing BLM Off-Highway Vehicle areas (covering approximately 142,000 acres of California desert) as permanent Off-Highway Vehicle (OHV) recreation areas, providing off-highway enthusiasts certainty that these uses of the desert will be protected in a manner similar to conservation areas.
- Provide a balanced approach to renewable energy development through several provisions. For example, the bill:
  - o encourages the development of new renewable energy in solar zones established by the federal government, avoiding conflicts over lands long intended for conservation;
  - o requires the exchange of hundreds of thousands of acres of isolated state parcels currently surrounded by national parks and wilderness, providing the state with lands that could be used for renewable energy, recreation or conservation; and
  - o allows for upgrades to transmission lines necessary to bring clean energy from new desert solar and wind farms to urban areas, while still protecting pristine landscapes.



View on the web: <http://www.feinstein.senate.gov/public/index.cfm/2015/2/feinstein-introduces-updated-california-desert-protection-bill>

Land Use Update, from page 9

For more information about the provisions in the Bakersfield RMP/EIS or for a copy of the document, please visit the BLM Website [www.blm.gov/ca/bakersfield/rmp](http://www.blm.gov/ca/bakersfield/rmp).

Hard copies are available upon request from the Bakersfield Field Office, 3801 Pegasus Drive, Bakersfield, CA 93308 or from the BLM California State Office, 2800 Cottage Way, Suite W-1623, Sacramento, CA 95825.

### Inyo, Sierra, and Sequoia National Forests Land Management Plans Revision

#### The Forest Service Extends Comment Period

Long anticipated, the Forest Service has announced the beginning of the process to revise Forest Plans for three important California National Forests. This was prompted by changes in the adoption of a new Planning Rule in 2012. Forest Plans are supposed to be updated every 10 years.

Although a Forest Plan revision, by itself, doesn't close roads, trails and areas to motorized travel, forest plans are major documents that describe goals of forest management. The 2012 Planning Rule places new emphasis on restoration, conservation and preservation of natural resources. Past plans emphasized resource extraction such as logging, mining, and grazing and recreational use of National Forests as well as conservation for future generations. Early drafts of the 2012 Forest Planning Rule gave little weight to recreation. This drew considerable public reaction. As a result "sustainable recreation" is now included as a planning consideration.

Public involvement is required as part of the forest planning process. Please take time to attend a public meeting and learn how these changes will affect your ability to visit your local Forest.

Your comments on the proposed action will help us refine the proposed action, identify preliminary issues, and develop alternatives to the proposed action.

#### Estimated Plan Revision Timeline

- Apr 2015 – Notice of Availability of a draft EIS published in the Federal Register and 90-day public comment period starts.
- May 2015 – Tribal Forums and Public Workshops.
- Mar 2016 – Notice of Availability of a final EIS published in the Federal Register and 60-day objection filing period starts.
- Sep 2016 – Final decisions signed by Forest Supervisors.

### MARK YOUR CALENDAR:

## 2015 ANNUAL MEETING

**When:** May 16, 2015  
9:00 AM — 5:00 PM

**Location:** The Historic Santa Maria Inn,  
801 S Broadway, Santa Maria, CA

**Registration:** Free

### West Mojave Plan Update

The supplemental draft EIS will be released in Feb 2015, with the final EIS in Sept 2015, at least that is what is being planned. This plan, in conjunction with the DRECP, will determine the future of OHV use in the desert.

The *West Mojave Plan* is a federal land use plan amendment adopted in 2006, that (1) presents a comprehensive strategy to conserve and protect the desert tortoise, the Mohave ground squirrel and over 100 other sensitive plants and animals and the natural communities of which they are a part, and (2) provides a streamlined program for complying with the requirements of the California and federal Endangered Species Acts (CESA and FESA, respectively).

The planning area covers 9.3 million acres in the western portion of the Mojave Desert in southern California covering parts of San Bernardino, Los Angeles, Kern, and Inyo Counties. The plan applies to the **3.2 million acres** of public lands.

In September of 2009, the Court issued a summary judgment remanding the route designations made in the West Mojave Plan, but keeping other parts of the plan, primarily related to the conservation of species, in place. A remedy order based on this judgment was issued in January, 2011, and identified the West Mojave route network, with few changes, would be in place until the remedy order is satisfied.

To satisfy the remedy order, new route designations must be completed, consistent with the court's order, by March 31, 2014. This is the basis for the supplemental West Mojave EIS and specific travel management plans now under development.

Continues on page 13



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**Renewable energy plan would protect desert off-roading**

*Sammy Roth, The Desert Sun, December 25, 2014*

One of the biggest winners in a controversial renewable energy plan could be a surprising group: off-road vehicle enthusiasts.

The Desert Renewable Energy Conservation Plan is primarily focused on promoting renewable energy development and conservation across 22.5 million acres of California desert. But it would also set aside as much as 3.5 million acres for recreation, including more than 300,000 acres for off-road vehicle access.

Some environmental groups say the draft plan shows too much deference to off-roading, which they argue can damage critical habitats and introduce non-native species to the desert. They also point out that off-road vehicle areas would be completely closed to renewable energy projects — a strange

choice, they say, considering that many conservation areas could still see small amounts of energy development.

For off-roaders, though, the draft plan is a welcome acknowledgment that driving through the open desert is a popular and legitimate form of recreation.

“Recreation feared that we would be the innocent bystander that gets squashed by the 800-pound gorillas, which are the environmental community and the renewable energy industry,” said Randy Banis, who represented the California Off-Road Vehicle Association on the plan’s stakeholder committee.

Far from getting squeezed out by renewable energy and conservation, recreation fared well in the 8,000-page draft plan released in September.

Each of the plan’s five “action alternatives” designates about 2.5 million acres as new Special Recreation Management Areas, on top of about 193,000 acres of existing Special Recreation Management Areas. Those lands — which would foster a wide range of activities, including camping,

hiking, rock hounding, wildlife photography and hunting — would be off-limits to energy development.

In all five action alternatives, 321,000 of those acres would be set aside for off-road vehicles. Those areas are already designated for off-road vehicle access, but they would be closed to renewable energy projects for the first time.

“This plan recognizes that recreation has a certain footprint in the desert, that it’s a legitimate existing use, and that it has to be protected,” Banis said. Off-road vehicle recreation, he added, has boomed over the last few months, spurred by low gas prices and unseasonably warm weather.

But some environmental groups have taken issue with how much land would be set aside for off-roading in the draft plan, and how heavily protected those lands would be.

Continues on page 14

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**Have questions for CORVA?** Contact the board at [corvabod@corva.org](mailto:corvabod@corva.org) or CORVA Managing Director, Amy Granat at [amy.granat@corva.org](mailto:amy.granat@corva.org) or 916-710-1950.

Land Use Report, continued

Ileene Anderson, a senior scientist with the Center for Biological Diversity, said she was shocked to discover that Special Recreation Management Areas “would basically give a higher level of protection for roads than endangered species.”

“We’re talking about a plan that’s support to be a conservation plan,” she said. “I’m very concerned about that.”

Off-road vehicles, Anderson added, pose particular risks to desert tortoises and flat-tail horned lizards. Those animals tend to stay very still when approached by predators — an approach that can prove fatal when the predator is a car.

“There is room for off-road recreation to occur. It’s just making sure that it doesn’t conflict with these species that are marching toward extinction,” Anderson said.

Those concerns were amplified earlier this month, when the Bureau of Land Management’s Barstow field office reported heavy illegal off-roading over the Thanksgiving weekend. Chief Ranger Patrick Chassie wrote in the report that hundreds of off-road vehicles went off-route in several wilderness areas and wildlife management areas, including Sunfair Dry Lake, Wonder Valley and the Cleghorn Lakes Wilderness Area, all of which are just north of Highway 62.

In the Coachella Valley, Anderson said, illegal off-roading has been a problem in the Mecca Hills Wilderness area.

A driver navigates the Chocolate Thunder section of the King of the Hammers off road race on Friday, Feb. 8, 2013. (Photo: Jay Calderon/The Desert Sun)

“We have a lot of roads out there already that are design for people to drive on,” she said. “The real problem is when they don’t stay on those roads, and new roads are created.”

Anderson believes regulators should use the Desert Renewable Energy Conservation Plan to close off-road vehicle areas in biologically sensitive places, including the Milpitas Wash area in the Palo Verde Valley. Banis pushed back against that argument, saying that the desert renewable energy plan “is not and never was intended as a travel management plan.”

“For (Anderson) to call for route closures in the (renewable energy plan) is bastardizing the plan from what it was supposed to be,” he said.

Still, environmentalists and off-road advocates agree that the Bureau of Land Management needs more funding to stop illegal off-roading. More enforcement staff and better signage, they say, would make a big difference.

The comment period for the draft Desert Renewable Energy Conservation Plan closes Feb. 23, and regulators won’t release the final plan for at least several months after that. The plan would be in effect through 2040, but Banis sees it as “the final carve up of the desert.”

“We may not see any more land set aside for (off-highway vehicles) and for recreation, ever,” Banis said. “This is all we have.”

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## OFF-ROADERS IN ACTION

Volume 27 Issue 3

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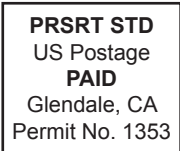
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## CALENDAR

### 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

### 2015 Annual Meeting

**May 16, 2015**  
9:00 AM - 5:00 PM  
The Historic Santa Maria Inn,  
801 S Broadway, Santa Maria, CA  
Registration is free.

## 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:**  
amy.granat@corva.org or 916-710-1950

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