

CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

OFF-ROADERS IN ACTION

CLORV Lobby Day: Educating the OHV Families

by Roberta Woods

Participants in the California League of Off-Road Voters (CLORV) Legislative Advocates Event – commonly called “OHV Lobby Day” – held on Monday April 26th 2010 had the opportunity to hear presentations from a wide array of political speakers during their lunch meeting. A special buffet-luncheon presentation held at the California State Association of Counties Conference Center (CSAC) included variety of guest speakers including Assemblyman Joel Anderson, Assemblywoman Jean Fuller, Policy Director Richard Costigan from the Elect Meg Whitman campaign and Insurance Commissioner Steve Poizner.



Approximately 100 visiting OHV advocates represented various off-road user groups including: the American Motorcyclist Association National District along with the District 36 Competition (Northern California), District 37 Competition (Southern California), American Sand Association (ASA), the California Off-Road Vehicle Association (CORVA), California Association of Four Wheel Drive Clubs, Inc. (CA4WDC), California Nevada Snowmobile Association (CNSA), Friends of Oceano Dunes, Off Road Business Association (ORBA), the San Diego Off-Road Coalition (SDORC) and various other clubs and organizations.

The attendees visited all the Assembly and Senate offices throughout the day with the goal to introduce themselves to legislative staff with hopes of creating a positive and personal relationship. Attendees were encouraged to include their entire family in the activities and promote positive image for the Off-Road community. Dave Duffin of ...

Continued on pg 11

El Mirage Spring Cleanup & Poker Run

by Jim Colln

The annual May event took place on Saturday, May 1st with a good size crowd and wonderful weather. The event presented by the Friends of El Mirage (www.elmirage.org) featured work projects in the morning with a poker run and a raffle in the afternoon. Also provided was a free BBQ lunch and a full breakfast for a \$3.00 donation.

The event was held at the Visitor Center where volunteers registered the participants for the work parties and poker run. Tables were filled with various prizes for the raffle and the trophies to be awarded for the winners of the poker run.

The work parties gathered up trash in certain trouble areas where the “winds” likes to gather up the trash. We were fortunate that those same winds were not with us like the previous year in our efforts to collect it. The event was a big success and I look forward to next time.



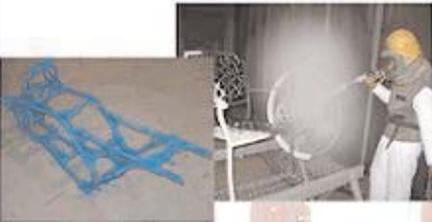
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TREAD LIGHTLY! WORKS WITH CALIFORNIA STATE PARKS TO PROVIDE TRAINING COURSES THROUGHOUT THE STATE

Tread Lightly! through a grant provided by the California State Parks, Off-Highway Motor Vehicle Recreation (OHMVR) Division, has announced six, no cost training courses to be held in 2010 throughout the state. Since 2003, Tread Lightly!'s train-the-trainer program, Tread Trainer, has provided individuals from Puerto Rico to Alaska with instruction in innovative, practical methods of spreading outdoor ethics to the public with a curriculum specifically focused on motorized and mechanized recreation.

With the opportunity to train so many outdoor recreationists, land managers and instructors in California, Tread Lightly! hopes to more fully incorporate its message of responsible outdoor recreation in OHV education programs, employee and volunteer training, and throughout the state's many recreation areas.

"The Tread Lightly! ethic is a critical component to enjoying and protecting our beautiful state," said Daphne Greene, California State Parks OHV division deputy director. "By offering this educational opportunity to willing volunteers, we are investing in a better future for our children by teaching people to value and protect our trails, parks and recreation areas."

Individuals that complete the one-day Tread Trainer course become representatives of Tread Lightly!. Tread Trainers present the Tread Lightly! message of responsible recreation practices to other educators, clubs, government employees, outdoor enthusiasts or community members. Presentations often focus on guidelines for minimizing recreational impacts as well as motivating individuals to be ambassadors of their chosen activity. Since the program's launch, Tread Lightly! has increased its outreach ten fold and has made nearly a quarter of a million face-to-face impressions.

Tread Trainer course schedule:

June 11 & 12 - Ontario, CA

Individuals interested in the Tread Trainer program can go to www.treadlightly.org for more information or to register for a course. Each course is free, but a credit card is required to register.

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.

The main purpose of CORVA is to have fun! We also work with the land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote 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 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. 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 Jim Woods

Common Sense: "These are the Times that try Men's Souls"

Published in Philadelphia in February 1776, American patriot, Thomas Paine wrote a very inspired document with the name "Common Sense". While his battle was with Great Britain and its control over the colonies, some of his statements apply to us today, in our current troubled political climate and our staggering economy. For example, he writes, "Society in every state is a blessing, but Government, even in its best state, is but a necessary evil; in its worst state an intolerable one." Our poor California is currently in such a sorry state that we can hope that our choices for our future bring forth the desired outcome. Only time will tell.

After much work and forethought, at our annual meeting in Bakersfield on May 15, 2010, our members approved a resolution to oppose the California Desert Protection Act of 2010. CORVA now joins and supports the California Association of 4WD Clubs in opposition to the Act, which if passed will have a major negative impact on the desert environment, the business environment, the recreational choices of the public and the availability of access to the desert by future generations. Although our Association now officially opposes S2921, we acknowledge the courtesy of Senator Diane Feinstein and her staff for including us in the meetings and discussions concerning the Bill. We hope we will be included in any further negotiations.

Members from all the major OHV organizations throughout California - attended the CLORV Lobby Day in Sacramento in April. The group of 100 OHV enthusiasts represented the best of the off-road community to the 120 legislators and their staff with personal visits, informational presentations and discussions. The positive response has been overwhelming and we look forward to an even better event next year.



Steve Poizner and Jim Woods

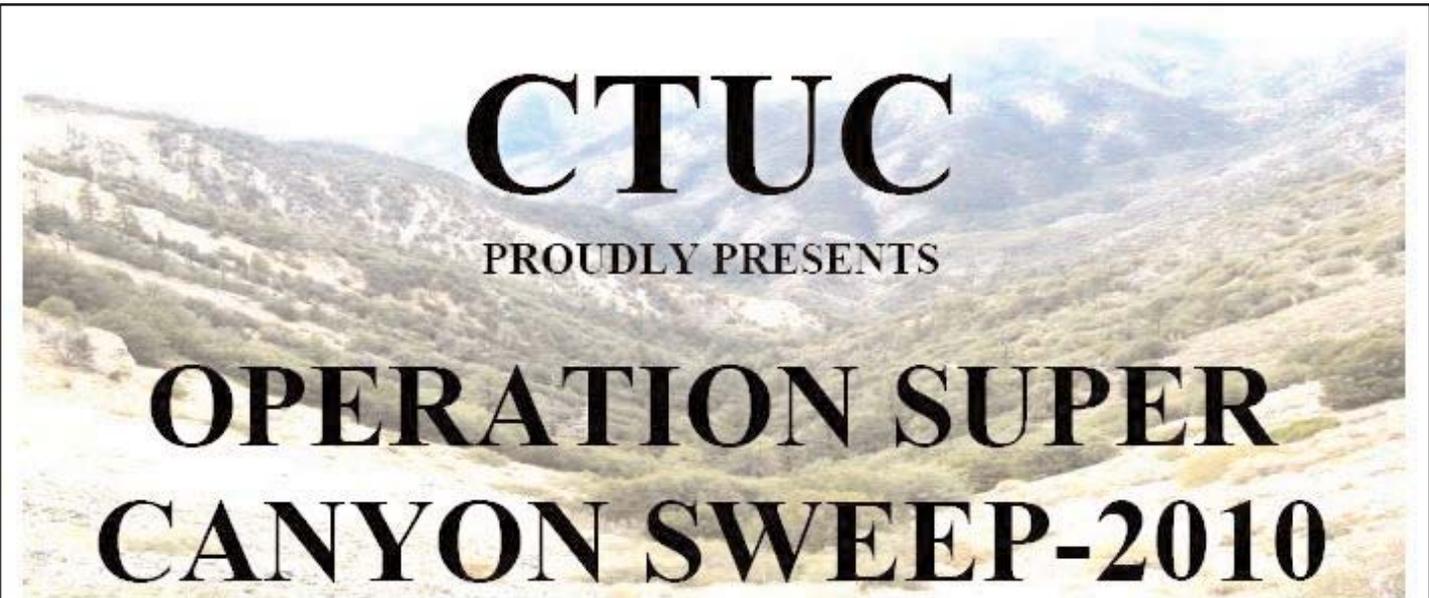
With the upcoming primary elections this month and the statewide elections in November, we have the opportunity to join in a great wave of change. We need to support candidates who are willing to acknowledge the positive benefits of off-highway motorized vehicle use and the needs of those who use them. At the CLORV Lobby Day event, we heard support from a variety of legislators, like Joel Anderson, Dan Logue, Ted Gaines, Chuck DeVore and Jean Fuller. Gubernatorial candidate Steve Poizner and Meg Whitman's policy director, Richard Costigan both recognized and supported our OHV rights. If we as off-road users want to protect our rights to OHV areas, we must start with supporting those who are choosing to run for leadership positions in our government. Without our support of them, they will not be in support of us. We can influence their decisions even if only by making suggestions for improvement.

For example, I made a simple common sense suggestion at a meeting of the Off Highway Motor Vehicle Division Commission. When discussing S2921, I recommended that we should encourage putting solar installations in metropolitan areas – such as on the rooftops of most homes and businesses. This would really reduce the need for huge installations in our California Deserts, eliminate the huge areas of damage to the soil and protect areas that would surround solar installations. It would stimulate business within the cities, provide jobs in areas of low employment and use current utility transmission sources. It just seems like such an obvious choice – a choice of common sense. I hope that the Commissioners and Senator Feinstein's representative were open to the suggestion. But whether or not the California Desert Protection Act will pass in

its current version remains to be seen. There are big corporations that want to see it passed – there is money to be made from building the huge solar installations. There are legacies to build that aren't always in the best interest of society or nature. Times like these really can try our souls!

This election could mean the difference between the loss or gain of OHV rights and loss or gain of OHV opportunities. Choose who you support carefully. Ask your fellow off-roader friends to do so too. Think Common Sense. Get involved. It's the time for a change.

See you all on the Trail.



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CORVA Land Use Resources and Public Policy Report

By Bruce Whitcher

CORVA VP of Land Resources and Public Policy

[OHV Grants Calendar](#)

Public comments on preliminary grant applications received, comments may still be submitted.

The Cooperative Grants and Agreement Program allows for a 30-day public review and comment period, however comments will still be accepted. This period provides an opportunity for the public to review the preliminary applications submitted to the Off-Highway Motor Vehicle Recreation (OHMVR) Division for consideration during the current grant cycle. The public may provide comment to both the applicant and the OHMVR Division by emailing the contact person listed on the preliminary application and carbon copying (Cc) the OHMVR Division at OHVinfo@parks.ca.gov. Many CORVA members offered comments on grant applications, but there simply were not enough comments made.

The public is the “watchdog” of grant funding. Several of the grant applications requested outrageous diversion of OHV funds for highly questionable projects that did nothing for the sport. We have stated our opposition to funding these projects. Applications may only be changed in response to public comments or by the Division, so your comments are critical to the success of the program.

There were a number of very worthy projects submitted by non-profits. There is an emerging trend for volunteers to perform trail maintenance and other critical tasks that are not being done by land managers. Without grant funding, their efforts are extremely limited, so take a few minutes to get familiar with what is going on. Your trails depend on it!

For more information go to the “Grants” drop-down menu at: <http://www.ohv.parks.ca.gov>

In 2010, \$27.1 million will be available for distribution among four funding categories:

| | |
|---------------------------|--------------|
| Education and Safety: | \$ 1,300,000 |
| Law Enforcement: | \$ 5,200,000 |
| Operations & Maintenance: | \$13,000,000 |
| Restoration: | \$ 7,600,000 |

[Oceano Dunes - SLO County Air Pollution Control District Report](#)

Following the presentation, the APCD Board at their March 24th meeting voted to: accept the report recognizing that further action will/may require further analysis and study; request that the SLOAPCD staff to work with SVRA staff to explore possible mitigation measures; request that its counsel to provide an opinion on the APCD’s legal authority and process; suggest that the APCD to make the study data available to the public; and establish a regular agenda item for reporting progress to the Board. The next meeting of the Board is May 19, 2010 (the Board generally meets every two months).

A team has been assigned by the State Parks OHV Division, including outside experts in air quality and the geology of the dunes, to take steps to follow-up State Parks’ objections as follows:

- Establish a wind measurement protocol to test the data conclusions in the report that lower wind speeds exist at the SVRA riding area than at the Phase 2 report undisturbed dune area.
- Obtain and evaluate the underlying data used to support the conclusions in the report.
- Participate fully in the APCD administrative process including regular attendance and comments at APCD Board meetings.

[Carnegie SVRA: Park Remains Open Pending Court Decision](#)

On January 14th, the Court of Appeal in San Francisco filed an order accepting an amicus letter brief from the State Water Resources Control Board (SWRCB), filed on January 11, 2010. This letter argued that the Superior Court in Alameda County lacks jurisdiction to close the park because PEER and CSPA failed to exhaust their administrative remedies with the Water Board first before going to the Court. Now, the Central Valley Regional Water Quality Control Board has jurisdiction and is working with the park. The state filed the required Report of Waste Discharge back in December of 2009.

At this time, the park will remain open pending further court action.

Continued on next page

Clear Creek Protest

The Clear Creek protest ride was held May 2 in Hollister, and an “open mike” session was held. The event was attended by Don Burich, Republican candidate for Congress, 15th District, and Margie Barrios, member of the San Benito County Board of Supervisors. Though many were in attendance at the event, it did not receive much media coverage due to competing events. Apparently BLM staff left the office, but “post it” notes were left on the BLM Field Office door.

A copy of the Clear Creek draft EIS/RMP can be downloaded here:

http://www.blm.gov/ca/st/en/fo/hollister/clear_creek_management_area/CCMA_RMP.html

The formal comment period has ended, but comments can still be submitted although they will not confer standing. Comments can direct the agency to provide a scientifically sound basis for decisions and help assure that all alternatives are considered. Public participation is recognized as the one opportunity we have to influence the outcome of federal NEPA actions such as the proposed closure of the CCMA.

CORVA, Blue Ribbon Coalition, AMA District 36, and many other OHV organizations have developed a strategy to address this controversial plan.

The future of Clear Creek is seen by all as a precedent setting national issue that will have repercussions for the future of OHV recreation for years to come. The document identifies the key issues as: recreation, public health and safety, and transportation. Of paramount importance is the consideration of potential human health risks from exposure to airborne asbestos fibers in CCMA.

There are seven alternatives. The agency preferred alternative would completely exclude motorcycle use in Clear Creek and allow limited 4WD, UTV, and ATV touring on a “permit only” basis.

Desert Protection Act S 2921 - Senator’s Staff Briefs the OHV Commission

On April 29, James Peterson, representative from Senator Feinstein’s office presented information on this important bill to the OHV Commission and the public on this important bill. We had the opportunity to ask questions and receive answers, although the bill is subject to change as it goes through the process.

The current proposal includes the following:

- Motorized travel on designated routes within the proposed National Monuments will continue.
- Five off highway vehicle “open” areas established under the California Desert Conservation Act (CDCA) are preserved for multiple use recreation for future generations.
- There are no buffers established for any Monuments or wilderness areas
- Almost all motorized routes have been “cherry stemmed” into proposed wilderness areas.

We remain concerned about the following provisions of the bill:

- “Climate Change and Wildlife Corridors”. We appreciate the need to assess the impacts of climate change and to preserve wildlife corridors, but we feel very strongly that impacts to recreation should be considered as part of individual and cumulative impacts. The corridors were recommended to preserve continuity between the Joshua Tree National Park, the Mojave National Preserve, and the proposed new Mojave Monuments. There was no intent to restrict travel through these areas.
- “Prohibited Uses of Acquired and Donated Land”. Although this section describes limitations that would apply to land “donated for conservation purposes” the OHV areas described in the bill contain private in holdings that could be donated at a future date. The bill should include assurances that existing use would be allowed to continue on donated or acquired in holdings in OHV areas.
- Recreation should be specifically mentioned as a public resource value.
- The bill would establish “Habitat Mitigation Zones”. We are concerned that “potential mitigation zones” could be established in areas now used for recreational purposes. Recreation interests are not represented on the Mitigation Council. Because mitigation zones would initially be 200,000 acres at a minimum this could potentially have a huge impact to existing recreational uses in some areas. We have requested representation on the Mitigation Council. We were informed that there was no intent to restrict travel on designated routes through these areas or through these areas to adjacent areas.

CORVA has yet to take a position on this bill. We plan to remain involved with any and all discussions. Any position will be determined by a vote of the membership at the CORVA Annual Meeting on May 15 at CSU Bakersfield. Please hear presentations on the bill and cast your ballot.

Continued on next page

WEMO lawsuit – New Motion Filed by Plaintiffs

The WEMO Plaintiffs, Alliance for Responsible Recreation, The Wilderness Society, California Wilderness Coalition, Friends of Juniper Flats, Western San Bernardino Landowners Association, California Native Plant Society, Community ORV Watch, Center for Biological Diversity, Sierra Club, Public Employees for Environmental Responsibility, and Desert Survivors filed a motion for “partial vacatur of the Record of Decision and for interim injunctive relief.” The hearing on this motion is set for June 18, 2010.

The plaintiffs request that the Court vacate portions of the 2006 Record of Decision for the West Mojave Plan that is the subject of this action and the Court’s summary judgment ruling. Plaintiffs also seek interim injunctive relief to protect the environment and natural resources within the West Mojave planning area from further and continuing harm pending remand of the West Mojave Plan

The ruling, by the Hon. Susan Illston of the U.S. District Court for the Northern District of California, impacts off-highway vehicle (OHV) routes established within the last 30 years, as well as the designation of future routes.

The court held that the BLM's extensive environmental review failed to consider an adequate range of alternatives and was insufficient in its consideration of impacts to soil, cultural resources, certain plant and riparian resources, sensitive animal species, and air quality. This ruling means that the BLM must reconsider environmental impacts of OHVs on public lands in the Western Mojave region. The extent of the additional planning that will be required will be issued as a remedy. Negotiations regarding the lawsuit have been attended by CORVA representatives.

We are presently studying this motion and preparing a response.

Travel Management Update

1. Stanislaus National Forest has completed their Final Environmental Impact Statement/Record of Decision (FEIS/ROD). Appeals were filed by CORVA and a number of other organizations. The Regional Forester recently sent out letters upholding the decision. The appellants are now considering their next move.
2. Sequoia National Forest Appeals have been filed by CORVA and a number of other organizations. Appeals from all organizations were denied by the Regional Forester and the Forest supervisor’s decision upheld.
3. Sierra National Forest Record of Decision was signed March 1 and will be released in May 10 due to the retirement of Supervisor Cole and the appointment of a new Forest supervisor. CORVA will review the Decision and consider an appeal depending on the outcome.
4. Lassen National Forest issued their ROD on February 10. Several OHV organizations have appealed the decision.
5. Tahoe National Forest recently held meetings to discuss the supplemental EIS released in Late February. Check the TNF web site for details.

CORVA Representatives Attend US Forest Service Roundtable Discussion of New Planning Regulations

The U.S. Forest Service is beginning the process of revising their regulations that govern how the agency prepares Forest Plans. Known as the "Planning Rule," these regulations will be the driving force behind how the agency prepares Land Use Plans and will guide land managers in developing, amending and revising land management plans for the 155 national forests and 20 grasslands in the National Forest System (NFS).

The USFS has released a proposed action that includes "Principles" that will be used to formulate the new regulations. The agency is asking for comments on these principles, and is asking the public to identify important issues and alternatives. Conservation and restoration will receive new emphasis according to the proposal.

What does a planning rule do?

A national Forest Service planning rule provides the overarching framework for individual forests and grasslands in the National Forest System to use in developing, amending and revising land management plans. The Forest Service needs a stable planning rule that will enable our national forests and grasslands to respond the challenges of today and tomorrow. The Forest Service is required by statute to have a national planning rule: the Forest and Rangeland Renewable Resources Planning Act of 1974, as amended by the National Forest Management Act of 1976, requires the Secretary of Agriculture to issue regulations under the principles of the Multiple-Use Sustained-Yield Act of 1960 for the development and revision of land management plans.

Continued on next page

1990 - A comprehensive Review stated that the recommendation was to Simplify, Clarify and Shorten the planning process, and that Forest Plans must be followed and used (page ix). Twenty years later why are we still faced with Analysis Paralysis that prevents our all too costly plans from being implemented?

1999 - If sustainability of our Forest is the Overarching Goal, as stated by the Scientific Panel Report of 1999, then how can we stop burning down our forest at an ever-increasing rate?

2001 - Review of the 2000 Planning Rule found the specific requirements for Sustainability and Monitoring to preclude the Viability of most on the ground projects by making them too costly, while encouraging litigation. How can we promote active stewardship projects and reduce litigation?

2005-2009 - The court has repeatedly found the Forest Planning Rule to be too complex and asked that it be streamlined. How do adding requirements to our National Forests plans such as Climate Change and Lands outside the National Forests reduce the Complexity or Streamline the Plan?

Landscape Wide Planning

The protection of our watershed, resources and landscapes is best accomplished by encouraging on the ground projects such as fuels reductions. Having a one size fits all approach will mire all project level planning efforts and discourage the actual work that is needed.

Comments on the NOI may be sent via e-mail to: fspr@contentanalysisgroup.com

Written comments concerning this notice should be addressed to:

Forest Service Planning NOI,C/O Bear West Company,172 E 500 S, Bountiful, UT 84010

or via facsimile to (801) 397-1605. The public may inspect comments at: <http://contentanalysisgroup.com/fsr>

Special thanks to Chris Horgan of the Stewards of the Sequoia for providing this information.

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[CORVA IS NOW ON FACEBOOK](#)



We are excited to announce that CORVA is now on Facebook. We now have a Facebook Group Page which will allow us to keep you informed of our upcoming events and calls to action. Drop by, join our site and be sure to invite all your friends to join. We will post pictures, event flyers, and updates regularly. Our site can be found on Facebook at CORVA (California Off-Road Vehicle Association).

Please feel free to post a message on our wall with any questions or concerns. Also, if you have any concerns that you need us to know about, this would be the place to post it.

[San Bernardino County Supervisors Call for Local Cooperation, Benefits from Renewable Energy Projects](#)

The San Bernardino County Board of Supervisors on April 13 unanimously approved a policy calling for state and federal agencies to ensure that renewable energy projects provide a benefit to local jurisdictions and residents and that the projects do not cause unintentional economic harm.

"Renewable energy projects have the potential to bring substantial benefit to local jurisdictions, including jobs, and I support the development of renewable energy," said Supervisor Mitzelfelt, who represents much of the Mojave Desert where a majority of solar and wind projects have been proposed. "However, because of their sheer size and their location, usually on public lands, they will also have serious impacts on habitat and traditional economic activities, ranging from off-highway vehicle recreation to filming to mining. We need to ensure that local governments are compensated for increased demand on local services and that future economic opportunities are not inadvertently lost.

"The policy position calls for a strategy to protect threatened and endangered species that does not involve the acquisition of broad areas of private land or imposition of further restrictions on existing activities on public land."

The need to protect species should not lock up private and public lands from future beneficial use. Energy development companies agree that mitigation strategies need to be reasonable and we look forward to working with them to encourage the regulatory agencies to develop a sustainable program for species protection," said Supervisor Mitzelfelt.

In addition, the policy calls for local governments to be compensated for increased demand on public services. The County now supports and supplements services such as fire and law enforcement in remote desert regions where there is little or no tax base. Energy developers have told Supervisor Mitzelfelt that they are committed to being good neighbors and he has stated that he looks forward to working with them on a fair and predictable system for ensuring that local government can provide necessary services.

The County policy also provides clear direction to staff in their analysis and review of projects, and enables the County to approach other jurisdictions to encourage the adoption of a similar policy. That would strengthen the voice of local jurisdictions in advocating for state and federal policies that would require local issues to be addressed, Supervisor Mitzelfelt said.

*An excerpt from Mitzelfelt Memo: Improving and Protecting Our Economy and Our Desert -April 24, 2010

[Tell the Forest Service to Keep your Trails Open!](#)

By Ethan Landesman: Director, SEMA Action Network

The United States Forest Service (USFS) is the steward and manager of over 193 million acres of public lands included in the 155 national forests and 20 grasslands that make up the National Forest System. These vast areas are managed in accordance with the "land management planning rule," which has not changed since 1982. The plan needs to balance demands for multiple uses, from recreational access to forest restoration, timber harvesting, mining and wildlife protection. Previous attempts to update the planning rule were not used due to its complexity (2000) or were rejected by a federal judge (2008).

The Forest Service is seeking to engage the public in the planning process. This presents both opportunity and danger for off-highway vehicle (OHV) enthusiasts because the environmental lobby is working hard to influence the rule to close off more and larger areas of public land to motorized recreation. On the other hand, it also gives OHV enthusiasts the ability to make their voices heard and help keep public lands open to responsible off-road recreation.

The Forest Service is now hosting a series of round table discussions in April to gather additional public feedback. Unless OHV enthusiasts take part and let the Forest Service know that this is a responsible, family focused hobby that deserves access to public lands, these changes could negatively affect access to OHV recreation areas managed by the Forest Service.

Continued from page 1

CLORV Lobby Day (Cont.)

... the Oasis for Children, Inc. program brought eight children to attend, and several CORVA members brought their children as well. Katie Hewitt – daughter of the new CORVA Director of Sales and Marketing, Steve Hewitt, met with Steve Poizner and was able to ask some very important questions. Katherine Kelsey, the CORVA State Secretary brought her daughter, Charlene for a lesson in civics– exactly on how the legislative process works and what it means to motorized vehicle access. Over half of this years' participants reported it was their first time to encounter the actual legislative activities which proved to be a rewarding and educational experience for all.

Specifically, the lunch speakers focused on how the motorized vehicle use in California has been steadily increasing while the areas to use these vehicles has steadily decreased. For example, the very successful Green/Red Sticker program which pays for the Off Highway Motorized Vehicle Recreation (OHMVR) Division budget has been cut drastically during our current budget crisis. The National Forest plans are constantly trying to eliminate access to trails and areas long used by OHV. The Bureau of Land Management (BLM) is still in litigation after years of struggling with our Desert Plans. While none of this discussion was new to the audience, it was interesting that the loss of OHV areas has gained attention from many legislators as well as the two Republican candidates for governor.



Richard Costigan, the policy director for the Elect Meg Whitman campaign, told the audience that Meg has three primary priorities that include creating jobs, cutting government spending and fixing the education system. When asked about her support for the OHV community, Mr. Costigan assured the audience that Meg is in favor of OHV access and that she and her children enjoy riding ATV.

Insurance Commissioner Steve Poizner told the audience he too has three main areas of focus if he is elected governor. His main priorities include: cutting taxes by 10% and capital gains tax by 50%, solving the water crisis in the state and tackling illegal immigration. Mr. Poizner said that by cutting taxes we could encourage businesses to return to California. The water crisis is crippling our agriculture and is not caused by drought, but by politics. He reported that as governor he would tackle the illegal immigration issue and secure the border. Mr. Poizner cited that both a political failure and a leadership failure are the cause of our mess in Sacramento. He promised to appoint an OHV Liaison to advise him of OHV issues if elected.

Various other legislators spoke as well. Joel Anderson the San Diego Assemblyman and longtime supporter of OHV organizations asked for support in his campaign for state Senator. Jean Fuller the Assemblywoman representing Bakersfield, Ridgecrest, Kern, Tehachapi, Taft and Frazier Mountain area is running a tight race for state Senator as well and asked for continued support from the OHV community. Assemblyman Chuck DeVore from the Irvine area is running against Barbara Boxer for the federal Senate position and is asking for the support of the OHV community. Assemblyman Dan Logue from the Chico and Lassen area presented his petition to suspend the implementation of AB32.



At the evening reception, held at Chops Restaurant, CLORV presented awards to Tom Edmonds of District 36 and a posthumous award to the family of the CA4WDC advocate Don Klusman who recently passed away.

Most participants agreed that the CLORV Lobby Day was very effective and educational. They will be taking the information directly to their members and clubs for further discussion. Since there will be an all-new administration taking office next year, along with a large number of new Assembly and Senate members, participants agreed to bring even more attendees to the CLORV 2011 Legislative Event. Anyone interested in assisting with the CLORV Lobby Day is invited to send their information to Roberta Woods at: roberta.woods@corva.org

DO YOU KNOW YOUR RENEWAL DATE?

YOU CAN CHECK YOUR MEMBERSHIP CARD OR THE MAILING LABEL ON THIS NEWSLETTER

Volunteers Clean Up Public Lands

by Friends of Jawbone



Volunteers empty some of the 15 tons of trash collected in the Lone Tree, Jawbone, and Dove Springs Canyon areas Saturday, April 24, 2010 as part of the Fourteenth Annual Moose Anderson Days at Jawbone Station, in Cantil, Calif.

More than 200 volunteers descended on Jawbone Station Saturday, April 24, 2010, to help clean up public lands in the Jawbone Canyon, Lone Tree Canyon and Dove Springs areas of Eastern Kern County, according to Ed Waldheim, Friends of Jawbone President.

The diverse group volunteers came to the desert to support the Friends of Jawbone's Fourteenth Annual Moose Anderson Days by donating their time and labor to remove trash, debris and non-native vegetation from the area. Volunteers included area residents, off-highway vehicle (OHV) enthusiasts, Kern County Sheriff Desert Search and Rescue Group members, Student Conservation Association members and Bureau of Land Management (BLM) employees.

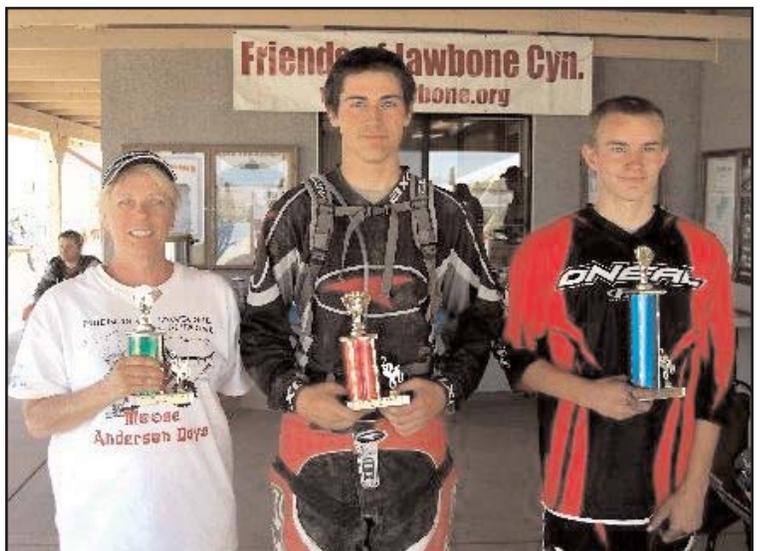
Fifteen tons of trash, one car, and three acres of tamarisk were removed according to Eduardo S. Duque of the BLM. Benz Sanitation provided bins, haul away service and hand washing facilities.

Ed Waldheim, Friends of Jawbone President, said, "We appreciate all the folks coming from our website and Facebook pages and enthusiasts who continue to return year after year to help keep Jawbone Canyon and Dove Springs open. We look forward to all joining us for our Halloween Safety poker event, October 30, and our 15th Annual Moose Anderson Days next year."

Moose Anderson Days is an annual event named in honor of Mark "Moose" Anderson who served on California's first Off Highway Vehicle (OHV) Commission. He was later involved in a motorcycle accident in Baja, from which he eventually died. When Jawbone Station was built in 1996, the building was dedicated in Anderson's memory.

After working up an appetite in the gusty winds, the participants returned to Jawbone Station in the early afternoon, and were treated to a BBQ lunch cooked by members of Kern County Desert Search and Rescue. Following lunch, raffle prizes were awarded to lucky ticket holders. More than 100 items were given away including gift certificates, motorcycle riding accessories, flashlights, tools, and toys.

Neil Baker from Northern California won the grand prize, a Honda EU2000i portable generator donated by Honda Research and Development of Cantil, Calif.



Fourteenth Annual Moose Anderson Day poker run winners (L-R) Debbie Anderson (3rd place), Trent Walker (2nd place), and James Ellis of California City (1st place), pose with their trophies, Sunday, April 25, 2010, at Jawbone Station.

Continued on next page



Participants at the Fourteenth Annual Moose Anderson Days line up for BBQ lunch at Jawbone Station, April 24, 2010, in Cantil, Calif.

The event continued Sunday morning, April 25, beginning with a hot breakfast sponsored by the California Off-Road Vehicle Association (CORVA). Motorcycle and OHV riders then embarked on a poker run in the Jawbone Canyon area. James Ellis won first place and a GPS unit from Rick Cebo, Trent Walker won second place and Debbie Anderson finished in third place.

Four wheel drive vehicle enthusiasts explored historic areas in the El Paso Mountains with Explore Historic California's interpretive guides. Starting near Garlock, the group followed trails once used by prospectors in the mountains. They visited Burro Schmidt's Tunnel and Bickel Camp and learned about the diverse mineralogy and colorful residents of the area.

Moose Anderson Days is organized each year by the Friends of Jawbone Canyon. The organization represents a coalition of recreational users, government land managers, private property and business owners. The group meets the third Wednesday of each month at Jawbone Station.

This year's event was produced with the assistance and sponsorship of the American Motorcycle Association District 37, Benz Sanitation, Bureau of Land Management (Ridgecrest Field Office), Calif. Association of 4-Wheel Clubs, Inc., California OHV funds, CORVA, Coyote Café of California City, Crystal Geyser water, CZ World, DeathValley.com, Ed and Linda Waldheim, Explore Historic California, Mojave Trails Group, Honda Research and Development, Kern County Search and Rescue, Kern County Waste Management, Kiewitt Corporation, Mark's Off Road, Monagan Motorsports, Mr. Bob, Nosala Engineering, O'Neil Racing, Paul Kober and Fred Peters, Rio Tinto Minerals/Bass Pro Shop, Road Race City, Scott's Performance of Montrose, Team Cheap, The Trail Crew 4x4's, United Rentals and X-West.



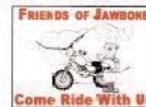
Four of around 200 total volunteers collect trash in Cantil, Calif. The event was sponsored by Friends of Jawbone Canyon.

WELCOME TO JAWBONE CANYON

STAY ON DESIGNATED TRAILS !



CLOSED TRAIL



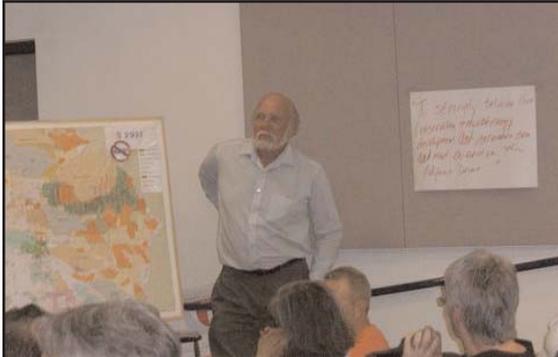
OPEN TRAIL

CORVA Annual Meeting & Elections Report

by Jim Colln

The Annual Meeting took place on Saturday, May 15th at the California State University of Bakersfield. The meeting was opened by president Jim Woods, who welcomed all that attended and thanked the board members for their time and their dedication to the organization. A brief report was given on the recent OHV Lobby Day in Sacramento. (See front page)

Part of the President's report was the status on S 2921. Life Member Harry Baker presented detailed information on the Desert Protection Act S 2921, the Senator Feinstein bill that will add more public lands into the Wilderness distinction and more national monuments. If you have been following this bill and reading our Land Use reports each month you know we have been at the table in crafting this legislation. As Bruce Witcher stated in his report; "Any position will be determined by a vote of the membership at the CORVA Annual Meeting" and after nearly 2 hours of information (also provided by Diana Mead) a motion was made and accepted that CORVA take a "Non-Supportive" stance on this bill. A committee was then assigned to write an official response we hope to present our membership and public shortly.



Harry Baker presenting S2921 information

Treasurer Roberta Woods presented the annual financials and provided all with last years balance sheet. As we went over the information she would highlight those areas we did well and those that needed improvement. Roberta also provided details on our events and show income. I'm happy to report that our organization is sound and on the right track.

We then had Kyra present an annual report on the Comments Project. This cutting-edge flagship project provides unique public relations opportunities while expanding CORVA's influence and leadership in the state of California. Because time and resources are limited, the goal of the Comments Project is to focus on the most efficient ways to maximize the effectiveness of public participation in the planning process — by educating and empowering the local user to make a difference. For example, Kyra said that over 800 miles and 238 routes were gained back in the Eldorado National Forest alone, directly due to participants trained in the first Comments Project Workshop, using the Administrative process (outside of litigation, in a legally sustainable manner). To date the project has trained over 120 grassroots OHV activists how to write substantive comments.



Roberta Woods highlighting a past event

Elections were held for 4 officer positions on the Association board. We welcome 2 new members to our board. In the office of Vice President of Sales & Marketing we have Steve Hewitt. Steve has been our Show Coordinator and will be looking for members to serve on his committee. Also welcome Chris Kolbenschlager, our new Treasurer. Chris is a long time desert racer and answered the call he read in the newsletter. For Vice President of Education we have back on the board Ed Waldheim, for those that know Ed, Education is his passion. And I will serve another term as VP - Administration.

Our Annual Awards were presented with this year's Off Roader of the Year award going to well deserved Daphne Greene. Trophy to Charity - Orange County ATV Association; State Conservation Award - Nevada County Woods Riders; Political Activism Award - Roberta Woods; Past President's Award - Kim Carpenter; Northern Club Award - Wandering Wheelers Jeep Club; and Southern Club Award - Hemet Jeep Club. More information next month on these winners.



Kyra explaining the Comments Project

The Bylaw revisions that were presented to the membership in March were approved except one, Article XIII, Section 2, which addressed possible CORVA copyright infringement.

The annual meeting always provides me with another opportunity to learn what CORVA is doing and how much our organization contributes to keeping our OHV recreation represented. Hope you can attend the next one.

Motorized Mobility

by Amy Granat

As the motorized access landscape changes throughout the country, the new paradigm that widespread closures have wrought to American society must be examined. Much has been said about the vulnerability of endangered and threatened species, and access to public lands is often limited or prohibited by legal action in attempts to “protect” these species. But the effects of these closures on the human species are rarely, if ever, investigated.

Although we have a great tradition in this country of standing up for those that have little or no voice, and for protecting the rights of the less advantaged in our society, those that depend on motorized vehicles for access, recreation, or any of the many other reasons that one uses motorized vehicles, have not been considered in the closure scenario. This includes the very young, the very old, and all those in between that suffer from one form or another of disability.

Disabled people lose their rights of access completely when it comes to closing vast areas of land to motorized access. Congressional Wilderness designations, Inventoried Roadless Areas, Wilderness Study Areas, or rules such as the Travel Management Rule, particularly Sub-part A, represent land management plans that exclude the needs of a significant section of the population. The ever-increasing restrictions against motorized access by land management agencies constitutes a practice of discrimination that heretofore has been unrecognized.

Discrimination is a strong term, but limiting access to only those that are the fittest and most able is a very real problem that has not only been allowed to persist, but to flourish.

One small level of American society is being clearly favored over another. Wilderness and other large land mass closures have created an elite level of American society. The wants and needs of the very few who are able-bodied and physically fit, are elevated over those who are young, old and disabled. While those that can walk might marvel at the beauty of a desert scene, or the clarity of mountain stream, they do this to the disadvantage of those that lack the physical ability to do so.

It is understood that there are special areas in the country that deserve some form of protection from development, but not protection from the very people who actually own this land – every member of American society. Access can be managed and does not have to include or encompass every square inch of an area, but there has to be a parity between what is able to be accessed by non-motorized means, and what is able to be accessed by motorized means.

Similarly, to insist that “quiet” non-motorized recreation is more important or valuable than “quiet” motorized recreation is to acknowledge a bias and a blatant disregard for the needs of many members of American society.

It is difficult to understand actions that endorse closure over management, and impossible to understand why agencies and organizations, governmental or non-governmental, would endorse or promote these discriminatory actions.

I am not only issuing a condemnation of current land use policies, but I am offering a solution that will consider the needs of all Americans. To create a fair and balanced approach to treasured public land areas, we need a way to measure access that can be used to insure parity of opportunity. In response to this need, I have developed a process called Motorized Mobility to use as a means to fairness and non-discriminatory action when approaching land use plans and management.

1. What is Motorized Mobility? Motorized Mobility measures motorized access to identified points of interest in public lands, including open spaces, forests and wild-lands. This type of analysis would become mandatory during land use planning and management.

2. How is Motorized Mobility used as a guideline? Unique points of interest or routes of interest will be identified during a scoping process, then these will be marked and defined either as Primary Access Routes or Secondary Access Routes. One Primary Access Route constitutes the minimum necessary to be in compliance with the Motorized Mobility guideline. Motorized Mobility routes will be listed specifically on a map, and each land area will be rated for compliance on a scale from 0 - 100.

3. What is the definition of compliance? If it has been determined that an area has 5 points/routes of interest, each point will need a Primary Access Route. The addition of a Secondary Access Route will increase the scoring for that land area.

4. Who will measure and score a land area for Motorized Mobility? Each federal and state agency will need a specialist in Motorized Mobility to determine compliance. Each new land use management plan, amendment or rule, will need to add Motorized Mobility as one of the management criteria.

It has become obvious that we can't leave it to the goodwill of agencies and organizations to insure fairness in allocating road and trail mileage. History has shown us that they will not consider the needs of the less able. Motorized Mobility gives land use managers a new tool, a new way to reverse the long-standing history of discrimination against the disabled. The first step is the need for a legislative mandate to insure fairness, and we can all work towards this goal.

April 23, 2010

County Hopes to Create OHV Park for Legal Riding

By James Burger, Californian staff writer jburger@bakersfield.com

Kern County is, once again, talking about building an off-highway vehicle park near Bakersfield. The hope is that a good riding area close to town will cut down on the riders who feel they have to trespass on private property to enjoy their sport, said Kern County Parks and Recreation Director Bob Lerude.

Those who attended Thursday's Parks and Recreation Commission meeting were overwhelmingly in support for a park. Matt Eldridge, one of about 40 people who showed up at the meeting, took a look around and said he recognized most of the people there. "This is just a fraction of the people in the area who ride," Eldridge told commissioners.

Ray Crumb, a retired motocross racer, said he was able to make a career out of the sport and he hopes there will be a place for children in the county to hone their skills."It's sad that these kids have no place to go to practice," Crumb said.

A few years back the city of Bakersfield and the county pursued a grand vision for the Bakersfield park. They worked with the California Off-Highway Motor Vehicle Recreation Division to try and build a massive 11,000-acre state OHV park on Wofford Ranch land north of Bakersfield. The plan, however, collapsed under the pressure of concerns about access, water supply, air quality, damage to American indian sites and the presence of Valley Fever spores.

The county is now looking at five or six sites in three locations. All of the land is already owned by the county, but they are looking for a private individual or group that might be willing to develop the park and run it under a county lease, Lerude said. County officials will only go to the state if they can't find someone to build the park. While the Kern County Planning Department tries to get a green-sticker grant for the environmental review, parks officials will look at the sites.

The largest site is at Meadows Field, where the county owns just under 237 acres of land spread out across six different sites which all border each other and could potentially be linked together. There is also a 22-acre site on the southeast corner of Highway 65 and James Road, as well as two sites with over 28 acres near Famoso Raceway.

"We're trying to get some input from the OHV community about what they want to do," Lerude said. "If we could do it, it would take some of the pressure of the illegal riding in metro Bakersfield."

Planned development along the Kern River bluffs in Bakersfield triggered a push to keep riders off the private property. In return, riders solicited a promise from the city of Bakersfield that it would help them find and develop a legal place to ride. Dick Taylor was the leader of the off-highway group that pushed for a local park and a key player in the effort to bring the park to Wofford Ranch. He said the new push by the county isn't a final solution for riders or an end to illegal riding in the Bakersfield area.

"The other project was 11,000 acres. This is 20 acres," Taylor said. "Will it be the thing for everyone to go to -- obviously not."

But Taylor, who now has a day job in county Supervisor Mike Maggard's office, said he personally believes it will give locals a legal riding option that doesn't involve driving to riding areas in Taft or Porterville. "It's a real positive thing," Taylor said. "We've seen communities like Porterville and Tulare have been really successful."

<http://www.bakersfield.com/news/local/x735123651/County-hopes-to-create-OHV-park-for-legal-riding>

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***CORVA's Southern Regional Board
Meeting & Elections***

On Sunday, July 18th the Southern Regional Board will hold their annual meeting at Twila Reid Park in Anaheim. We hope you can attend this meeting to learn about the many issues we face in our area. We will also be holding elections for the five offices of;

Regional Director, 3 Regional Assistant Directors (may be assigned duties by the Director under the following titles.)

- 1) Grants - Coordinates all representatives of requesting agencies.
- 2) Clubs - Maintains club relations and recruitment
- 3) Legislative Relations - Promotes relations with legislators.

and a Regional Secretary.

For our Regional Officers, any Supporting Member of CORVA in good standing and resident in that region may run for any regional office. Potential candidates may submit a short biography to be published in the newsletter and/or CORVA web site, space and time permitting. Deadline for the July newsletter is June 10th.

For more information please contact: Jim Arbogast
714-761-4828 or jim.arbogast@corva.org

WHAT: CORVA's Southern Regional Board Meeting

WHEN: Sunday July 18th @ 10am

WHERE: Twila Reid Park 3078 W. Orange Ave, Anaheim, CA 92804-3101

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For more information please contact us at: 800-42-CORVA
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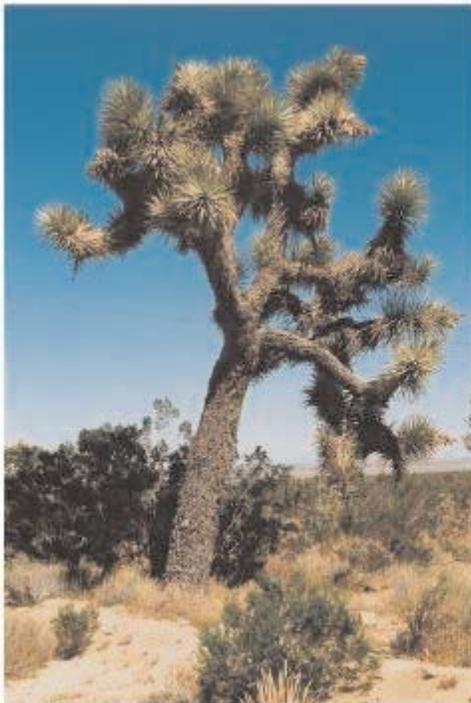
6/12 Operation Super Canyon Sweep 2010 -- Azusa Canyon -- See flyer on page 5.

July:

7/18 CORVA's Southern Regional Board Meeting and Elections -- See announcement on page 19.

FOR UP TO DATE INFORMATION PLEASE VISIT THE CORVA WEB SITE

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