



California Off-Road Vehicle Association  
1500 El Camino #352 Sacramento, CA 95833  
info@corva.org

## AGENDA

California Off-Road Vehicle Association

Board of Directors Meeting Conference **July 23, 2018 7:00 PM**

**Phone Number: (712) 775-8968 • Access Code: #104206**

- I. **Call to Order** - 7:04 PM
- II. **Roll Call & Welcome Guests** Managing Director Amy Granat, Board members: Vinnie Barbarino, Bruce Brazil, Ken Clarke, Chad Clopton, Wayne Ford, Bob Ham, Lori Lewis, Charlie Lowe, Diana Mead (joined at 7:07PM), Mike Moore, Ed Stovin, Bruce Whitcher (joined at 7:17PM), Jim Woods and Roberta Woods. Guests: Paul Enstrom, Jon Kinley, Jared McCloud, Butch Meyner, Patrick Vaughn, Ron West and Terry Work. [Fourteen attending BOD members].
- III. **Review Agenda, modify as necessary** – See added items under new business.
- IV. **Minutes from previous BOD meeting** –  
Motion by Bob Ham, seconded by Bruce Brazil. Minutes approved as submitted.
- V. **President's Report** –  
**Ken Clarke:** Welcomed the new board members and guests. Good time to reach Ken is between 3:30 – 5:00 PM as he commutes home from work. CORVA has now received a lot of national attention and Amy has been asked to help in various new areas. Ken would like the Board to assist her with some of the outreach so she has time to fulfill her obligations. The Blue Ribbon Coalition has changed recently with four of the Board members contracts being terminated. This is a good opportunity for CORVA to pick up some donations and memberships. Instead of donating on personality, people may now donate on performance. Our new increased membership fee will mean changing our flyers (brochures) and our website updated at once before September. For our Facebook guidelines, Ken hopes we understand that unless the post pertains to keeping trails open or celebrating a club or event, we need to keep off the advertisements that are not from our sponsors. On our social media, Ken has a friend that will look at an App that combines a Twitter account with our other social media outlets so that one post can be seen on all. Ken will call Jon Kinley to discuss further.
- VI. **Legislative Reports**
  - A. **Updates and related bills** –  
**Bob Ham:** The Carnegie Bill passed the Assembly by one vote and is now going to the Appropriations and Fiscal Committee sometime between August 6 – 17 for consideration. This committee is chaired by Lorraina Gonzales Fletcher who is a friend of one of the OHV Commissioners from San Diego. Perhaps he can help influence her decision to terminate this Bill. To review, the Bill makes it possible for the State Parks to sell the Carnegie expansion area at less than current market price even if this isn't surplus land and is wanted by the OHV Division as part of Carnegie. Amendment language to change this wasn't available. Our goal is to terminate this Bill and we will know then. Another Senate Bill (SB1328) that is coming up is one that is just starting in discussion. The Bill will determine how to get revenue without the gas tax. Gas tax revenue is changing because of electric vehicles and better mileage from current vehicles. There are OHV users and boating that can't be taxed by mileage so a proposal to tax mileage only would not leave enough funding for our OHV program since it is funded by gas tax revenue. After discussing this upcoming proposal with our lobbyist Kathy Lynch, Bob wants to at least put some wording into the proposal for funding to continue our OHV program. Continuing, the [Federal] Cook Bill pertaining to the Desert Bill out of the House of Representatives but there is a lot of push to

get the Feinstein companion Bill out of the Senate. The Feinstein Bill has much more items than Cook's Bill. The Cook bill only pertains to his area so there will need more work. The Mojave Desert portion of the Bill may make it this session.

**Butch Meyner:** He will continue his push on the Carnegie issue as he has planned.

**Amy Granat:** Wants to all work together to push for the termination of the bill.

**Bob Ham:** Now would be the time to send letters to all the members of the Appropriations Committee.

**Amy Granat:** We will send all the information about the committee members via email.

## **B. Managing Director's Report –**

**Amy Granat:** Amy will be very busy with meetings this week, primarily with the Eldorado forest supervisor representing the objections from the Sierra Access Coalition concerning the Over the Snow Vehicle (OSV) use. Altogether there are meetings in the next week for Lassen, Tahoe and Eldorado forests with travel management. Hopefully, the Tahoe OSV supplemental plan will be finalized soon. All these plans and meetings reflect our effort to repeal the Travel Management Rule through the assistance of the Texas Public Policy Institute and how important this is. The OSV plans are worse than the OHV plans. The OSV plans call for wholesale closures of all areas. The wording for the Travel Management OSV plans are the exact words used by the Winter Wildland Alternative proposal which became the preferred alternative. We saw this in the OHV Travel Management in the Sequoia, Sierra and Inyo that calls for a 500' buffer for the Pacific Crest Trail and the elimination of all roads that are in that buffer. If the OSV plan is accepted, the OHV areas will see a lot of trails closed. For example, in Lassen the OSV plan would take 103 crossings of the Pacific Crest Trail down to 28. Plus there would be no travel on current OHV trails by OSV. CORVA feels it is a completely wrong interpretation of the Travel Management Rule to put this type of importance on the Pacific Crest Trail at the expense of other area users and use. At one time the snowmobile users behaved in an inappropriate manner towards some of those opposed to OSV use. Abuse was noted and did not help their cause. Amy was able to give the South Lake Tahoe OSV group some help in developing a good comments project of their own. With the help of one of their own members who works for the USGS, they are coming up with new ideas to make suggestions (like snow depth limits) to provide alternatives for the current (bad) OSV plan. This whole process has only made the urgent need for a real draft from the Texas Public Policy Institute quickly because the Travel Management Rule interpretations are only getting worse over time. The environmental groups are becoming more embolden after some successes in Montana after being upheld in the 9<sup>th</sup> Circuit Court. Which is why we have to re-write the Travel Management Plan. In traveling to Washington D.C. along with Corky Lazzarino from Sierra Access Coalition (which paid for all the travel expenses) we asked what is to be expected from the meeting in Washington. There is so much anger about the Forest Service rulings. All the testimony will be accumulated and hopefully aid in changes to the rule. Amy met with several congressmen both during and prior to the trip to Washington, including Congressmen LaMalfa and McClintock. There are some changes happening with the Bureau of Land Management (BLM) and currently other than the ongoing problems with the racing programs, the BLM at least in California has been cooperative. Where we have seen changes with the BLM working with the OHV community, we have not seen this with the Forest Service. One problem we have seen more is that the State grassroots groups like the New Mexico, California and Oregon organization aren't getting enough information or involvement from the national groups. There is a lack of national leadership. Hopefully the issues have now been brought to the national attention. Bruce Whitcher and Amy have a meeting scheduled to review the Oceano Dunes public works plan pertaining to the upcoming changes with the SVRA.

**Ed Stovin:** Ed remembers Doug LaMalfa from one of our Lobby Days. He was a big OHV supporter.

**Amy Granat:** His staffer, Shane Starr, helped Amy develop comments on Travel Management OSV and OHV plans. Shane helped Amy with comments so that Trey Goudy, who was overseeing the committee presentations would get the necessary answers. Even with the problems during her testimony, Amy could understand some of the members frustrations. For example, the representative from the Forest Service hadn't been working with the Forest Service for over 16 years. He had nothing to do with Travel Management plans. Amy reported the he would not shake her hand after the meeting. She had this happen before from environmental groups. They use this to reflect their anger. But Amy presents herself in a professional manner and she has received many positive compliments from the Instagram comments.

**Ed Stovin:** Amy did a fantastic job.

**Amy Granat:** Asked Bob Ham about the meeting coming up.

**Bob Ham:** He will be attending a meeting in Sacramento about the restructure of the OHV Commission. He is hopeful but not too optimistic about the final decisions.

**Amy Granat:** We were invited to participate in the meeting along with Don Amador, Dave Pickett and Nicole Gilles. It was nice to be recognized as representing OHV in this meeting.

**Ken Clarke:** There was something recently about another 40 acres of land for sale near Oceano Dunes.

**Amy Granat:** Bruce and Amy will discuss this next week too during their tour of the area by the OHV Division of State Parks. Even though CORVA helped with the start of Friends of Oceano Dunes, CORVA needs to help them and really stay involved in this.

**Ken Clarke:** If the additional 40 acres is sold, would there be a CEQA process?

**Amy Granat:** There would also be a Coastal Commission process. Every development has these and needs permits. This is a very controversial public works plan.

### **C. Other Legal Updates and Alerts –**

**Ed Stovin:** The California Air Resources Board (CARB) had a meeting last week in El Monte. Ed thought they would discuss racing motorcycles and Red versus Green sticker motorcycles. They want to phase out these programs. But they only discussed those who tamper with street legal vehicles, specifically if people change their exhaust systems on these street legal motorcycles. Ted Cabral, a supposed OHV advocate, suggested large fines for those who tamper with emission systems.

**Bruce Brazil:** The CARB has two meeting agendas. This meeting was about tampering. The other agenda is about Red/Green sticker program. Even though we may think CORVA isn't interested in the tampering fines, many people have vehicles that they tow to take to use off-road. Beginning this year, the potential fine is \$37,500.00. He has been researching as much as he can the regulations on OHV.

**Ed Stovin:** CORVA would like to comment on the future regulations.

**Amy Granat:** We need to be sure that OHV racing isn't eliminated because of these strict and punitive fines. This includes the requirement of smog-checks. Amy reports that CARB doesn't need a reason to make new rules that target a specific type of vehicle or manufacturer. They have power that is total.

**Bruce Brazil:** The Federal EPA is considering removing some of their power.

**Ken Clarke:** We will keep involved with this.

## **VII. Finance Report**

**Treasurer's Report. Mike Moore –** (*Financial Reports were sent via email*) We are keeping our donations and membership constant. The renewals are down but our new memberships are up. There are conversions from regular membership to Life time membership

**Charlie Lowe:** Does CORVA have an automatic renewal program?

**Amy Granat:** Yes we do and we even have a way to do it via Square. She will discuss this more in New Business.

**Charlie Lowe:** What percentage are on automatic renewal?

**Amy Granat:** Our prior system did not have the ability to do this.

**Mike Moore:** Our system didn't tell us that they were set on auto renewal and so then when we asked for renewal they would get upset.

**Ken Clarke:** If you have any complaints tell the members that we are working on this.

**Amy Granat:** The new membership in PayPal is now non-recurring. There haven't been complaints for about four months.

**Mike Moore:** We do have recurring donation option too. We don't have many, but they make anywhere from \$5 to \$25 per month. This is a nice revenue stream too.

## **VIII. Northern Report –**

**Ken Clarke:** Ken will be attending Jeepers Jamboree this coming week. We did not have to pay for the booth.

**Diana Mead:** She has been asked to apply for the OHV Commission. She is excited to further the OHV cause.

**Bruce Brazil:** Whose position would Diana be replacing? Ed Lueder?

**Diana Mead:** Yes. Being a Democrat has helped her with this.

**Bruce Brazil:** Has Diana attended any of the OHV Commission meetings?

**Diana Mead:** Yes along with Amy.

IX. **Southern Report –**

**Vinnie Barbarino:** Please review the report I submitted for the last meeting that was cancelled. Additionally, Vinnie attended the IE4W Forest Fest in Big Bear over Father's Day weekend. CORVA did not have a booth but Vinnie presented them with the annual award banner during their raffle presentation. He also presented the Dirt Devils their award banner too. It looks like the Truckhaven Challenge will be held on the Martin Luther King Jr. weekend on January 19, 2019. Vinnie tried to get CORVA a booth at the Long Beach Truck Fest but could not get them to return our call.

**Ed Stovin:** Did Vinnie reach out to the Creeps n Jeeps club?

**Vinnie Barbarino:** Yes he did. He also reached out to a group in the Salton Sea and they want to help. Vinnie will need Mike Moore to send in the \$100 deposit to State Parks.

**Ed Stovin:** He went to a club meeting of Creeps n Jeeps. They give over half their earnings to CORVA over Cal Four Wheel. They seem really likely to help CORVA at the Truckhaven Challenge.

**Ken Clarke:** How are the banners received?

**Vinnie Barbarino:** They are well received and easy to carry around. He sent in pictures to Ken Oyer for the ORIA.

X. **New Business**

**A. Facebook Guidelines –**

**Ken Clarke:** New processes have moved all posts into an administration process.

**Ed Stovin:** Facebook charges to boost our posts. We should consider this.

**Charlie Lowe:** We can also check out the person's profile to see if they are legitimate for CORVA. Facebook owns the data and if we don't pay to boost our members won't see our information. But our email lists we own and we need to do more email blasts. The power is in the list.

**Amy Granat:** She will meet with Charlie about his ideas.

**B. CORVA 50<sup>th</sup> Birthday 2020 –** Tabled until there is a committee of volunteers.

**C. CORVA membership and store transfer to Sacramento**

**Amy Granat:** The ORIA is delayed because of the ads that haven't been received from the ORE and SSSS. They haven't given us their advertising. The booths are given to us free through the CORVA foundation. The ads are due this Wednesday 07/25. Officially, today 07/23, Roberta and Jim Woods are no longer handling the CORVA Store and membership. Some items are shipped to Amy and some to the UPS store. Amy will store some items and the rest will go to the UPS store. Amy will keep the inventory. Amy has also been working with Daniel Renteria to update the website and all the information listed there. Daniel will receive the store orders and he will send them to the UPS store weekly to be shipped. Amy and Ken Oyer will still do membership. But Amy wants Diana to rewrite the membership letter. Amy thinks it may take some time to fully implement the new system. Hopefully postage and packing will now be cheaper. She has new envelopes and stationery. New membership paper will be on the way either from Steve Gardiner or the UPS store. The UPS store is also getting a bid for the bear stickers. The CORVA membership numbers will now be from our website not the old CORVA numbers. Members will print off their own cards from the website.

**Ken Clarke:** This is a lot of work that Amy is doing for us.

**Amy Granat:** It is a good time since the membership fee is changing too. But we have to buy new items in bulk to save money. Plus we will be sending our renewal notices to those who haven't renewed.

**Mike Moore:** Does Amy need help with PayPal? Recurring or Life time?

**Amy Granat:** No, Daniel is helping her. We are keeping those promo-life memberships contractually until they are paid. The new Life Members will go to \$400 (or \$33.34 per month) in the future. All the clubs and more needs to be updated. Amy needs help in writing the postcards and with the membership letters.

**D. License plate proposal** – Tabled until next month or phone discussion.

**E. Pt Mugu 4WD –**

**Jared McCloud:** His club would like see more club representation from a CORVA rep. This will help keep membership.

**Charlie Lowe:** He agrees with Jared and will try to expand this more.

**Jared McCloud:** His club would like to support any CORVA event.

XII. **Adjournment**

Adjourn meeting by 8:45 PM.

Next CORVA scheduled board meeting **August 27, 2018**

*Protecting public land for the people, not from the people.  
California's Off Road Voice for Access*

**Ken Clarke**  
**CORVA President**  
**Email: Ken.Clarke@corva.org**

Meeting Date: July 23, 2018

**PRESIDENT'S REPORT:**

No report emailed prior to meeting

**Amy Granat**  
**Managing Director**  
**Amy.granat@corva.org**  
**916-710-1950**

Meeting Date: July 23, 2018

### **MANAGING DIRECTOR REPORT JULY 23, 2018**

1. Since the Washington DC trip things have been very hectic. CORVA has received a lot of attention from the visit, all of it positive. A representative with MIC attended the hearing, and since that time we have talked by phone and conversed by email. MIC has asked CORVA to help them develop comments on proposed changes to NEPA from the Council on Environmental Quality. CORVA has also been asked to take the lead on developing comments for the Texas Public Policy Institute coalition. This is the law firm that is working on our Travel Management Repeal Administrative Petition that will be presented to the Department of Agriculture in Late Fall/Early Winter.

Anyone who has taken the Comments Project Workshop will remember that CEQ is part of the Executive Branch, and is tasked with developing and instituting the rules and regulations that govern NEPA.

I've asked Bruce W for as much help as he can give me writing the comments, and anyone who like to submit ideas is welcome. Since our comments are going to have a very high profile with two national organizations. I've also submitted ideas to MIC that I developed in conjunction with Kerry White, from Citizens for Balanced Use in Montana for national consideration. Kerry was one of the other witnesses testifying in Washington, and he has a lot of very good connections, including a long friendship with Secretary Zinke. He is unhappy about the lack of participation of grassroots and state organizations with national movements in regards to items of important interest.

2. I have spent a lot of time researching and working on Subpart C, OSV Recreation analyses that are now under review. This week we are meeting with Eldorado National Forest Supervisor and I will represent CORVA and our partners Sierra Access Coalition at the Lassen National Forest Subpart C Objection Meeting. Next week we have a meeting with the Tahoe Forest Supervisor.

We've been doing quite a bit of research into issues related to the Pacific Crest Trail and minimum snow depth requirement. I am working with local snowmobilers on these analyses because they know the issues and the terrain best. We also want their support, and I've also had people telling us they are joining and donating to CORVA. All the research into this issue has taken a lot of time because without CORVA's assistance, I'm worried that this analysis might become a mass closure for motorized access for OSV. The response from the Forest Service to the court settlement made in 2013 with Winter Wildlands has been extreme.

3. I am working on the changeover for all CORVA's mailings and store items to the UPS Store that handles our mail and PO Box. I will give more information on this on our call.

Amy  
See attachments

## National Off-Road Initiative

An informal coalition of off-road grass-roots based groups around the country seeking and spreading knowledge and information.

1. Analyses of Forest Service and BLM national policies: does the national direction affects regional intent.
2. Review of recent court cases: do the decisions in these cases affect national and regional land use policy.

Changes may be seen with on the ground policy. Groups oftentimes seek to file lawsuits on off-road issues that have already been unsuccessfully adjudicated.

3. The effect of the current political climate on land use issues.
4. Incorporating science into land use advocacy: working with the scientific community can help save roads and trails.
5. Grants and grant funding: corporate representatives should give presentations on grant funding opportunities, either for groups working on the ground or federal agencies to bring more money maintain roads and trails.
6. Understanding the enemy, identifying the enemy: know your opponents.
7. Groups may be mostly involved in local on the ground efforts, but those efforts can be coordinated as part of a larger national plan

## Congressional Goals

- A. Litigation reform to stop the abuse of the EAJA by extreme environmental groups in litigation.
- B. Require mandatory arbitration by a select committee before court action can proceed.
- C. Require training on Coordination for land management agencies.
- D. Clearly define coordination in Federal Statute.
- E. Direction from leadership on Recommended Wilderness Area management that allows for existing uses to continue in areas until Congress considers a formal designation of wilderness.
- F. Mandate pre-fire planning in cooperation and coordination with state and local governments. Jurisdiction and response decisions should be made prior to fires.
- G. Revise NEPA to allow NEPA Sufficiency and Hard Release to be applied to areas designated in Forest Planning as suitable for those activities. This would avoid costly preparation of multiple NEPA documents on individual projects already deemed suitable in those areas.
- H. The 2012 Forest Planning Rule requires collaboration but this term is not clearly defined as to how the agency is to treat the recommendations from collaborative groups. National agency direction should be given to specific regions and districts on how to address collaboration.
- I. Liability should be assumed by federal agencies for damages when wildfires or prescribed burns leave federally managed land and burn on to state or private land.
- J. Provide liability insurance or contribute to Workmen's Comp Insurance premiums for volunteer services for trail and road maintenance.

The Forest Service is required to actively undertake the Travel Management, Subpart C – over-the-snow (OSV) analysis (rather than passively undertake analysis as originally intended by the agency) because of a ruling by the US District Court for the District of Idaho dated March 29, 2013. The Travel Management Rule was adopted by the Forest Service in December 2005 in large part to comply with Executive Order 11644 as amended by EO 11989. The Subpart C Final Rule was issued in January 2015 in response to the changes mandated by the US District Court.

Travel Management decisions throughout the country have faced numerous legal challenges. The courts have generally required the Forest Service to delineate how the minimization criteria as defined by the two executive orders have been applied during the analysis process. The minimization criteria are largely defined by EO 11644 as follows:

1. Areas and trails shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.
2. Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.
3. Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.
4. Areas and trails shall not be located in officially designated Wilderness Areas or Primitive Areas. Areas and trails shall be located in areas of the National Park system, Natural Areas, or National Wildlife Refuges and Game Ranges only if the respective agency head determines that off-road vehicle use in such locations will not adversely affect their natural, aesthetic, or scenic values.

The minimization criteria as amended by EO 11989 refer solely to requirements for closure in the case of occurrences of considerable adverse conditions caused by motorized travel.

In regards to Subpart C over-the snow (OSV) travel analysis, the Forest Service must consider compliance with the minimization criteria in EO 11644. In order to best accomplish this requirement, the Forest Service must analyze and determine the answers to the following questions, based on the best available science:

- A. Does the current OSV system comply with the criteria to minimize damage to soil, watershed, vegetation, or other resources of the public lands?
- B. Is the current OSV system located in areas that minimize harassment of wildlife or significant disruption of wildlife habitat?
- C. Are existing OSV areas and trails located to minimize conflict between OSV use and other existing or proposed recreational uses of the same of neighboring lands, taking into account noise and other factors?
- D. Are existing OSV areas and trails located in officially designated Wilderness or Primitive Areas?

Since the Final Rule delineating Subpart C analysis requirements issued in January 2015 states; *“OSVs do not make direct contact with soil, water, and vegetation; whereas most other types of motor vehicles operate directly on the ground. Unlike other types of motor vehicles traveling cross-country, OSVs generally do not create a permanent trail or have a direct impact on soil and ground vegetation”*, OSV travel in existing systems must be concluded to already comply with criteria #1 of EO 11644. OSV travel minimizes damage to soil, watershed and vegetation by the very nature of recreation occurring solely when snow blankets the landscape.

In regards to wildlife and wildlife habitat, a good example is the Sierra Nevada Yellow-legged Frog. Per US Fish and Wildlife; *“This species tends to spend the winter at the bottom of frozen lakes, emerging shortly after snow melts. In years of heavy snow, they may only be active for about 3 months.”* Many animals, including the black bear, marmot, chipmunk and ground squirrels found in the Sierra Nevada hibernate to conserve energy during the long winters. Per the California Department of Fish and Wildlife; *“...black bear begins hibernating [and] can doze for many months with a body temperature of 88°F or higher... By contrast, the body temperature of smaller hibernators such as marmots, chipmunks, and ground squirrels may drop below 40°F. These smaller creatures are known as the “true hibernators” while bear inactivity has been termed “seasonal lethargy.” For simplicity, we will refer to the inactivity of bears during the winter as hibernation.”*

The seasonal nature of OSV recreation minimizes harassment and disruption of wildlife because recreationists are active solely during the time of hibernation for many if not most species in the Sierra Nevada. The low winter temperatures and corresponding snow cover in mountainous areas insure compliance with minimization criteria #2 as defined in EO 11644.

The analysis regarding the placement and designation of OSV areas and trails brings both criteria #3 and criteria #4 to the forefront, as they are directly related. In regards to criteria #4, every forest in Region 5 already complies with this component of the minimization criteria in EO 11644. None of the current systems designated for OSV recreation in Region 5 forests are located in Wilderness, recommended wilderness or primitive designations. Therefore minimization criteria #4 has already been met.

The determination of compliance with criteria #4 then assists to determine how best to meet the requirements of minimization criteria #3 – the ideal location of OSV to minimize potential use conflict between OSV and other recreational uses. Knowing where OSV travel is prohibited from occurring allows the Forest Service to prioritize where non-motorized over snow recreation should occur in order to minimize potential use conflict. The agency must prioritize non-motorized over-the-snow recreation in those areas where OSV travel is prohibited. All designated Wilderness, recommended wilderness, inventoried roadless areas and primitive non-motorized areas must be specifically designated as premier non-motorized over-the-snow recreation destinations. By applying and marketing these areas as ideal locations for non-motorized forms of over snow recreation, the Forest Service has the opportunity to encourage this use where no motorized forms of recreation are allowed, thereby minimizing any occurrence of noise and maximizing opportunity for non-motorized solitude. Non-motorized forms of recreation during all seasons are allowed to travel cross country through all areas of a forest. However defining premier non-motorized destinations in areas where motorized travel is prohibited will insure compliance with EO 11644, and allow non-motorized users to choose their preferred recreation experience by either traveling to premier destinations or by choosing to recreate in shared use areas.

The Subpart C Final Rule issued in January 2015 states; *“the Responsible Official has the discretion to determine whether to regulate OSV use and to establish a system of routes and areas where OSV use is allowed unless prohibited or a system of routes and areas where OSV use is prohibited unless allowed...The NFS is not reserved for the exclusive use of any one group, nor must every use be accommodated on every acre...It is entirely appropriate for different areas of the NFS to provide different opportunities for recreation.”* Use conflict and user conflict have become a matter of ideology rather than innate incompatibility. Both non-motorized and motorized users have the same goal when enjoying over snow recreation. Yet the expectation of experience solely consistent with ideology creates the user conflict. Both the 2005 Travel Management Rule and the 2015 Subpart C Final Rule are silent on designating premier areas for non-motorized recreation, but do not prohibit this definition. It is completely inside the scope of the rule and insures compliance with minimization criteria.

July 23, 2018

**CORVA TREASURER'S REPORT**

**REVIEW:**

Reports sent via email.

This has been a good year so far.

Membership is still on the upswing we are 20% ahead of previous years at this point lead by new and lifetime membership – sadly renewals are off but maybe some of that is a carry over to the lifetime.

Our donations were led by the Houndsmen – they caught up on their \$2,400/qtr partnership donation sending us a check for \$9,600 – this was followed by Louis Brannum from the bay area who donated \$1,000 – \$500 for legal and \$500 for the general fund and then we have been getting several small donations (25 to 100) in memory of Raymond Davis from both members and nonmembers which have added another \$500 to \$600 in the past 30 days.

All in all a great month which has put us ahead of last year's efforts

Mike Moore

Treasurer

**Butch Meyner**  
**CORVA MEMBER & BARF REP**

July 23, 2018

**EMAILED REPORT**

I will join in a few minutes, but not pay close attention because of medical issues.

I assume that you know that Gunnar discontinued "Carnegie Forever" because normal folks cannot compete with Jeff Bezos. Confused. That other guy, Zuckerface.

Yeah I care about Carnegie and Clear Creek and everything else.

I'll be quiet on the call. Perhaps very quiet.

Butch/ Gus Meyner  
motobutch@gmail.com

bayarearidersforum.com

**Bruce Brazil**  
**CORVA Assistant Northern Director - Grants**

July 24, 2018

### **CORVA REPORT**

An addition to last night's short discussion on possible changes to the CA Red/Green sticker regulations by the CARB, is that the Federal EPA and NHTSA may revoke their waiver to CA that allows CA to set their own tighter standards. This first surfaced a few months ago and is once again in the news.

<http://thehill.com/policy/energy-environment/398372-trump-admin-to-propose-blocking-californias-clean-car-standards>

Ride on

Bruce Brazil

CORVA