



CORVA

CALIFORNIA OFF-ROAD
VEHICLE ASSOCIATION

www.corva.org

Off-Roaders in Action

November / December 2014

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

MANAGING DIRECTOR'S REPORT

Amy Granat, CORVA Managing Director

How the West Was Won! Think back on all the iconic visions of cowboys working cattle on horseback, and wagon trains bringing people from the East to settle in the Wild, Wild West. They came to the West because of an innate need for exploration and discovery that still exists very strongly today.

Off-road enthusiasts are continuing in the same vein as the first settlers of California by embracing modern means of travel. We may have replaced horses with motorcycles and wagon trains with groups of 4WD vehicles, but we're mirroring the drive that brought the first settlers to our state. We are exploring California and embracing our need for discovery, driven by a curiosity that is within our genetic make-up. By traveling the West in your OHV, you are continuing a long and proud tradition that defines us as Westerners; Americans who celebrate the freedom of exploration that made California what it is today.

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. During this holiday season, consider giving gift memberships to friends and family who share these values; we can never underestimate the importance of freedom to travel our beautiful west! Consider donating to CORVA to help us do all the work described below – it is only with your generosity we can continue making a difference throughout the state and in your local communities.

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.

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.

NOVEMBER 2014 ELECTION UPDATE

Bruce Whitcher, CORVA VP Land Resources and Public Policy

With the election behind us and the results ending in a Republican sweep, let's take a moment to consider how this might affect Congress for the next two years. First, it's important to understand that although this year's mid term elections favored Republicans, the electoral map favors Democrats in 2016 when far more Republicans are up for re-election. Combine this with an appealing Democratic presidential candidate and political landscape could again change dramatically in just two years.

Senator Reid will lose his role as Senate Majority leader, to be replaced by Mitch McConnell, much legislation that has been stalled in the senate will be sent to President Obama. Obama will remain free to exercise executive authority for things such as designating National Monuments, something he has vowed to continue doing.

All important committee chairmanships will change hands. For California, a signal development will be that both California senators are likely to lose their committee chairmanships. The departure of Senator Boxer from the chairmanship of the Environmental and Public Works Committee will represent a major change, especially if

she is replaced by James Inhofe of Oklahoma. Inhofe is known to be skeptical of the evidence supporting global warming and climate change. Senate Energy and Natural Resources chair Mary Landrieu (D-Louisiana) is expected to be replaced by Lisa Murkowski (R-Alaska).

Doc Hastings, current chairman of the House Natural Resources Committee, will be leaving Congress. His most likely replacement will be Rob Bishop (R-Utah).

CORVA will continue to be involved whenever and wherever possible realizing that never ending legislative battles are a fact of life for the OHV enthusiast. Progress can only be made by maintaining continuous involvement at all levels of State and federal government, something CORVA is committed to doing, with your support.

WHAT'S ON YOUR BUMPER STICKER?

by Jim Woods, CORVA Southern Regional Director

You can tell a lot about the people you share the road with as you drive around California.

The cars, trucks and motorcycles usually have at least one, if not more bumper stickers. These little bits of information can express a political or spiritual opinion. Sometimes you can see how many people are in the family; what sport they play; where they go to school and how they feel about our country. Popular now is the memorial to a fallen family member and even a beloved pet. Occasionally a picture or joke might make us laugh.

With the over 10 million registered off-road vehicles throughout California, you would think there would be vehicles covered with support for CORVA and the Off-Road Lifestyle. At our booth during the Sand Sports Super Show in Orange County during September, one member expressed this idea: We are not enjoying an off-road "sport", but rather a lifestyle. This means we spend time preparing for

and enjoying trips where we happen to go off-road. What we do when we get there is varied but the common denominator is that we "do it" off-road.

Off-road areas are usually on public land – land that various groups struggle over. Who gets control is also usually decided by money and clout. The military with all their money and clout took a vast amount of Johnson Valley recently despite the protests of the off-road community. Our lifestyle had a small although important voice, just not enough money or clout. Extreme environmentalists are trying to close more of the Sequoias and our politicians think they know best in designating our San Gabriel Mountains as a National Monument. They all have lots of money and lots of clout. They will eventually succeed in controlling more public land. Our off-road lifestyle will suffer unless our organization has more money and we show them our clout!

When you join CORVA you receive a few stickers and a membership card. Your supporting membership helps pay for the production of the monthly newsletter and the membership processing. Our volunteers do most of the physical work. When you make a donation to the CORVA store and wear a CORVA hat or t-shirt you help support the work that CORVA does every day to help keep public land access available for your lifestyle off-road. Every dollar helps!

So what's on your bumper sticker? Put a CORVA sticker on all your family vehicles. Send a donation to help CORVA. Ask all your off-road friends to show their support by joining CORVA too. With more money and members, we will have more clout. And that means keeping more land available to enjoy our off-road lifestyle.

(Send pictures of your CORVA sticker on your vehicles to: admin@corva.org and we will put them on the web gallery.)



BETTER UNDERSTAND THE DESERT RENEWAL ENERGY CONSERVATION PLAN

Randy Banis, CORVA's Representative to the DRECP Stakeholder Committee

The Desert Renewable Energy Conservation Plan, or DRECP, seeks to streamline the permitting of utility scale renewable energy projects in the California desert that are sited on lands that are most appropriate and least impactful to biological, cultural and recreational resources. It also proposes desert-wide, landscape level conservation measures to offset the potential impacts to these important resources that might result from renewable energy development in the desert.

The DRECP, which began with an Memorandum of Understanding (MOU) between Governor Schwarzenegger and President Bush, covers more than 22.5 million acres of public and private land in the California desert. The plan hopes to improve on the past and current siting of renewable projects, and the effectiveness of expensive and required mitigation measures.

Where do they proposed to site renewable energy projects? In the Preferred Alternative, most would be sited on private lands that are previously disturbed and near existing transmission corridors. Currently, over 6 million acres are available for renewable energy siting. The DRECP's Preferred Alternative would designate 2 million acres as Development Focus Areas, or DFA's, with an actual total footprint of 177,000 acres – nearly 80% of which would be on private lands.

So, what about recreation?

Will our OHV Open Areas be invaded by solar, wind and geothermal projects? What will become of our more than 10,000 miles of designated OHV roads and trails that lie within the DRECP coverage area?

On my initial review, I find good news in that renewable energy development will be excluded from our OHV Open Areas. However, there is an exception for geothermal development that does not involve surface occupancy, for example, within the Ocotillo Wells OHV Area. I also found that 3,400 acres of the Spangler OHV Open Area will be converted from OHV Open

Use to Limited Use with designated trails, contrary to tables in the Executive Summary and elsewhere.

Could there be yet other impacts from the DRECP on our OHV Open Areas?

I also find good news in that the designation of conservation lands will not close any designated OHV roads or trails – except for one road across a small dry lake bed near the Nevada border east of Death Valley.

Could there be yet more closed roads hidden in the DRECP's conservation measures?

I also find good news in a first time ever mitigation requirement for impacts to recreation resulting from renewable energy development. This is an outstanding win for both the motorized and nonmotorized recreation communities.

However, are the actual DRECP mitigation provisions written strong enough to meet the promise of full mitigation of lost recreation opportunity?

And how will the availability of Special Recreation Permits be affected by the DRECP's wall-to-wall conservation strategy of designated NLCS lands, ACEC's, SRMA's and ERMA's (see below)?

Getting the Answers

Despite these all being key questions that need to be answered, the remainder of this article is devoted to answering this question:

How does one start in participating in the public review of an 8,000 page environmental document? Here is my recommendation.

First, you don't actually read the whole Draft EIS/EIR document. It is more like an encyclopedia that you thumb through to pull information that is relevant to your area of interest, which in our case, is Recreation, and Trails and Travel Management. One could follow this same strategy to review the plan for its affects on mining, or grazing, or a host of other existing uses of the desert.

Second, you may want to focus on the BLM portion of the DRECP, which is called the LUPA, or Land Use Plan Amendment. This is where the vast majority of publicly available recreation lands are located within the plan. Yet, we can't entirely ignore motorized recreation on private property, as there are indeed some possible effects which are discussed below.

Thirdly, below are specific things to look at with regard to motorized recreation, and where you can find them in the DRECP Draft EIR/EIS.

1. Development Focus Areas (DFA's)

These are areas within which renewable energy projects will be encouraged to locate in exchange for streamlined permitting. To best analyze the impacts of renewable development on recreation, you should review the DFA's for potential impacts to specific designated routes by looking in detail at the DFA's on the maps. Keep in mind that impacts on recreation from renewable development in DFA's would require full mitigation under the DRECP.

2. Conservation Focus Area (CFA's)

CFA's are private lands that are prioritized for acquisition by the state from willing sellers using DRECP mitigation fees. Again, using the maps, you should review these areas for impacts to specific designated routes. Often important designated trails cross private lands. If these lands are acquired by the state for the purpose of conservation, we need to ensure that the designated route remains open.

3. Areas of Critical Environmental Concern (ACEC's)

ACEC's are special management units with an emphasis on protecting a particular biological or cultural resource. They are common on BLM lands, with there being about 90 ACEC's already in existence in the DRECP coverage area.

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PRE-REGISTER IN NOVEMBER ONLINE AT WWW.CORVA.ORG OR PAY AT THE EVENT SITE!
All OHV's Welcome!*

GREAT RAFFLE PRIZES DONATED BY THE OFF ROAD INDUSTRY

POKER RUN - SATURDAY, JANUARY 10TH

Registration- Each Vehicle: CORVA Member: \$35.00 / Non-Member: \$45.00

Kids (12 and under) on ATV's/MC- \$20.00

**All Prices include one poker hand and 1 raffle ticket / Great prizes for 1, 2nd, & 3rd place Poker Hands /
 Great prizes for 1, 2nd, & 3rd place in Games**

START TIME: 8:00AM / START LINE CLOSES: 11:00AM

ENTER YOUR DOG TO WIN GREAT PRIZES AT THE DOG SHOW

*Course length approx. 20 miles / Alternate "difficult routes" for those willing to "GO FOR IT!" / Checkpoints have
 "games of skill" for more family fun and prizes! / Course closes 4:00 pm!*

SEE MAP TO EVENT: corva.org



SUGGESTED ITEMS:
 First Aid Kit, Tow Strap,
 Spare Tire, Fire Extinguisher

**Ocotillo
 Wells
 SVRA**

Pre- Registration
 opens in November
 (See website for details)

BBQ dinner to follow Poker Run

Trailmasters Club BBQ Dinner Menu

Hamburger	\$4.00
Hamburger w/side of chili	\$5.00
Hot Dog	\$2.00
Hot Dog w/chili	\$3.00
Bowl of chili	\$2.00

Registration desk will open at 2:00pm Friday afternoon (January 9th) at the event

Camping for the event is located in an easily accessible dirt area adjacent to a large dry wash. Plenty of room for motorhomes and trailers. This is dry desert camping, so no hook-ups. We will however, have portable toilets brought in for those "tenting it"

All proceeds from this event to go to CORVA's Land Use Fund!

Need more info?

Email: steve.hewitt@corva.org or call 951-237-0233

CELEBRATING 20 YEARS OF GREAT OFF-ROADING AT TRUCKHAVEN!

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.



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

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(Make checks payable to CORVA)

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Sacramento, CA 95833-1945

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

LAND USE UPDATE

Bruce Whitcher, CORVA VP for Land Resources and Public Policy

Southern California National Forests Land Management Plan Amendment

Forest Service Announces Final Record of Decision

The Forest Service has announced the release of the Final Records of Decision (Final RODs) for the Southern California National Forests Land Management Plan (LMP) Amendment. The Final RODs identify Alternative 2a as the selected land use zone alternative and Alternative B as the selected monitoring alternative for each forest. The Forest Plan Amendments, by themselves, will not affect the designation of roads and trails, but for the Los Padres approximately 300,000 acres will be rezoned to “Back Country Non Motorized” which would limit any future expansion of the road and trail system. Alternative 2a changes the zoning within select Inventoried Roadless Areas, increasing the area of Recommended Wilderness and Back Country Non-Motorized land use zones across the four forests. The four Final RODs, the Final Supplemental Environmental Impact Statement (SEIS), and the associated supporting documents are all available on the project website at: www.fs.fed.us/nepa/fs-usda-pop.php?project=35130

Issuing the Final RODs concludes the planning process that began on April 27, 2012 with the publication of a notice of intent to prepare a SEIS in the Federal Register. The Draft SEIS was released for a 90-day public comment period beginning on February 15, 2013, and the Final SEIS was issued on November 15, 2013. Draft RODs were issued on January 15, 2014, starting the 60-day pre-decisional objection process. The Regional Forester received 12 timely filed objections, one of which was filed by CORVA, and Deputy Regional Forester Ronald G. Ketter, acting as reviewing officer, issued his response to the objections on October 3, 2014. Our responses to the reviewing officer's instructions are documented in the Final RODs. The objection documents are also available on the project website. No changes were made based on CORVA's objection to the increase in non-motorized zoning and lack of an adequate range of alternatives.

For more information, please contact Cleveland National Forest Planner Jeff Heys at 858-674-2959, or visit the project website at www.fs.fed.us/nepa/fs-usda-pop.php?project=35130.

Obama Declares National Monument for San Gabriels

Officials voice concerns over effect of declaring San Gabriels a National Monument

National Monument will be even more restrictive than National Recreation Area originally proposed

“The Secretary shall prepare a transportation plan that specifies and implements such actions necessary to protect the objects identified in this proclamation, including road closures and travel restrictions. For the purpose of protecting the objects identified above, except for emergency or

authorized administrative purposes, the Secretary shall limit all motor vehicle use to designated roads, trails, and, in the Secretary's discretion, those authorized off-highway vehicular use areas existing as of the date of this proclamation.”

President Obama designated the San Gabriel Mountains outside of Los Angeles as a national monument Friday, October 10, setting aside 346,177 acres of national forest as a recreational area.

Using his authority under a 108-year-old law, Obama's executive action will permanently protect the forest from development and set it aside as an outdoor recreation destination.

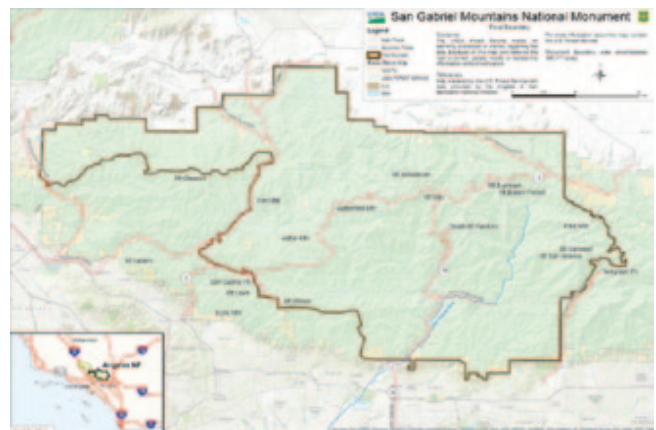
Against a picture-perfect mountain scene, Obama extolled the forest for its “rugged slopes and remote canyons,” wild lilacs and mountain mahogany trees.

The move is not without controversy. Some park neighbors worry about what the move would mean for fire suppression efforts and restrictions on hunting and off-road vehicles.

“This place is special and must remain special,” said Agriculture Secretary Tom Vilsack, who oversees the U.S. Forest Service. But cities in the region applaud the designation, saying the mountains are an important source of the region's fresh water, clean air and open space. “Designating the area as a National Monument will ensure its resources are managed properly and protected for future generations to enjoy,” Los Angeles Mayor Eric Garcetti said in a statement.

The San Gabriel Mountains National Monument is the 177th such designation since President Theodore Roosevelt signed the Antiquities Act in 1906. Obama has established or expanded 13 of them, all but one of them without congressional approval.

“And I'm not finished,” Obama said, hinting that he was actively considering additional national monuments.



Forest Service announces the launch of over-snow vehicle use designation analysis on five forests

Vallejo, Calif. — The Pacific Southwest Region (Region 5) of the U.S. Forest Service will soon begin environmental analysis under the National Environmental Policy Act (NEPA) based on Subpart C of the Travel Management Rule. Five national forests in California are undertaking Subpart C analysis to improve their management of over-snow vehicle use and to designate a system of over-snow vehicle trails, including groomed trails, to meet the terms of a settlement agreement between the Forest Service and Snowlands Network, Winter Wildlands Alliance, and Center for Biological Diversity.

The Forest Service will soon begin the process of preparing a separate environmental impact statement for each of the five forests: Lassen, Tahoe, Eldorado, Stanislaus, and Plumas National Forests. The environmental impact statements will be prepared as part of a staggered completion schedule (separated by several months for each of the five forests), starting with the Lassen National Forest. The Regional Forester's office is coordinating this effort. The Forest Supervisor on each of the five forests will be the responsible official and will sign the final decision for each forest.

Public participation is essential for the project's success and in helping identify issues and concerns to consider in the analysis. Before the Forest Service begins the environmental analysis, we encourage members of the public to attend upcoming open houses to learn more about this project, offer input for the upcoming National Environmental Policy Act (NEPA) process, and share information. Four of the five forests are hosting open houses in November. The Tahoe National Forest will host meetings after the NEPA process begins, sometime after December 2014.

Inyo, Sierra, and Sequoia National Forests Land Management Plan 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:

- Dec 2013 – Notice to Initiate plan revision published in the Federal Register.
- Aug 2014 – Notice of Intent published in the Federal Register and 30-day scoping process starts.
- Sep 2014 – Tribal Forums and Public Workshops.
- Nov 2014 – Tribal Forums and Public Workshops.
- 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.

Continues on page 14 »



Redlands
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CHRYSLER Jeep RAM MAZDA

LOREN CAMPBELL
Vice President / General Manager

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SAN GABRIEL MOUNTAINS NATIONAL MONUMENT DESIGNATION

Co-Authored by Judy Nelson, Mayor of Glendora, CA & Linda Wucherpennig, CORVA

In June of this year, Representative Judy Chu introduced a bill to Congress, HR 4858, the San Gabriel National Recreation Area Act. This legislation would have placed a National Park overlay upon approximately 621,860 acres of the San Gabriel Valley, the Angeles and San Bernardino National Forests.

When HR4858 was introduced in Congress, it was referred to the Congressional Natural Resources Committee and it is clear that it currently does not have enough support to move on. On August 16th, just two months after submitting her bill to Congress, Rep. Chu announced that she had urged President Obama to use his presidential power to create a San Gabriel Mountains National Monument in order to bypass the congressional stalemate. However, a national monument designation created by executive order lacks written management guidelines and is not interchangeable with a bill that is vetted by Congress.

On Friday, October 10th, President Obama signed a proclamation designating 347,000 acres of the San Gabriel Mountains as a National Monument. This is the 13th time our President has used his executive power to designate a national monument.

While it has been publicized that this monument was many years in the making that could not be further from truth. It was implemented less than 7 weeks after it was announced. Some are confusing it with Rep. Chu's National Recreation Area Act which did in fact undergo many years of study and input. The National Monument designation is different from the National Recreation Area bill and must not be considered the same. It does not have any written legislation to guarantee water rights, land management or recreation access.

Although we have received verbal assurances from Rep. Chu that nothing will change with the management of the San Gabriels, the terms will not be placed into writing until the Secretary of Agriculture creates the plans, and even then the directives can be changed by future presidents as they see fit.

The United States Department of Agriculture (USDA) states that "within three years after the designation, a management plan will be developed with public input. The management plan will be developed and implemented in an open and transparent process. The Secretary of Agriculture has directed the Forest Service to provide for maximum public involvement in the development of the plan."

Council members from San Gabriel Valley cities, members from organizations such as the California Trail Users Coalition, Public Lands for Public People, Mt. Baldy Lodge, the Glendora Community Conservancy, the San Gabriel Valley Regional Conservancy (SGVRC), the Gold Prospector's Association, the California Off-Road Vehicle Association (CORVA) and citizens from throughout the region have become united by concern over this bypass of Congress, lack of a public voice in the process and no knowledge of what this designation means for the future of our mountains. We have joined forces under the name **Mountains Conservation Alliance** and will continue to monitor the process as the involved agencies move forward. Our first step was to contact representatives from the National Forest Service (NFS) and National Forest Foundation (NFF) and set up meetings to ensure that our voice is heard and that we are able to provide direct feedback regarding the Management Plan. These are the two agencies that will lead the creation of the San Gabriel Mountains National Monument Management Plan. Any change in management criteria requires the Agency to undergo a

National Environmental Policy Act (NEPA) process that includes numerous opportunities for public comment. The NEPA process is an area that CORVA has vast amount of experience in and we will be able to provide training on how to create knowledgeable input thru our Comments Project.

As we move forward CORVA will be sure to represent our membership and keep you informed of our progress. We will continue to provide you updated information via our website, ORIA articles, and advise you of any urgent issues via our email alerts.

Please contact Linda Wucherpennig, linda.wucherpennig@corva.org with any questions.



« DRECP continued from page 5

Many ACEC's currently overlap well used recreation areas, demonstrating that ACEC's and recreation do coexist in most cases.

The DRECP proposes to expand many of these ACEC's, and to designated 58 new ACEC's all across the desert. Much of these ACEC lands would be overlapped by two new designations, SRMA's and ERMA's (see below). More than 10,000 miles of our Limited Use designated OHV network exist within these proposed ACEC's, SRMA's and ERMA's. The plan's authors purport not to close any designated OHV routes, but I found one within an ACEC. Can you find more?

It is easy to look at the impacts on motorized recreation posed by the proposed Conservation Management Actions (CMA's) for each of the proposed ACEC, SRMA and ERMA. Simply download Appendix L – BLM Worksheets, and look at the worksheet for each ACEC, SRMA or ERMA in the plan.

For these ACEC's, each worksheet begins with a page or two of general information about the area's resources, a table of area acreage for each alternative, then a matrix describing the CMA's for each of the potentially affected resources. For each ACEC, you'll find a CMA for Air, Soil and Water, Cultural Resources, Plants, Wildlife, and so on. You want to first focus on the CMA's for these two categories: Recreation, and Trails and Travel Management. Then, quickly glance at the CMA's for the other categories just in case, as I have found some proposed recreation related management prescriptions within the categories of Air, Soils and Water, and Cultural Resources. Furthermore, each ACEC's

is important to look at with respect to the future availability of Special Recreation Permits which may become even more difficult and expensive to obtain.

4. Special and Extensive Recreation Management Areas (SRMA and ERMA)

Currently, the BLM desert lands that hold our thousands of miles of designated roads and trails, are not protected for recreation. The DRECP Preferred Alternative proposes to recognize over 2.5 million acres of BLM managed desert as Special Recreation Management Areas, and more than 875,000 acres as Extensive Recreation Management Areas.

These 41 new polygons on BLM lands would be managed with an emphasis on protecting recreation values and opportunities, and all impacts from renewable energy development would need to be mitigated by the developer. Nonetheless, it is important for us to review the Management Actions and Allowable Uses specified in the BLM's SRMA & ERMA Worksheets in Appendix L for any potentially negative impacts to recreation. Also, look at these polygon boundaries with the aim of suggesting additional acres that might be also designated under a SRMA or ERMA, as these designations will provide DRECP's best protection for our designated route network in the desert.

5. National Conservation Lands System (NCLS)

Some 4 million acres of BLM lands may receive a sometimes overlapping conservation designation through their inclusion within the National Conservation Lands System. This designation proposes its own set

of Conservation Managed Actions (CMA's) that are more difficult to assess with regards to potential impacts to motorized recreation. Unfortunately, the impacts of NLCS designations on recreation are rather vague and fuzzy. A general overview of NLCS lands for each alternative is contained within Volume II, and the impacts of NLCS designations on recreation are described in general in Volume IV, Chapter 18.

Resources

You can easily download the DRECP Draft EIR/EIS by chapter from the DRECP website: www.drecp.org/draftdrecp/

The DRECP Gateway on the Data Basin mapping website provides DRECP maps online in an interface that allows you to zoom in and out, change the basemap, rearrange the order of the various layers and turn them on and off, add data layers from other DRECP maps, affix comments, and save to a PDF file. This versatile mapping tool is available at: drecp.databasin.org

We will probably find that none of the action alternatives by themselves will provide the protections to motorized recreation that we seek. However, we can work together to suggest a combination of alternatives and other changes to make the DRECP a better plan with regard to protecting our OHV opportunities.

Unless the public comment deadline is extended, we have only until January 9, 2015, to submit comments. So, start early, and let us know what you are finding along the way.

[Editor's Note: The comment period, originally scheduled to close on January 9, 2015, has been extended through February 23, 2015.]



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Have questions for CORVA? Contact the board at corvabod@corva.org or CORVA Managing Director, Amy Granat at amy.granat@corva.org or 916-710-1950.



« Land Use Update continued from page 9

West Mojave Plan Update

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.

The supplemental draft EIS will be released in February 2015, with the final EIS in September 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.

Desert Renewable Energy Conservation Plan -

See "Better Understand the Desert Renewal Energy Conservation Plan" by Randy Banis on page 5 in this issue.

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OFF-ROADERS IN ACTION

Volume 27 Issue 2

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WHAT IS CORVA?

The California Off-Road Vehicle Association (CORVA) is a varied group of outdoor recreationalists who are extremely active in promoting the positive aspects of vehicular access on public lands and protecting that right.

The group is composed of the owners of "Green Sticker" vehicles such as ATV's, motorcycles, 3-wheelers, trail bikes, and dune buggies, as well as "street legal" 4x4 vehicles, dual sport motorcycles, baja and desert racers, and snowmobiles.

We work with land managers for responsible off-highway vehicular access and recreation opportunities. Secondly, we educate our membership on the constantly changing rules and regulations and promote conservation, clean-up and trail maintenance projects.

We participate in lobbying activities in both Sacramento and Washington DC. We work closely with the State Department of Parks and Recreation providing input to

the Off-Highway Motor Vehicle Recreation (OHMVR) program from the users' standpoint.

We provide a valuable resource to land managers in the form of dedicated OHV and OSV enthusiasts who believe in using our public lands responsibly.

We are active at all levels of the land management public process with both the BLM and USFS as well as at the county and local levels. We do this by commenting on many environmental documents on issues that affect us.

We coordinate with other multiple use organizations such as snowmobiles to horse enthusiasts to protect multiple use rights that we both share. Only together can we fight the extremists.

We are dedicated to protecting our lands for the people, not from the people.

For more information, contact Amy Granat, Managing Director:

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