



United Four Wheel Drive Associations

Protecting, Promoting, and Providing 4x4 Opportunities Worldwide

UFWDA eNews February 2012

Wow, it's all happening and you are needed to keep it going. UFWDA sent our legislative advocate and expert, Carla Boucher to Washington DC to work alongside representatives of other access oriented organizations to lobby for the future of four wheeling in the USA..

Read the excerpts in this edition or use the link to the UFWDA forum to find the full report.

This is the type of advocacy for four wheeling that UFWDA want to get back to more often, but it is not a free ride. To achieve those face to face meetings requires money for travel, lodging and time.

You can donate directly to UFWDA to support our advocacy by going to www.ufwda.org and clicking on the 'Donate' tab on top right.

Even before you do that though, contact your Senator about RTP to ensure its survival... without it, it will be an even tougher future for US four wheelers.

Using the limited data that we get from the email system that we use to notify you of these eNews, it appears that there is a diverse readership around the world. We'd be delighted to have any of those readers contact UFWDA and maybe even get some feedback from you?

Peter Vahry – editor - international vice-president
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Support RTP in the Senate now!

We have a real chance to reincarnate RTP (Recreational Trails Program) in the Senate. The current bill under consideration for transportation reauthorization is known as MAP-21 and is expected to be sent to the Senate floor for a vote this week or next. MAP-21 eliminated funding for RTP. However, Senator Klobuchar is offering an amendment to MAP-21 to reinstitute RTP authorization. Please contact your Senators today and tell them how important it is to you that they support the Klobuchar amendment when the bill comes up for a vote. Remind them that RTP is funded by the gas tax you pay as their constituent and how valuable RTP grants are to maintain and sustain America's Great Outdoors!

*By Carla Boucher, Attorney
United Four Wheel Drive Associations*

To locate your Senator <http://www.usa.gov/Contact/Elected.shtml>

Late breaking RTP update!!!

We have been in touch with Rep. Steve King's Chief of Staff on amendment #230. Apparently they were given some misinformation regarding RTP. We have had a discussion with them and provided some available data to help convince them not to pursue their amendment. All members must go in front of Rules Committee tomorrow at 5 pm to make the case for their amendments.

The best course of action at this time is for motorized interests to **contact Rep. King's office** and urge them not to pursue the amendment. I have to emphasize motorized, because their issue is based on non-motorized activities receiving Highway Trust Fund dollars. Hearing from a motorized group got some immediate traction. They are concerned about the "big picture" so contacts within Rep. King's district are helpful, but hearing from the national offices of our groups is important in this case, as well.

Sheila K. Andrews

Senior Legislative Assistant

AmericanMotorcyclistAssociation

And an update from the Coalition for Recreational Trails

We are very pleased that Senator Amy Klobuchar (D-MN) has agreed to introduce an amendment to MAP-21 that will continue the RTP as a stand-alone program with its own funding. The amendment is expected to be introduced this week – so the time for action is now.

If this amendment is approved, then the RTP should be protected in both the Senate and House transportation bills. However, for Sen. Klobuchar's effort to be successful, we must build support for

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her amendment. We need you to **CALL YOUR SENATORS TODAY OR TOMORROW** and ask them to support Sen. Klobuchar's amendment to include dedicated funding for the Recreational Trails Program in MAP-21.

The key messages are simple:

- Unless the bill is changed, MAP-21 will effectively eliminate the Recreational Trails Program; and
- Please support Senator Klobuchar's MAP-21 amendment to include dedicated funding for RTP.

Other helpful messages include:

- For the last two decades, RTP has received a portion of the gas taxes paid by users of off-highway motorized vehicles to fund trail building, maintenance and other trail-related projects. More than 13,000 projects have been funded across the country for all kinds of trail uses. This is a very successful program.
- At its current level of annual funding – \$85 million – RTP receives less than 42% of the Federal Highway Administration's conservative estimate of the federal gas taxes paid by America's nonhighway recreationists. Unless it is amended, the Senate bill will reduce that percentage to zero and impose a substantial new tax on motorized recreation enthusiasts.
- The return of gas taxes to trail users through the RTP is in keeping with the user-pay, user-benefit philosophy of the Highway Trust Fund. Ending dedicated funding for RTP takes these gas taxes away from the people who pay them. Ending dedicated funding for RTP is bad public policy and just plain wrong.
- The RTP is the foundation of state trail programs. If the RTP loses its dedicated funding, organized trail planning and development will simply vanish in many areas of the country.

If you are not sure who your Senators are or how to contact them, just use this link to identify them and find their telephone numbers: <http://www.senate.gov/>. The search tool can be found on the upper right of the webpage.

Thanks very much for your help – and good luck!

Marianne Wesley Fowler

Co-Chair, Coalition for Recreational Trails

Derrick A. Crandall

Co-Chair, Coalition for Recreational Trails

For background and additional RTP 'talking points' <http://www.ufwda.org/smf/index.php?topic=3565>

Washington DC overview of Planning Rule

Meeting with Mr. Tony Tooke (Director of Ecosystem Management Coordination) and Mr. Jim Bedwell (Director of Recreation and Heritage Resources), US Forest Service. Also in attendance were Deidre St. Louis (Recreation Planning Lead, Recreation and Heritage Resources, Recreation Management), Jessica Hall, and Joe Adamson (Natural Resource Specialist, Recreation and Heritage Resources). We were given an overview from Mr. Tooke regarding the final proposed Planning Rule. **The notice of Record of Decision was published by the EPA and implementation of the rule will begin around March 2, 2012.** Of 125 units, 68 are out of date with planning. Therefore, the agency intends to implement the final rule straight away beginning March 2. They plan to begin in 8 forests already

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identified. Those planning areas, since our 2/01 meeting, have now been identified as the Nez Perce-Clearwater in Idaho, the Chugach in Alaska, California's Inyo, Sequoia and Sierra, the Cibola National Forest in New Mexico, and the El Yunque National Forest in Puerto Rico.

Based on our conversation with Mr. Tooke, the agency believes they will complete collaborative planning in half the time planning took under the old 1982 planning regulations. Of concern is the fact that planning will begin at least on the 8 national forests identified above BEFORE agency directives have been created (expected date of completion sometime around late April 2012) and before the agency appoints members to its newly created Federal Advisory Committee. FACA nominations close on 2/28/2012. UFWDA, along with many other national recreation organizations, have signed a letter of support for the nomination of Russ Ehnes, Executive Director of NOHVCC, to sit on the committee on behalf of motorized recreation.

Several issues are still of concern regarding the new rule. Planning can rely on "assessments" and the rule makes clear that such assessments are not decision documents. This language "not decision documents" is legal language indicating the documents are not the subject of litigation. However, if at the time of current planning the agency reaches back in time for assessments that were never peer reviewed and which we had no knowledge of or input on at the time of creation the agency will heavily rely upon the outcome of the assessments. The problem is the agency can reach back in time to rely upon an assessments that supports standards and measures of forest health utilized in planning but if those standards and measures are baseless, poorly structured, or poorly written in the assessment there is very little input the agency is required to accept, as these assessments are "not decision documents". As we've struggled with in the past, these "not" decision documents play a crucial role in forest planning, upon which crucial project decisions lie. Staving off litigation until project level decisions are made, when problems with assessments are present at the time of planning, merely postpones the inevitable rather than bolstering collaborative planning as the agency hopes will occur during planning.

*By Carla Boucher, Attorney
United Four Wheel Drive Associations*

UFWDA quick survey

According to the Institute of Advanced motorists, the number of drivers on UK roads over the age of 80 has topped one million for the first time.

The group obtained the data from the UK's DVLA. The licence-issuing authority's files show that 1,012,399 drivers were aged over 80 on 31 January, of which 122 were over the age of 100. There are now three 105 year-olds out and about on Britain's roads, and one woman who is 106.

One of the IAM's more interesting findings is that the rate of deaths and serious injuries in crashes among drivers over 80 is three times lower than the rate for those aged 17-19.

The UK is one of the few European countries with a rising population but when it comes to the average age of its citizens, it remains in sync with other EU nations: the Office of National Statistics predicts that there will be 8.7 million people over the age of 75 living in these islands by 2033. This will represent an 81.1 percent surge in the number of over 75 year-olds since 2008 - some 4.8 million people.

These 'quick surveys' are just that and here's the February one....

“What is the age mix of four wheelers?”

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From DC.... America's Great Outdoors Initiative

The next meeting of the day allowed us to discuss implementation of America's Great Outdoors Initiative (AGO) and 50-state Report. The report established the Federal Interagency Council on Outdoor Recreation (FICOR) whose goal is to promote better coordination and collaboration among Federal agencies represented by the directors of the Bureau of Land Management, the National Park Service, the U.S. Fish and Wildlife Service, the Bureau of Reclamation, the U.S. Forest Service, the U.S. Army Corps of Engineers, and the National Oceanic and Atmospheric Administration. We met with the representative for the Bureau of Land Management Bob Ratcliffe (Division Chief, Recreation & Visitor Services) and for the US Forest Service, Jim Bedwell (Director of Recreation and Heritage Resources). Also in attendance at this meeting were Deidre St. Louis (USFS Recreation Planning Lead, Recreation and Heritage Resources, Recreation Management), Joe Adamson (USFS Natural Resource Specialist, Recreation and Heritage Resources), Andy Tenney (BLM Deputy Division Chief, Recreation & Visitor Services), and Robert Perrin (BLM, Trails & Travel Management Program Lead, Recreation & Visitor Services).

Mr. Ratcliffe indicated that the two top priorities of FICOR are tourism and access. However, of the 100 projects initially identified in the AGO 50-state report, none of them are motorized. In response to our concerns the USFS and BLM indicated the 100 projects highlighted in the 50-state report are just the beginning of implementation of the AGO initiative. Motorized recreation was encouraged to identify motorized road or trail projects for the future. It was pointed out that the motorized recreation community does not have a foundation for recreation similar to those foundations currently identified as AGO Partnerships such as the National Park Foundation, National Forest Foundation, National Environmental Education Foundation, or National Fish and Wildlife Foundation.

In addition to the concern that no motorized projects were identified in the first 100, there are currently no metrics or standards identified by AGO to measure success or progress of the program. The BLM and USFS are looking to us for proposed metrics and standards we'd like to see them use to measure the program. In addition, UFWDA is seeking input from its members to identify projects to improve access on federal lands. Please send us your ideas and the details of locations you would like four wheel drive access projects to occur. We will package our recommendations for adoption by FICOR.

*By Carla Boucher, Attorney
United Four Wheel Drive Associations*

Washington DC summary

Collectively we were able to speak to staffers in the offices of Representatives Candice Miller (MI), Don Young (AK), John Duncan (TN), Heath Shuler (NC), Tom Petri (WI), Mike Michaud (MI), and Tim Johnson (IL). We thanked them for their continued support of RTP in the House, asking them to ensure RTP remains viable through the committee hearing and up through a floor vote. We are cautiously optimistic that with continued contacts by UFWDA members to the Congressmen in both the House and Senate, RTP will be reauthorized this year.

The timing of a UFWDA visit to Washington, D.C. was perfect. It was invaluable to have face-to-face meetings with directors and division chiefs of federal agencies and with members of Congress. It was particularly helpful to speak to the staff of Congressman Heath Shuler's office (D-NC), for instance,

about the importance of continued motorized access with a Congressman whose party affiliation might often put our concerns low on the priority list. I was able to put a face on motorized recreation using a specific location in their state, such as Uwharrie National Forest in NC, in a non-partisan way to encourage these Congressmen to support RTP.

For the full report by Carla Boucher go to <http://www.ufwda.org/smf/index.php?topic=3562.0>

VA4WDA winter newsletter

VA4WDA newsletter link <http://www.ufwda.org/smf/index.php?topic=3564.0>

Local Community Group Challenges New National Park Service Off-Road Vehicle Restrictions at Cape Hatteras

Proper review of alternatives and socioeconomic impacts required, says group's filing.

Buxton, NC (February 9, 2012) – The Cape Hatteras Access Preservation Alliance (CHAPA) today filed suit challenging the National Park Service's (NPS) issuance of a new management plan and special rule regulating off-road vehicle (ORV) use at Cape Hatteras National Seashore Recreational Area. The lawsuit seeks to prohibit NPS from imposing severe new restrictions on ORV use within the Recreational Area in accordance with the agency's recently released Cape Hatteras ORV Management Plan/Final Environmental Impact Statement and Special Regulations governing ORV management at the Recreational Area.

Since before the establishment of the Recreational Area, ORV access to and over the beaches of North Carolina's Outer Banks has been fundamental to the use and enjoyment of the area by residents, visitors, and local businesses. "The Park Service's new ORV management plan and rules, if implemented, will have a devastating effect on our unique, local shore-oriented culture and economy," said John Couch, President of the Outer Banks Preservation Association (OBPA). "The OBPA and CHAPA have fought to keep the Cape Hatteras National Seashore Recreational Area beaches free and open to residents and visitors since 1977. OBPA and CHAPA continuously have maintained that reasonable ORV access and bird and turtle species protection are not mutually exclusive. Unfortunately, the Park Service overlooked reasonable recommendations and information that OBPA and CHAPA put forth during the planning process that would have resulted in an ORV management plan and rules that both protect wildlife resources and ensure reasonable ORV access to and over the area's beaches."

Throughout the ORV planning and rulemaking process, CHAPA's goal has been to work with NPS to develop a comprehensive ORV use and management plan that will meet the concerns of protecting the Recreational Area's resources without compromising the distinctive lifestyle and economic health of the islands that make up the Outer Banks. CHAPA has advocated the protection and preservation of Seashore beaches within a framework of responsible and meaningful access to the ocean beaches and sound for all users, including pedestrians and properly licensed drivers and their vehicles.

According to the complaint filed by CHAPA in the United States District Court for the District of Columbia, the imposition of new, severe restrictions was "foreordained from the time that NPS began its planning process." As set forth in the complaint, the Park Service's planning and environmental review process

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under the National Environmental Policy Act was plagued by a series of failures. These include, among others: a failure to give meaningful consideration to views, data, or information that were contrary to NPS's desire to impose more severe restrictions on ORV access and use; a failure to look at reasonable alternatives, including smaller and more flexible buffer and closure areas; and a failure to properly assess impacts on the local economy. The complaint asks the court to determine that NPS acted improperly and to prevent NPS from implementing its final ORV management plan and rules.

The Cape Hatteras Access Preservation Alliance (CHAPA) is a project of the Outer Banks Preservation Association (OBPA), which is dedicated to preserving and protecting a lifestyle historically prevalent on the Outer Banks of North Carolina, and specifically at the Cape Hatteras National Seashore Recreational Area (CHNSRA). With over 10,000 active members (representing over 38 states and Canada), OBPA and CHAPA work to protect and preserve local beaches within a framework of free and open beach access for all users, including properly licensed drivers and vehicles.

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- Yellow Crewneck Sweatshirt

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- Peat Sorb - for all your vehicle fluid spill needs!



www.UFWDA.org/Store

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2012 UFWDA Annual General Meeting July 21st - 25th York, Pennsylvania



The PA Jeeps Club is hosting the 2012 AGM and is putting together a package that you need to experience. Our planned schedule is as follows...

Saturday July 21st and 22nd
17th Annual All Breeds Jeep Show



www.pajeeps.org

Monday July 23rd and 24th - UFWDA General Meetings

Wednesday July 25th - All Day Trail Ride



For registration forms etc [click here](#)

AAWDC-SA February newsletter

<http://www.ufwda.org/smf/index.php?topic=3567.msg13998#msg13998>

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UFWDA mail address

Please help us by using this address....

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