



CALIFORNIA STATE PARK RANGERS ASSOCIATION

NEWSLETTER

JUNE 1988

OHV's RESTRICTED **STATE PARK COMMISSION** **UPHOLDS THE LAW**

After hearing Director Agonia's unpopular position which favored the expansion of OHV use into state park wildlands at Anza-Borrego Desert State Park; advice of the Attorney General, and testimony from over twenty individuals and organizations, the State Park Commission unanimously adopted a policy regarding the use of vehicles in the State Park System. On Friday May 13 in South Lake Tahoe, the Commission heard from CORVA (California Off Road Vehicle Association), High Sierra Motorcycle Association, Sierra Club, Earth First!, the Desert Protective Council, SPOAC (State Park Peace Officers Association), SCPRA, League to Save Lake Tahoe, Planning and Conservation League, Lahontan Regional Water Quality Control Board, Greenpeace-London, California Wilderness Coalition, Environmental Restoration Foundation, and many eloquent individuals, including Dave Van Cleve, Joe von Hermann, and Mark Jorgenson. Retired Regional Director Ron McCullough also was heard from as Dave Van Cleve read Ron's May 10, 1988 letter into the record (see elsewhere in this issue for the entire text of Ron's letter).

Director Agonia's presentation to the Commission referred to a "lengthy document" prepared by the legal staff supporting OHV use in State Parks. He cited as precedent the use of OHV's in Red Rock Canyon State Park and in Prairie Creek Redwoods State Park. Director Agonia failed to mention that OHV use in Red Rock

Canyon is part of the requirement for a BLM/DPR agreement regarding DPR management of BLM lands, and the OHV use in Prairie Creek is limited to commercial fishermen in street legal vehicles. Both units have approved General Plans. Director Agonia also referred to the creation in 1974 of Anza-Borrego Dessert State Park and the concurrent authorization and designation for use by OHVs.

Attorney General representative Larry Keethe advised the Commission to

delay their proposed action in order to obtain more public testimony representing the OHV interests. Commissioner Whitehead informed Mr. Keethe that he had consulted with his boss, that the item had been properly noticed, and that they were following the proper procedure. Nevertheless, the Commission agreed to accept additional testimony at their next meeting June 10 in San Luis Obispo. The commission's new policy takes effect immediately:

OFF-HIGHWAY VEHICLES IN THE STATE PARK SYSTEM

It is the policy of this Commission that only highway licensed vehicles
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ANOTHER LOOK AT GRAZING

by Daniel Scott, SPRII

The only discussion and real in depth look at grazing to my knowledge has been in the prepared plan discussing grazing at Mt. Diablo. This is at least the only document which I have seen regarding this issue.

This document has a section which lists the only conceivable benefits grazing would give the State Park System. These benefits are in part, reduced fire hazard, removal of unwanted plants, revenue, etc. I agree, they all seem to be poor reasons.

The document however fails to recognize that there is in some cases direct benefit to others species which require very short grass to survive or at least as their preferred food source. An example is the federally endangered Aleutian Goose at the Lake Earl Project and even possibly

more important, the Cackling Goose at Ahjumawi Lava Springs State Park in the Fall River Valley. There are alternate grazing lands on surrounding private property near the Lake Earl Project but because of agricultural differences, I do not know if such a condition exists at Fall River.

We have documented cattle grazing having taken place on the Pala Ranch portion of the Lake Earl Project for a least the last 126 years. It would seem to me that it may have been better to leave the cattle in place for a few more years until we could take a good long look at a prepared management plan and make a determination as to what action to take and what we were managing for and then decide if we should remove the cattle. A modified grazing program in the interim consistent with

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STATE PARK RANGERS
ASSOCIATION**

A professional association.

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PRESIDENT'S MESSAGE

My first real encounter with the desert was over 26 years ago. I was a boy scout and we were camping in the desert as a great survival exercise. Our mission was to prepare ourselves to survive a day long hike from point A to point B.

Thinking that I was prepared I sat out along with my buddies on what was to become a journey into the valley of death-so it seemed. We left at 6am. It was about 75 degrees. I remember thinking how easy this was going to be. The desert was going to be easy to conquer.

Then it happened. Along about noon I had exhausted my water supply and we had seven miles to go. "Yea though I walked through the valley of the shadow of death, I will fear no evil." David must have been in the same desert on the same last seven miles. My throat swelled, my skin baked, I began to curse the desert. If I survived I would never set foot in this God-forsaken territory again. I survived! Only to be set upon by my scout master who seized the opportunity to lecture about the unforgiving character of the desert. But to my surprise he did not stop there. After all I had learned first hand about the unforgiving part.

He began to talk about the hidden beauty of the desert. He spoke poetically of the evening desert sky, special adaptations of wildlife that lived in the desert and the harmony that existed among the various inhabitants of the environment. He made me forget my death journey and I began to appreciate the subtle beauty, power and love - yes love that is present in the desert. Because anything that is life giving is love. And the desert gives life to us all.

The Department of Parks and Recreation is also an agent of love. For we are charged with preserving the integrity of life-giving systems such as the desert. In order for this life to be healthy the systems which support this life must be whole. There are those that may look at certain systems, such as the desert and see only a barren wasteland, good for nothing but bombing runs, and OHV traffic. So they begin to "whittle" away at the system until it is indeed a wasteland. A wasteland created by ignorance, and selfishness.

The challenge before those of us that are park professionals is to prevent this "whittling" away. We must preserve the integrity of natural and cultural systems through every means necessary: quality interpretive programs; vigilant enforcement of the public resources code; and a love for those who degrade our natural and cultural resources. Yes, love again. Remember love seeks to preserve life. If we can successfully communicate this central truth to our adversaries our victory will be their victory and life will be preserved for all.

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The **NEWSLETTER'S** Editor is Steve Hansen, contributing editors and authors are as noted. Articles are welcome, 1000 words or less. All submissions become the property of CSPRA and may be edited without notice.

CSPRA BOARD MINUTES

APRIL 1988

NEW BUSINESS

1989 Conference-Palm Springs Bryce will send draft of conference manual to everyone for review. Bob Foster will be conference chair. Tom Hofsommer will be PRAC's representative. Mary Ellen Young has gathered a committee for the Leagues input to the conference. It was decided that there would be a limit placed on the number of raffle prizes and a minimum limit placed on their value. Don will be very active in upcoming conference's to assure their success. Theme: Integrity.

1990 Site Selection - Whitehead

Sites that may be considered for the 1990 conference are: Anaheim, Big Sur, Long Beach, San' Louis Obispo, Solvang, Walnut Creek, Yosemite. Preference to be given to sites within 200 miles of Don Murphy.

Memtor Program - Murphy

Don described his proposal for a mentor program. It would include: the recruitment of a coordinator and leader; have a formal structure; be recognized at the banquet; and we'll seek co-sponsorship from the California State Parks Foundation.

Membership Survey - Murphy **PURPOSE**

- Find out who we are serving.
- Determine willingness to be involved.

- Determine priorities.

NATURE

- Telephone survey
- We won't ask questions that we are not prepared to act upon.

PREPARATION

- Look at old surveys
- Check with PCL to see if McElroy & Associates can assist in development of questionnaire and if there are funds available to assist in this endeavor.

MURPHY'S DIRECTIONS FOR CSPRA

Development services for Park Professionals which encourage Commitment, Courage, and Creativity.

Seek new professional Liaisons, e.g. with Health Care Professionals, and Space Administration Professionals. (Develop methods to interact with others who should know more about the park movement and philosophy.)

Solve long-standing problems. (Will be taken care of by completion of Survey and Goals.)

Develop CSPRA Motto. Solicit persons to prepare proposed mottos,

and provide a \$100 prize for the motto selected.)

Devise ways to generate inspiration, enthusiasm, and input from members. (Survey and committee development should get this started.)

Recruit all Park Professionals and Students. (Develop up to date brochure, establish list of colleges and universities with park management curriculum, increase effectiveness of Asilomer, and follow up with personal contact.)

Sponsor a care or/professional development seminar for current professionals and students. (One of our workshops could be the beginning of this.)

Give park professional of the year award. (To be awarded to paid DPR employee - statement and publicity needs development.)

Develop professional mentor program. (Discussed previously.)

INTERNATIONAL PARK & WILDLIFE HOME STAY PROGRAM

Motion Whitehead, seconded Watton, to send \$250 to Parmer to assist with start up of this program. After several questions were raised that were not addressed to in Rick Parmer's letter, Whitehead withdrew his motion pending more information from Rick.

HISTORIAN'S REQUEST FOR FILE CABINET

Bryce indicated he had a two drawer cabinet that was owned by CSPRA that he could make available to Mike. (DELIVERED) The Historian's duty statement was read and several suggestions were made to tighten it up.

PER DIEM

Motion Whitehead, seconded Watton, passed unanimously - that travel expenses be increased to \$60/day and 18 cents per mile.

STATE PARK COMMISSION

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will be permitted on primitive roads or designated routes of travel in units classified as State Parks or State Historic Parks unless otherwise authorized by the General Plans of those State Park units.

The public testimony proved to be very effective. In addition, it was most gratifying to hear the back-to-back testimony of CSPRA and SPOAC. The presentations were complemen-

tary and direct. Because the Commission will be hearing additional testimony in June from an area known for its OHV interests and activism, those concerned about the use of OHV's in the State Park will return to speak before the commission. We will work diligently to uphold the law and to protect the fragile resources of the State Park System.

"NO SALE!!!"

CSPRA OPPOSES LEASE SALE 91 ON NORTH COAST

The following letter was presented to the U.S. Department of the Interior by Kevin Joe, Ranger at Manchester State Beach on behalf of CSPRA. The letter, by Past President Rick Parmer is in response to the Draft EIR for Lease Sale 91 off the Mendocino Coast.

The State Park Rangers Association, founded in 1964, is a professional organization dedicated to advancing the objectives and ideals upon which the California State Park System was founded.

The California State Park Rangers Association represents some 650 members in the park and recreation field including Park Rangers, Park Managers, Adminis-

trators, Resource Ecologists, Fisheries Biologists, Geologists, Historians, Archaeologists and Technical Services/Maintenance professionals.

The California State Park Rangers Association has the following comments and concerns regarding the Draft Environmental Impact Statement (DEIS) for the Northern California Proposed Oil and Gas Lease Sale 91:

#1 The official review period given by the U.S. Department of the Interior, Mineral Management Service, for the interest parties to read, evaluate and respond to the DEIS is extremely short. Due to the highly sensitive nature of the issues identified in the DEIS, additional review time is

required to properly and professionally respond in writing to those issues.

#2 The DEIS emphasizes individual components of oil and gas development and related adverse impacts. The extent of adverse impacts to recreational, coastal and marine resources are consistently underestimated throughout the DEIS. Further, cumulative impacts are virtually ignored or dismissed in terms of how the additive effects of these individual development components and impacts relate to the overall ecological balance on the North Coast.

#3 Affected Environment - Section III.C.4. Recreational Resources (Including Tourism and Visual Resources) is totally inadequate in terms of representing recreational resources and activities. First, recreational camping is ignored

Continued, page 6

CSPRA Opposes Director's Action on OHV's

Dear Mr. Agonia:

I would like to thank you for meeting with me and Gerry Meral, April 19, to discuss off-highway vehicle use at Anza-Borrego Dessert State Park. The information you provided was helpful. However, after discussions with many others who have been involved in this issue, including state park commissioners, the California State Park Ranger's association can not support your decision to allow "green sticker" vehicles to operate in Anza-Borrego Desert State Park under any conditions, including the new permit system.

The following is a partial list of our reasons for opposing your decision.

1. Anza-Borrego is classified as a State Park. As such, "green sticker" off-highway vehicle operation within the park is not a compatible activity.

2. The Off-Highway Vehicle Division was created for the purpose of providing recreational opportunities for OHV enthusiasts. The State Vehicular Recreational Areas that have been

developed provide recreational lands for "green sticker" vehicles.

3. The Vehicle Code provides for operation of registered vehicles to operate on state roads and highways. The roads in Anza-Borrego have been designated as state highways or roads. The operation of "green sticker" vehicles on these roads is illegal.

4. The argument that the permit system provides for use of Anza-Borrego by responsible "green sticker" vehicle enthusiasts is fallacious. The Off-Highway Vehicle Division was created as a result of responsible OHV users successfully lobbying the legislature. This division has the responsibility to develop recreational lands for OHV users. If the users are responsible they will not wish to damage the resources by recreating in an area which was originally intended for preservation of its natural and cultural resources.

5. We view the desire to use Anza-Borrego Desert State Park as a vehicular recreation area as an attempt to systematically whittle away at the State

Park system by special interest groups. A little piece here, a little piece there and soon what was once the premier state park system in the world will be reduced a hodge podge of special interest group camps.

6. According to former Southern Regional Director, Ron McCollough, the original intent of the permit which would have allowed "green sticker" vehicles to operate in Anza-Borrego was to be restrictive. It is his recollection that everyone understood that the permit would require advance notice; include a provision requiring insurance; set limits on where the vehicles could operate; and the length of stay. This notwithstanding, CSPRA is remains opposed to the operation of OHV's in state parks.

The California State Park Rangers Association will be holding a news conference on May 10, 1988 at 10am in the Governor's press room at the State Capitol. The issue is one of statewide concern and we plan to move aggressively to maintain the integrity of the State Park System.

Sincerely,

Donald W. Murphy, President
CSPRA

GRAZING

From Page 1

public use and waterfowl migration and nesting patterns may have been more desirable than total removal. It would have kept the project more or less in the condition we accepted it until an in depth resource evaluation could have been made.

Since the cattle were removed from the pasture areas we have lost to less protected and less desirable areas nearly the entire winter and spring populations of waterfowl that historically used this park land. Undesirable and/or non-native plant species have grown to such an extent as to make the water and unflooded pasture areas virtually unusable by waterfowl and shorebirds.

What we have done by removing the cattle is probably make the most significant environmental change in the Lake Earl Project that likely will ever be made by this department with little thought given to the consequences of this act.

Reed Canary Grass presently is the plant species that is causing the greatest adverse impact to the Lake Earl

Wetlands. I believe I saw Reed Canary Grass during my visits to Ahjumawi. Based on my experience at Lake Earl, I would estimate that in no more than two years after the removal of cattle, the peninsula between the forks of the Tule River which has recently become part of the Ahjumawi Lava Springs State Park will be eliminated as a staging area for the Cackling Goose during its northern spring migration. The southern migration would be affected similarly if the geese use the same area during the fall months.

Presumably the Aleutian and Cackling Geese have chosen these two State properties because they provided security, palatable food and they fit well in their migration routes. At these two properties, Lake Earl and Ahjumawi, this Department took far less time to make a decision than the geese did.

This Department has chosen for very good reasons to eliminate cattle grazing from State Park lands. On the surface this was seemingly a sound decision. However, in these two locations, Lake Earl and Ahjumawi, the elimination of cattle needs a closer look.

After removing cattle from the Pala Ranch portion of the Lake Earl Project, we began a vigorous and somewhat expensive program of trying various

methods of recreating the short grass conditions created by the cattle. To date these methods have been unsuccessful to any extent. Unfortunately, the geese, Tundra Swans, ducks, shorebirds, and other water related wildlife cannot sit in a tree somewhere while our Ecologists and park staff study the impacts of their decisions and search for alternate methods of using "DPR acceptable" methods of recreating the succulent short grass conditions the grazing cattle created.

I do not support long term cattle grazing on State Park Land, however, when endangered, threatened or any desirable population of any wild species is located on park lands, and those populations are dependent on cattle, and we feel those wildlife populations are worth managing for, then we must to the best of our ability try to realize the possible consequences of the decisions we make, regardless of how good our intentions were, when that wildlife population is adversely affected.

I think this cattle grazing issue may be an environmental bandwagon we, as a department, jumped on a little hastily in all applications.

OHV RESTRICTIONS **FORMER RD URGES** **COMMISSION PROHIBITION**

Dear Mr. Whitehead:

As you know, I was Regional Director of the Southern Region of the California Department of Parks and Recreation until my retirement in December, 1987. It was during my tenure that I directed staff at the Southern Region office and at Anza-Borrego Desert State Park to conduct an analysis of the environmental effects of off-highway vehicles and the patterns of use of such vehicles in the park had changed significantly since the early 1970's. We were concerned about the damage to fragile desert resources being caused by these vehicles.

The analysis which was conducted demonstrated, beyond question, that significant long term damage was being inflicted on the natural, cultural, recreational, and esthetic re-

sources of this state park. This clear demonstration of resource damage (plus the fact that Ocotillo Wells State Vehicular Recreational Area is immediately adjacent to the park) led us to recommend that off-highway vehicles be banned in Anza-Borrego, effective May 15, 1987. This recommendation had the overwhelming support of all the Department's Regional Directors and other key members of the Director's staff, who met on site last spring to review the problem. We did include a provision for organized special off-highway vehicle events in the park. I objected strongly to the inclusion of this provision, since I felt that off-highway vehicles have no legitimate place in a state park, but was overruled on this particular point by then Director William S. Briner. He felt that including this provision would make the ban more palatable to off-highway vehicle users. Even so, it was our intent that, at the most, one or two events would be allowed annually, and that the groups receiving a special event permit would be required to comply with all requirements of a special event, including obtaining liability insurance.

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LEASE SALE 91

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as a substantial recreational activity, as well as, it's economic importance to the local and regional economies. Second, the analysis of the aesthetic, visual quality of the North Coast is discussed only briefly and then ignored as a critical evaluation factor in any of the environmental impacts of the identified alternatives. This is a serious error. Third, the actual "economic" value of the recreational experience by the public is stated to be an "unquantifiable value" and, like visual quality aspects, is immediately dismissed as a critical evaluation factor.

These three elements are truly significant factors that must be taken into account when evaluation DEIS alternatives. We are certain the public would be more than willing to provide you with their heartfelt personal "value" of the spectacular vistas from North Coast park lands, the joy of their camping and day-use experiences, and the spiritual renewal they derive from such activities.

#4 Similar to Item Number 3, the DEIS

fails to recognize and discuss many aspects of recreational fishing along the North Coast, particularly the red abalone fishery. Further, the adverse impacts caused by potential oil and gas development to these resources is inadequate. Abalone diving is a major recreational fishing activity that coincides with recreational camping and day-use in all of the North Coast State Parks and recreation areas. Disruption and damage to such a fishery by oil spills will most certainly damage this important recreational activity and, in turn, reduce public recreational activity and, in turn, reduce public recreational visitation to State Parks.

#5 Identified on-shore facilities and ancillary on-shore facility impacts do not appear to be adequately addressed. Specifically, Section IV-323 identifies an "assumed" heliport to be established at the Mendocino County Airport. The purported impacts are assumed to be "low", even though some 3,876 flights per year are identified to supply oil platforms. Realistically, such flights will have a major impact on nearby Van Damme State Park with the attendant visual and audible impacts disrupting the public camping and recreating within the park. Also, there is

no mention of potential helicopter accidents or failures during the proposed 3,876 flights, nor expected flight levels or suggested flight paths.

Other on-shore facilities such as gas pipelines are only discussed with minimum of concern. Recent experiences with gas pipeline installation and operation at Gaviota State Park in Santa Barbara County clearly indicate major negative impacts to public recreation opportunities and park management.

#6 The DEIS totally ignores the presence and importance of the Point Arena Rock Underwater Reserve and Manchester State Beach Underwater Park as an area of special biological significance. This offshore area represents 2,500 acres of unique marine biological and geological resources. This omission in the DEIS is a major oversight which must be addressed and impacts identified in the Final Environmental Impact Statement (FEIS)

#7 The risk of oil spills and the resulting evaluation of impacts to beaches, estuaries, rocky coastline areas, and recreational resources is seriously underestimated. *Continued next page.*

LETTERS

Dear Don,

I would like to extend my ardent gratitude for your help in opposing Director Agonia's plan to allow "green sticker" vehicles in Anza-Borrego Desert State Park. The moment I informed CSPRA of Agonia's plan, you responded with professional and efficacious tenacity (you worked hard, too).

You continued a history of supporting the employees of Borrego that was begun during Parmer's presidency. That support was a strong factor in the successful passage of a State Park Commission policy that prevents "green sticker" vehicles from operating in units classified as State Parks.

As I am sure you are aware, the "green sticker" war is far from over. However, with your aid, we won an important battle. I look forward to working with you on this and other issues in the future.

Once again, thanks Don. We couldn't have done it without you.

Sincerely,
Joe von Herrmann

OPINION

MOUNTAIN BIKES IN PARKS

Bruce Kennedy, Manager
Statewide Planning Section

I think DPR should take a very restrictive position on mountain bike use in the State Park System. I think our basic posture should be that these vehicles are banned unless specifically allowed, and these few exceptions made only in locations and under restrictions that are clearly specified and very well signed.

I believe that the proposed policy is too permissive - a consequence of the proposed restrictions being too heavily reliant on environmental and safety considerations. It omits the other critical problem which mountain bikes will cause - a very sharp reduction of the quality of all other trail users: walkers, hikers, horse riders, bird watchers, and others. These visitors will have their desired experience tremendously impaired simply by the fact that they cannot relax and enjoy their chosen experience, but instead must be continuously alert to detect the sight or sound of oncoming bikers - lugging up the hill or racing down, perhaps out of control, and threatening the visitor with collision and serious injury. To have to be continually tense, alert for possible danger from these machines is to completely alter and to largely spoil the experience that these users have traditionally come to our parks to enjoy.

You cannot truly enjoy your hike on Mt. Tamalpais when you see (or fear) that mountain bikers are racing down the trails and around the corners at upwards of 20 miles per hour. The number of reported collisions there may be small, but when you include the non-reported ones, the near misses, and the reduction in the quality of the experiences of tens of thousands of trail users, you have a very great negative impact. An impact, needless to say, we do not have to accept.

Even if we very severely restrict mountain bikes in units of the State Park System, these recreationists still have more than 45 million acres of federal lands (mainly USFS and BLM) with thousands of miles of trails and fire roads. Uses of DPR lands, for the most part, should be kept more restricted and controlled than those of these two multi-use agencies, both in conserving the natural environment and in maintaining the quality of such basic recreation experiences as hiking, nature study, and horse riding. It is this reduction in the quality of experience that I think is the major argument for us to be very non-permissive towards mountain bike use in the State Park System.

Mountain Bikes are just one of several growth issues facing State Parks today. The professionals who are CSPRA, that's YOU, must take an active role in finding that illusive balance point between "use and enjoyment" and abuse. Editor

RON McCULLOUGH

From Page 5

The current proposal to allow off-highway vehicles back into a state park under the auspices of a travel permit is a tragic mistake. This action will negate what we have gained the past year towards long term protection of the desert's resources. It will also cause the Department to alienate those users and supporters of the park who enjoy it for its true value as an outstanding desert state park. Furthermore, it is in clear violation of the Public Resources Code provisions which establish the purpose and definition of a state park.

Off-highway vehicles users have many legal alternatives to the use of their vehicles in Anza-Borrego or other state parks. I urge the California State Park and Recreation Commission to establish a policy which prohibits the use of off-highway vehicles in units classified as state parks. Thank you for the opportunity to inform you of my experience and thoughts on this most important issue.

Sincerely,

Ronald C. McCullough
Former Regional Director

NO SALE!!! LEASE SALE 91

From page 6

Assumptions made in the DEIS regarding the valuation of these resources, the actual risk of oil spillage, the ease of clean up activities, and the overall, cumulative effects to recreational resources have been designed and presented to give "Low" "Very Low" or "No Impact" results. These resulting impacts are inaccurate and misleading.

In view of these concerns, the California State Park Rangers Association supports Alternative Number 2 of the DEIS - No SALE!!! ("No Action"). This is consistent with the Association's long term opposition to off-shore oil and gas exploration and drilling along California's magnificent coast.

In closing, I would like to quote part of the U.S. Department of Interior's mission statement:

"As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering the wisest use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our National Parks and historic places, and providing for the enjoyment of life through outdoor recreation."

Speaking for the State Park Ranger Association, I sincerely request that you uphold this public trust and responsibility when you evaluate the wisdom of the proposed selling of the oil and gas resources identified as Lease Sale 91.

Richard R. Parmer, President
California State Park Rangers Association

FIELD TRIPS

UC DAVIS EXTENSION RIPARIAN SYSTEMS CONFERENCE SET FOR SEP- TEMBER

On September 22-24, 1988, University Extension at UC Davis will be hosting the second "California Riparian Systems Conference." This event will report on issues surrounding the destruction of streamside lands, and progress made in learning to manage these resources since the first conference in 1981. Also discussed will be new concerns for restoration of riparian habitats along disturbed river and creek banks throughout the state.

Bringing together both professionals and lay environmentalists, one key objective of the conference is to help both groups understand the roles that nature and humans can play in protecting this important part of our environment.

The conference schedule combines professionally oriented daytime programs Thursday and Friday, with seminars to bring professionals, activists and the general public closer together on riparian issues during the evenings and on Saturday.

For more information, please contact Dana Abell at (916) 752-

25th

CSPRA's ANNIVERSARY

CSPRA will be 25 years old in 1989. The Anniversary Conference will be held in Palm Springs at the world famous Raquet Club. Conference chair-person, Bob Foster and the conference committee are planning what promises to be the best conference CSPRA has ever held. To start with, two people will be able to share a room for only \$65.00. All rooms have private patios and there are four swimming pools, an exercise room, men and women's saunas, and poolside jacuzzis. Child care will be provided so that families may attend and enjoy the conference.

The traditional spaghetti feed will be held at the top of the Palm Springs Tram on Mount San Jacinto; and our annual banquet will be a poolside affair. There will be golf, tennis and shooting tournaments on March 7. and this year we will be honoring CSPRA's charter members at a special luncheon on March 8. After all, had it not been for the vision of our charter members CSPRA might not exist.

So mark your calendars now and plan to attend CSPRA's 25th anniversary celebration in Palm Springs

WELCOME TO CSPRA

We are glad to introduce these new members to our organization. CSPRA is a place of sharing ideas, concerns and of making an impact in the professional field of the ranger. There is a place for each of you here, and your commitment to CSPRA requires a commitment to you from this organization. Each of us by getting Involved can help the other. Again, welcome to CSPRA

Louise Ann Aubin
Deborah K. Schafer
William D. Moffat
Deborah S. Hillyard

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