



To: California Energy Commission
Dockets Office, MS-4
Docket No. 09-RENEW EO-01
1516 Ninth Street
Sacramento, CA 95814-5512
docket@energy.state.ca.us

From: California Off Road Vehicle Association (CORVA)

Date: August 9th. 2012

Subject: Comments and submissions continued from the July 25th and 26th
DRECP meeting held in Ontario, California.

Thank you for the opportunity to participate in this extremely important stage of the DRECP. As a continuing effort to help design and shape the most recent Alternatives, as well as define Recreation's place in this effort, we offer the following suggestions for the benefit of Mechanized and Motorized Dependant Recreational Activities (MMDRA):

1. Currently available Bureau of Land Management (BLM) maps are not adequate to reflect on the ground routes. This situation will be further complicated by the proposed land use changes resulting from the DRECP. Accurate maps, provided to the public in a timely manner, with information which accurately reflects the land use allowed or disallowed which can be easily interpreted by on the ground travelers, should be an integral component and result of this process.
2. SRMAs, Legislatively and Legally Protected Areas, and any other lands, when separated by Biological Conservation Lands (BCL), should be connected through those BCLs by routes designated for use by all types of (MMDRA) modes of transportation which are currently legally allowed to be operated in the areas being connected where ever possible.
3. In short, BCLs should not be used to isolate lands or restrict access for MMDRA to areas otherwise legally accessible.
4. Setback from the centerline for all routes of travel for mechanized and motorized vehicles in BCLs should be established at 100 feet.
5. BCLs should **NOT** be designated as "roadless" areas.
6. BCLs should not be managed at a level which equates to Wilderness Designations or as Lands with Wilderness Characteristics. It is our request also in this regards that should there be a desire or plan to eliminate routes of travel for MMDRA inside any of the DRECP Plan Area that the process does not mimic or approach the historical practice of eliminating routes of travel or MMDRA opportunity inside past Wilderness designations. We have to remember, that large portions of these lands under consideration for designation as BCLs never qualified as Wilderness Study Areas or for designation as Wilderness.

7. As a general note to item 6 above, a term which has been used in the past in regards to the placement of routes of travel adjoining designated Wilderness areas is "Cherry Stem". This practice, while unavoidable with routes which truly dead end at some location, often eliminates the existence of routes which form a loop in the transportation infrastructure. Both types of routes, running their full course, are a valuable and necessary component for our MMDRA experience.

8. MMDRA transportation infrastructure in both SRMAs, BCLs, and Development Focus Areas (DFA), should be designed in a manner which allows and supports access for physically handicapped, aged, or infirm persons, while maintaining a wide variety of quality contact, which encompasses all aspects of MMDRA, with our public lands.

9. Both SRMAs, BCLs, and DFAs, should allow the use of hand carts for transporting gear and supplies directly related to MMDRA activities in areas where foot traffic has been historically allowed.

10. A process should be established to ensure that a fair portion of the funds collected through the BLM or any government agency collecting such funds at the design of the DRECP for renewable energy, should be allocated through a grant process to MMDRA organizations in order to maintain or improve their interests and recreational amenities inside the Plan Area.

As just a few examples of what is intended with this request, please review the simple, but very straight forward examples provided by the Friends of Jawbone (FOJ), regarding trail maintenance and restoration, vehicle access control, and signing of trails which are included in this emailing.

11. While we know, and sincerely appreciate, that in this effort as well as those in the past, the BLM and it's staff has worked diligently to maintain a balance of many uses of our public lands. We ask now of the DRECP that this Plan supports and adopts a process of management of concerns rather than closing areas of concern as a solution. The recreation community has lost much of its access to our public lands inside the Plan Area for the DRECP already.

12. Access to, as well as the usual and customary use of, private lands inside the DRECP Plan Area should not be negatively affected by any aspect of this Plan.

13. Due to a possible discrepancy in some of the DRECP GIS based maps released in July 2012, there is a concern that some areas which are currently designated as Wilderness will be subject to an increase in their level of conservation. Should this concern be valid, we ask the following points be kept in mind while formulating this Plan:

13a. Make no changes to the management plans for these areas which would further restrict public access. Due to their large size, geographic locations, general terrain, and environments which can be severely hostile to human beings, any further restrictions on access could deny the public those benefits derived from Wilderness Experience.

13b. These areas are already afforded the highest level of protection our Nation has in

place for public lands.

14. In a previous submission to the DRECP we made reference to a set of 1:100,000 BLM Surface Management Status Desert Access Guides which would be used as a basis to overlay MMDRA interests onto. We are nearing completion of our first submission in a GIS format for this project. We ask of you at this time that a policy be established to utilize this overlay information in the following ways:

14a. Through the locations of routes or points of interests, inform decision makers of those areas and activities of value to us which we desire to keep open and accessible for MMDRA.

14b. Utilize the information provided to develop route plans for mechanized and motorized transportation.

14c. Utilize the information provided to assist in making maps for on the ground visitation of the DRECP Plan Area for MMDRA.

14d. In areas not designated as Wilderness, we will be providing not only currently open routes of travel for MMDRA, but also historical information of routes in the Plan Area. It is our hope, and request, that between the choices available, that we maintain a sensible route system which meets the needs of MMDRA as well as that of the conservation community.

15. While mention has been made of new requests in regards to DFAs above, included below the signature line, for your reference is a previous submission which involves our requests for DFAs from May 7th. 2012.

Sincerely,

For the California Off Road Vehicle Association

David Beaumont

To: California Energy Commission
Dockets Office, MS-4
Docket No. 09-RENEW EO-01
1516 Ninth Street
Sacramento, CA 95814-5512
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From: California Off Road Vehicle Association (CORVA)

Date: May 7th. 2012

Subject: Comments and submissions continued from the April 26th. 2012
Breakout Session for the "Renewable Energy Development Scenario"

held in Ontario California.

Thank you for the opportunity to participate in this process. As a continuing effort to help design and shape the DFAs, and define Recreation's place in this effort, we offer the following suggestions for the benefit of Mechanized and Motorized Dependant Recreational Activities (MMDRA):

1. For clarification in this discussion: When we speak of "routes" in the following the meaning and use is generic in form. What we are making reference to, could be labeled as, road; route; way; or trail, to use some Bureau of Land Management terms. In another term, they are those linear features to be used by motorized vehicles which run across the landscape. What is being referenced, and asked to be considered for replacement or re-routing, are those legal routes which we travel on in the deserts which are severed by renewable energy projects of any technology. We don't expect, or want, freeway quality surfaces, as long as it is passable to the types of vehicles legally allowed on the routes which are being severed and then replaced.

2. Passage around or through the facilities to maintain vehicular travel through the general area.

3. Maintain connection to routes outside of lease foot prints that become cut off from the local route system. This could simply be a new route which runs along the perimeter of the lease property, and outside the security fence.

4. Lease foot prints may encompass trail heads with vehicle parking areas for hiking or equestrian trails. Sometimes these are referred to as "staging areas", which is generally nothing more than a wide spot in the road suitable for parking and turning vehicles with trailers around. Connectivity for vehicles with parking and staging areas could be located on the perimeter of the lease where the trail continues onward from the lease area.

5. For considerations of the environment, safety to vehicle operators, and potential damage to the security fence, should a vehicle accidentally stray from the route, it would be to the advantage of all to establish a reasonable setback for the routes or staging areas from the fence and the outer edge of the lease area. We would like to suggest that this setback be fifty (50) feet from the centerline of the route, or fifty feet from the circular turning radius of vehicles with trailers for staging areas.

6. For safety purposes along routes, equestrian trails, or staging areas intended for use by either horses or motorcycles, we ask that barbed wire fencing be avoided if possible.

7. Primitive back country campsites are highly desirable in the minds of many who visit the desert. Relocating those encompassed in the facilities, or within a mile of the lease boundary, would be highly desirable. However, if the campsites get moved away from the lease area then we lose the protections and opportunities afforded by the lease itself. Moving them away from sound and sight of the facilities by a distance would be the preferred alternative. In order to accommodate this request, decision makers would have to consider adding to a project's main lease request small lease areas for camping purposes separate from the primary lease for the facility itself. We would assume that

these areas would have to be included in the environmental mitigation process as part of this process in order to protect access, use, and the environment. The replacement campsites could be located along existing routes away from the facilities and set back by a distance of 100 feet from the route.

8. A desire has been expressed by members of the rock hound community to be able to maintain access to areas inside the leases which contain collectible rocks or minerals. Also, as part of this, which might apply more to solar than wind, there is a desire to have access to a collection site which will be destroyed by construction prior to the start of that construction in order to recover as many collectibles as possible.

9. Maintenance of roads or trails to maintain passage, safety, or environmental compliance, is always an issue for us. The maintenance of roads intended for our purpose on the lease and surrounding area for the life of the lease would be a great addition.

10. Should existing facilities or other Recreation amenities be impaired by the projects, improvements to Recreation amenities in other areas could be made.

11. Can wind mills be painted a more neutral color in relationship to the general background colors?

Sincerely,

For the California Off Road Vehicle Association

David Beaumont

FROM DAMAGED TO RESTORED IN 28 MONTHS:

Friends of Jawbone OHV Incursion Repair Strategy

Example shown: Route SC175, Site 52



#1 IDENTIFY INCURSION 3/26/2010



#2 INSTALL BARRICADE 8/11/2010



#3 RESTORE VEGETATION 8/15/11



#4 REMOVE BARRICADE 12/26/11

Step 1: Identify Incursion

Crews monitor designated routes to identify off-route OHV incursions. Location and other data are recorded on GPS enabled cameras, then transferred to a work site management database tool for tracking and reporting.

Step 2: Install Barricade

Materials, including peeler posts, t-posts and fencing, caution signs, and reflectors, are installed as necessary in order to act as a barricade against additional use by OHV's.

Step 3: Restore Vegetation

Trail crews work the incursion site to remove vehicle tracks, then restores vegetation through reseeding and landscaping.

Step 4: Remove Barricade

After the restoration efforts take hold, the peeler posts and fences are removed leaving only a site marker to assist with ongoing monitoring.

Contact: EdWaldheim@aol.com

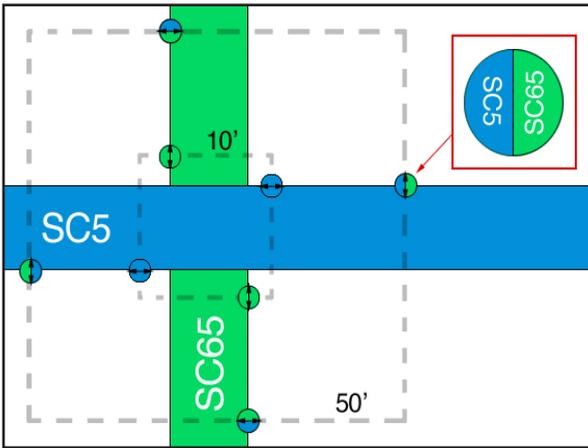
July 10, 2012



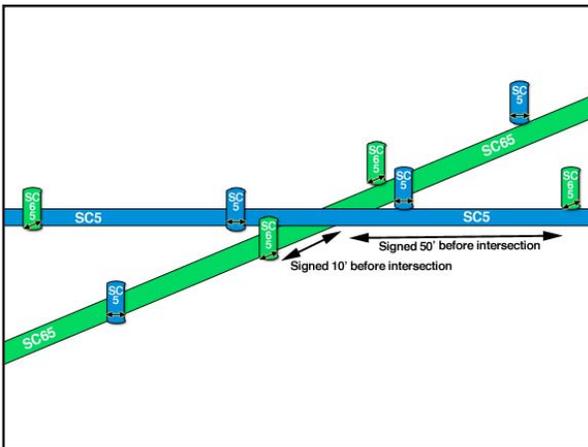
SIGNS OF THE TIMES:

Friends of Jawbone Route Signing Strategy

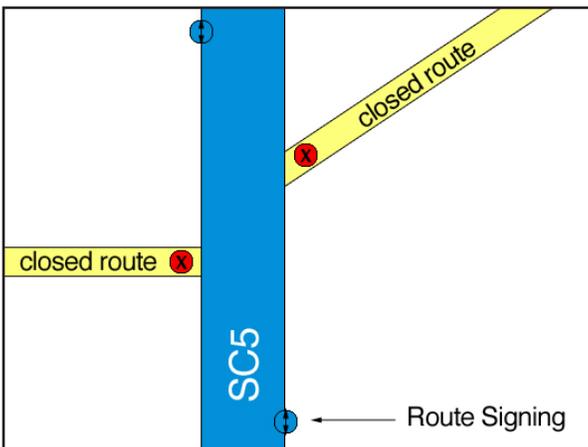
Example shown: Route SC5 and SC65



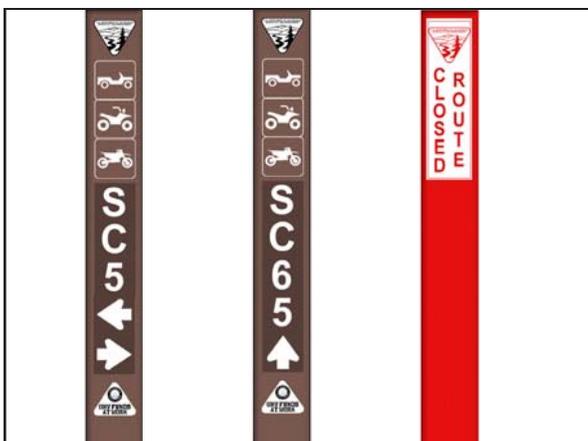
ROUTE SIGNS 10' AND 50' BEFORE INTERSECTION



ROUTE SIGNS 10' AND 50' BEFORE INTERSECTION



ILLEGAL/CLOSED TRAIL CROSSINGS - MARKED WITH RED SIGNS



1. All designated routes of travel are marked with brown paddle signs bearing the route number, vehicle icons, and other identifying stickers.

2. The brown paddle signs are to be installed in such a manner that users have a clear view of the route they are traveling on.

3. Fifty feet before each intersection or junction a brown paddle sign is installed indicating the route number and direction for the upcoming or merging trail. On the opposite side will be the number and direction for the trail you are traveling on. Therefore, when leaving the intersection in either direction, the sign you are approaching will indicate the route you are traveling on.

4. Ten feet before each intersection or junction a brown paddle sign is installed indicating the route number of the trail currently being traveled. Users can look to left or right to view route number of the intersecting or merging trail.

5. Closed routes are signed with bright red paddle signs installed in the center of the trail. The correct route to travel will be clearly marked nearby with a numbered brown paddle sign. Traveling around a red paddle sign means that you have crossed onto an illegal track!

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July 13, 2012



LIMITED RESTRICTORS:

Friends of Jawbone Peeler Post Restrictors Strategy

*Examples shown: Hiking, Motorcycle and Quad trails,
and Cattle Crossings*



HIKING/EQUESTRIAN RESTRICTOR



MOTORCYCLE RESTRICTOR



QUAD RESTRICTOR



CATTLE CROSSING RESTRICTOR

Step-over Peeler Restrictors

Hiking and equestrian trails that cross commonly used motorized routes are clearly marked. Installed at each intersection is a 48 inch wide step-over barrier to prevent motorized access to the trail. This also serves as a warning to hikers to keep an eye-out for fast-moving quads and motorcycles.

Peeler Restrictors

Routes intended only as single track or quad-accessible have peeler-restrictions at each opening. This is to prevent oversized vehicles from making use of the trail and growing it beyond its intended track size. The opening for motorcycle trails is 36 inches, and 50 inches for quad trails.

Cattle Crossing Restrictors

Free-range cattle roam the Jawbone Canyon area. To prevent vehicles from entering into sensitive or high use areas, step-over type cattle gates are installed. These 5-6 foot wide restrictors are arranged in a box pattern so that cattle can step-over whereas vehicles cannot bi-pass them.

Contact: EdWaldheim@aol.com

July 13, 2012

