

Categorical Exclusion Documentation

A. Background

BLM Office: Prineville Field Office

NEPA Log #: DOI - BLM - OR – P060 - 2012 - 0054 - CX

Proposed Action Title: Maupin Ride, Row, Run Event SRP

Location:

- Ride - Lower Deschutes Access Road, Highway 216 to Imperial River Company: T3&4, R14E. Within one mile SE of Maupin, OR.
- Row - Lower Deschutes River, Imperial River Company to Blue Hole Campground: T4S, R14E. Within one mile SE of Maupin, OR.
- Run - Lower Deschutes Access Road, Blue Hole Campground to Imperial River Company. T4S, R14E. Within one mile SE of Maupin, OR.

Description of the Proposed Action: The proposed action is to approve a Special Recreation Permit (SRP) for Oregon Event Company LLC to host an annual one day event known as the Run, Ride, Row in conjunction with Imperial River Company on the Lower Deschutes River and Access Road. The event is supported and presented by the Maupin Area Chamber of Commerce. The event would not involve any overnight use and all staging would be on private land owned by the Imperial River Company.

The SRP would allow a competitive event that would involve: a 26 mile bike ride from Imperial River Company, up Bakeoven Road to Highway 197, north on 197 to Highway 216, 216 east to the Lower Deschutes Access Road, and back south on the Lower Deschutes Access Road to the Imperial River Company; paddling three and one half miles on the Lower Deschutes River from Imperial River Company to Blue Hole Campground; finishing with a three and one half mile run from Blue Hole Campground along the Lower Deschutes Access Road to the finish line at Imperial River Company. The biking portion would involve 8 miles of the BLM managed Deschutes Access Road from Highway 216 to Maupin, the rest would be on State highway. The running and paddling portion would involve 3.5 miles of the Deschutes Access Road and the Lower Deschutes River, both managed by BLM, from Imperial River Company to Blue Hole Recreation Area. Participants would remain on the paved Lower Deschutes Access Road, on the water, or at Blue Hole Recreation Area. Participants would have the option to complete the entire route themselves in a Solo division, or do one leg with a relay team. Organizers expect around 50 participants for the inaugural year.

For 2012, the organizers propose to host the event on Sunday, September 23 starting at 9 AM. If the event is approved and successful on their initial performance evaluation this Categorical Exclusion could be used to clear future permit requests with the same route at the discretion of the Field Manager. The proposed event would need to fall outside of the peak season of May 15-September 15 to be cleared in the future by this CX.

The paddling portion of the event would take out at BLM's Blue Hole Recreation Area. Blue Hole is generally closed to launching and taking out of boats, however a large gravel beach

exists at the site for the purpose of installing and removing a disabled fishing dock each summer. Blue Hole is a campground with one site situated downriver of the gravel beach and a popular picnic spot for summertime floaters. The River Manager supports the use of Blue Hole as a take out for this event because it would allow a whitewater experience safe for novice paddlers allowing them to take out above the Class IV Oak Springs Rapid creating a much safer event. It also keeps participants out of the way of other boaters that generally take out down river at Sandy Beach. During the event the chain blocking access to this gravel beach would be opened to allow participants to take out their boat and begin the run back to Imperial River Company. Imperial River Company would be on hand with one truck and trailer to collect and return boats and boating equipment back to the participants at the finish line.

Oregon Event Company LLC would be responsible for all safety and flagging along the Lower Deschutes Access Road during the biking and running portion of the event. They would use the same standards set by Wasco County on the highway portion of the event. Organizers would provide at least 20 volunteers for course monitoring and flagging. Imperial River Company would provide whitewater guides to ensure safety during paddling portion of the event.

The event organizers would have medical staff on hand, led by Dr. Ted Forcum who has worked with the US Olympic, USA Track and Field, PGA, and US Cycling staff. There would also be several first responders out on the course. At least two vehicles would be out patrolling the course for medical and mechanical support.

Participants would follow State law and any race stipulations set by the organizer or BLM. Participants would be required to obtain a Lower Deschutes Boaterpass for the paddling portion of the event.

B. Land Use Plan Conformance

Land Use Plan Name: Two Rivers Resource Management Plan

Date approved (ROD): June, 1986

The Two Rivers Plan did not cover recreation topics outside of Off Highway Vehicle designations. Therefore, the guidance from the Lower Deschutes River Management Plan is provided below because it is more specific and relevant for the purposes of this document.

Additional Guidance:

Date approved (ROD): February, 1993

Land Use Plan Name: Lower Deschutes River Management Plan

The proposed action is in conformance with the above plan, even though it is not specifically provided for, because it is clearly consistent with the following land use plan decisions, objectives, terms, or conditions:

- *All commercial outfitters and guides will be required to obtain a Special Recreation Use Permit. The system will be administered by BLM. (Page 44)*

- *The BLM, along with other managing agencies, will continue to coordinate permit requirements and regulatory controls including development and implementation of a uniform and consolidated system of the issuance, administration and enforcement of permits in the entire planning area. (Page 44)*

C. Compliance with NEPA

The Proposed Action is categorically excluded from further documentation under the National Environmental Policy Act (NEPA) in accordance with 516 DM 2, Appendix 1, Effective Date June 21, 2005., H. Recreation Management., (1) Issuance of special Recreation Permits for day use or overnight use up to 14 consecutive nights; that impacts no more than 3 staging area acres; and/or for recreational travel along roads, trails or in areas authorized in a land use plan. This CX cannot be used for commercial boating permits along Wild and Scenic Rivers. This CX cannot be used for the establishment or issuance of Special Recreation Permits for "Special Area" management (43 CFR 2932.5)

This categorical exclusion is appropriate in this situation because there are no extraordinary circumstances potentially having effects that may significantly affect the environment. The proposed action has been reviewed, and none of the extraordinary circumstances described in 516 DM 2 apply. See attached CX Extraordinary Circumstances Documentation checklist. The cultural, T&E plant and T&E animal specialists have indicated they expect no unacceptable impacts to resources.

D. Signature

I considered many social and environmental effects to the land and social experience by allowing this Special Recreation Permit activity. The following mitigation measures must be followed to minimize any effects.

- **Social Experience and Crowding:** The time of year and day of the week would be outside of the peak use season of May 15-September 15. Boating, running, and bicycle riding are common uses of this Segment of the Lower Deschutes River and Access Road.
- **Natural Resource Concerns:** All natural resource concerns would be mitigated by restricting all activity to the paved access road, boats on the river, and the Blue Hole dock launch site.

Authorizing official: Molly Brown
Molly Brown, Deschutes Resource Area Field Manager

9/3/12
Date

Contact Person

For additional information concerning this review, contact: Jim Beaupre, Outdoor Recreation Planner, Prineville Field Office, 3050 NE 3rd Street, Prineville, OR 97754. Telephone: (541) 416-6776. Email: jbeaupre@blm.gov.

CX EXTRAORDINARY CIRCUMSTANCES DOCUMENTATION			
The proposed categorical exclusion action will:		YES	NO
2.1	Have significant impacts on public health or safety.		X
Rationale: Riders would follow state law and race safety protocols; therefore there would be no significant impact on public health or safety. Volunteers would be provided for flagging on the road and Imperial River Company guides would be provided for on water safety.			
2.2	Have significant impacts on such natural resources and unique geographic characteristics as historic or cultural resources; park, recreation or refuge lands; wilderness areas; wild or scenic rivers; national natural landmarks; sole or principal drinking water aquifers; prime farmlands; wetlands (Executive Order 11990); floodplains (Executive Order 11988); national monuments; migratory birds; and other ecologically significant or critical areas.		X
Rationale: The event location is on a paved road and on the water in an area where no wilderness values have been identified. Although, this activity does traverse a portion of the Wild and Scenic River boundary riders would remain on the paved road and on the water; no impacts are expected. The Lower Deschutes Wild and Scenic river was designated as a Recreational River and the Outstandingly Remarkable Value of Recreation identified by the Lower Deschutes River Management Plan would be enhanced by providing this opportunity.			
2.3	Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section 102(2)(E)].		X
Rationale: There are no known controversial environmental effects and this action does not involve unresolved conflicts concerning alternative uses of available resources.			
2.4	Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
Rationale: There is no evidence that this action has potentially significant environmental effects. The action does not include any unique or unknown environmental risks.			
2.5	Establish a precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects.		X
Rationale: Authorizing a Special Recreation Permit does not set any precedent for future action or represent a decision in principle about future actions with potentially significant environmental effects. Special Recreation Permits are issued at the manager's discretion and could be revoked for violations of the permit. Paddling participants must acquire a Lower Deschutes boaterpass and will be accounted for in boater numbers used to evaluate whether a Limited Entry Permit System is required on certain segments of the river.			
2.6	Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.		X
Rationale: Similar past activities had no significant direct, indirect, or cumulative effect			

2.7 Have significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places as determined by either the bureau or office.		X
Rationale: The project area does not include any property listed or eligible for the National Register of Historic Places.		
2.8 Have significant impacts on species listed, or proposed to be listed, on the List of Endangered or Threatened Species, or have significant impacts on designated Critical Habitat for these species.		X
Rationale: The scope of the proposed action would not affect any Endangered or Threatened Species or have significant impacts or result in the loss of critical habitat.		
2.9 Violate a Federal law, or a State, local, or tribal law or requirement imposed for the protection of the environment.		X
Rationale: The proposed action conforms to the direction given for the management of public lands in the Prineville District which complies with all applicable laws, such as the Clean Water Act, Endangered Species Act and others.		
2.10 Have a disproportionately high and adverse effect on low income or minority populations (Executive Order 12898).		X
Rationale: The proposed action has no adverse effect on any low income or minority population.		
2.11 Limit access to and ceremonial use of Indian sacred sites on Federal lands by Indian religious practitioners or significantly adversely affect the physical integrity of such sacred sites (Executive Order 13007).		X
Rationale: No sacred sites exist on the access road		
2.12 Contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).		X
Rationale: The proposed activity would not measurably change the rate of introduction, continued existence or spread of noxious weeds or invasive species. Riders and runners would remain on the paved road and boaters would remain on the water from the start to the take out.		

Legend

-  Ride Segment
-  Run and Row Segment
-  Bureau of Land Management
-  Private



Maupin Ride, Row, Run Special Recreation Permit

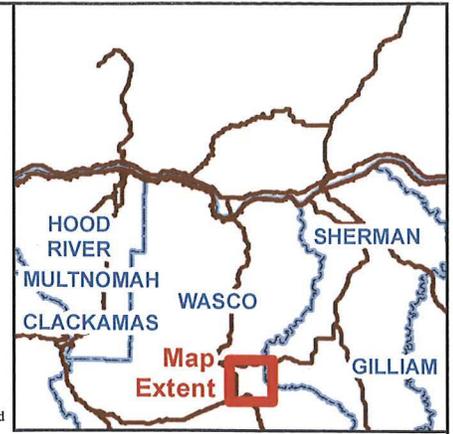
DOI-BLM-OR-P060-2012-0054-CX



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No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual or aggregate use with other data. Original data were compiled from various sources and may be updated without notification.



0 0.5 1 Miles



Contour interval 100 feet (shown in brown)

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