

# Categorical Exclusion Documentation

## A. Background

**BLM Office:** Prineville Field Office

**NEPA Log #:** DOI - BLM - OR – P060 - 2013 - 014 - CX

**Proposed Action Title:** Northwest Offroad Racers Association

**Location:** The event will take place in the North Millican area of the Millican Valley Off Highway Vehicle (OHV) Trail System located at Townships 18 & 19 South and Ranges 15 & 16 East approximately 20 miles Southeast of Bend, Oregon. See attached map for route detail.

**Description of the Proposed Action:** The proposed action is to approve a Special Recreation Permit for Chuck Worley, with the Northwest Offroad Racers Association (NORA) to host two days of motorcycle racing events on designated routes in the Millican Valley Off Highway Vehicle (OHV) Trail System. NORA has hosted safe events in the past and in 2012 put on three successful events in Oregon at the Prineville Adventure Park, Morrow County OHV Park, and Territorial MX Park. The races would be sanctioned by the Oregon Motorcycle Riders Association (OMRA). This event is proposed for May 18 and 19, 2013 and organizers expect up to 150 participants.

Organizers would provide a designated camping area, registration area, and portable toilets at the Oregon Department of Transportation (ODOT) pit staging area. ODOT has approved the use of the site for the event and the pit would be closed to the general public during the event. The ODOT pit is privately owned property with BLM having an agreement with ODOT to allow public use. The staging area and overnight camping facilities would all be on this property, not on BLM lands. Start, finish line, and pit stop areas would be designated and flagged by NORA. On May 18 the event would begin with a family “poker run” trail ride. On May 19 there would be a cross-country points race event. The events would begin at the ODOT pit and utilize open, designated trails in the North Millican Area. The family poker run trail ride would run clockwise on trails 15, 14, 45, 24, 15, 9, 70, 47, and finishing on 74 back at the ODOT pit. This loop totals approximately 23 miles. The cross country race would run clockwise on trails 15, 73, 75, 73, 25, 14, 45, 24, 27, 25, 27, 45, 24, 15, 75, 72, 70, 21, 15, 10, 16, 12, 15, 43, 70, 41, 47, and finishing on 74 back to the ODOT pit. This loop is approximately 54 miles.

Organizers would flag the route prior to the event and clean up all flagging immediately following the event. Trash and personal items would be removed at the end of the event by the race organizers. Participants would be instructed to “pack it in, pack it out” and no participants would leave the marked course route. At least four portable toilet facilities would be rented and supplied by NORA. Refueling areas on public land would be placed on a spill proof “berm” to prevent any leaking of fuel onto the ground. First Aid kits and radios and cell phones would be in place at check points and the staging area. An EMT or equivalent would be on hand at the staging area and/or on the course and be in contact with organizers at all times. Since this area is also a BLM grazing allotment, the permittee would be notified of the event and event participants would be directed to leave all gates as they are found prior to the start of the race. Additionally, land owners adjacent to and surrounded by the event area (North and South Millican OHV Areas) would be notified at least one week prior to the event.

Spectators would be restricted to the Start/Finish Line area and would be fenced or roped off from the line by a distance of 50 feet. Culvert crossings would be flagged and signed well in advance of the approaching culvert and would be inspected prior to race for adequate depth. COHVOPS and BLM monitors would be in the field for monitoring and safety. Road crossings would have crossing guards and be flagged and signed well in advance of the crossing. The race course is entirely on designated OHV trails and shared use roads. The staging area, major trail intersections, and shared use roads would be

signed informing other visitors to the area of the event in progress. Riders would be informed of safety issues and other requirements at the pre-race meeting and on hand-outs when signing waivers.

All motorcycles would have a mandatory pre-race inspection for spark arrestor, decibel compliance, ATV stickers as well as a visual inspection for soil and noxious weed seed brought in from other areas. Riders would be instructed to bring clean bikes to the area and clean their bikes after the event before riding in other areas. No impacts to wildlife beyond those described in the Millican OHV Plan are anticipated, as the course is on existing OHV routes regularly used by the public. There is a seasonal wildlife closure on the northwestern most part of trail 25 in the North Millican OHV Area. The proposed route does not affect the closure area. The organizers have proposed a preferred route using the closed portion of trail, this would not be authorized unless wildlife staff has determined that the eagles have successfully fledged, failed, or never nested there in 2013. The course would not go through, near, or affect any "special areas".

COHVOPS and BLM would monitor the race course and take note of any damage that exists to the trail system prior to the event. After the event NORA and COHVOPS would work together to rehabilitate any trail segments may be damaged during the event. NORA would contribute a minimum of 40 hours of trail work after the event. Riders would be informed of sage grouse concerns prior to the event and instructed to remain on the established trail tread. It is imperative that riders do not damage vegetation alongside the trail tread and monitors would eliminate any rider from the race if they stray from the trail tread.

#### **B. Land Use Plan Conformance**

Land Use Plan Name: Upper Deschutes Resource Management Plan

Date approved (ROD): September, 2005

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:

- *Recreation Objective R-5: Provide for projects, programs, and permits that promote a diverse range of recreation opportunities. Provide for individual, group, and competitive event recreational use that could not be reasonably accommodated on private land. (Page 109)*
- *Millican Off-Highway Vehicle Area Objective R-3: Manage off highway motorized vehicle use on BLM administered land to provide visitor satisfaction, protect natural resources, provide visitor safety, minimize conflicts among public land visitors and adjacent land owners and integrate opportunities with adjacent land management agencies. (Page 123)*

#### **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)

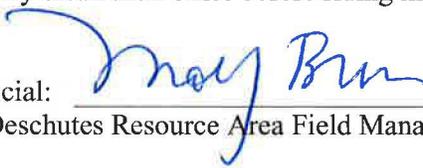
This categorical exclusion is appropriate in this situation because there are no extraordinary circumstances potentially having effects that may significantly affect the environment. The proposed action has been reviewed, and none of the extraordinary circumstances described in 516 DM 2 apply. See

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 the social and environmental impacts of approving a permit for this race. The concerns of human safety, environmental damage, and noxious weeds need mitigation to minimize any effects. Mitigation measures include:

- Safety fencing would be set up at the start/finish line area to keep spectators at least 50 feet away.
- First Aid and an EMT would be available at all times at the staging area and/or on the course. Radios and cell phones would keep organizers and EMT in contact at all times.
- Portable toilet facilities would be provided by organizers at the staging area.
- Culverts would be signed well in advance of the approaching culvert and pre-inspected for adequate depth.
- Road crossings would have a crossing guard and be signed well in advance of the road crossing.
- Shared use roads would be signed informing the public of the event.
- Riders would be instructed to arrive at the race with a clean bike and would be instructed to thoroughly clean their bikes before riding in any other OHV areas.

Authorizing official:   
 Molly Brown, Deschutes Resource Area Field Manager

Date 4/9/13

**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@or.blm.gov.

<b>CX EXTRAORDINARY CIRCUMSTANCES DOCUMENTATION</b>		<b>YES</b>	<b>NO</b>
The proposed categorical exclusion action will:			
2.1	Have significant impacts on public health or safety.		X
Rationale: The area is managed for Off Highway Vehicle use and participants are aware of the risks involved in events such as this.			
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 location is in an area where no wilderness values have been identified. The proposed action would not have significant impacts on any resource. Cultural resources were addressed and avoided for OHV trail construction.			
2.3	Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section		X

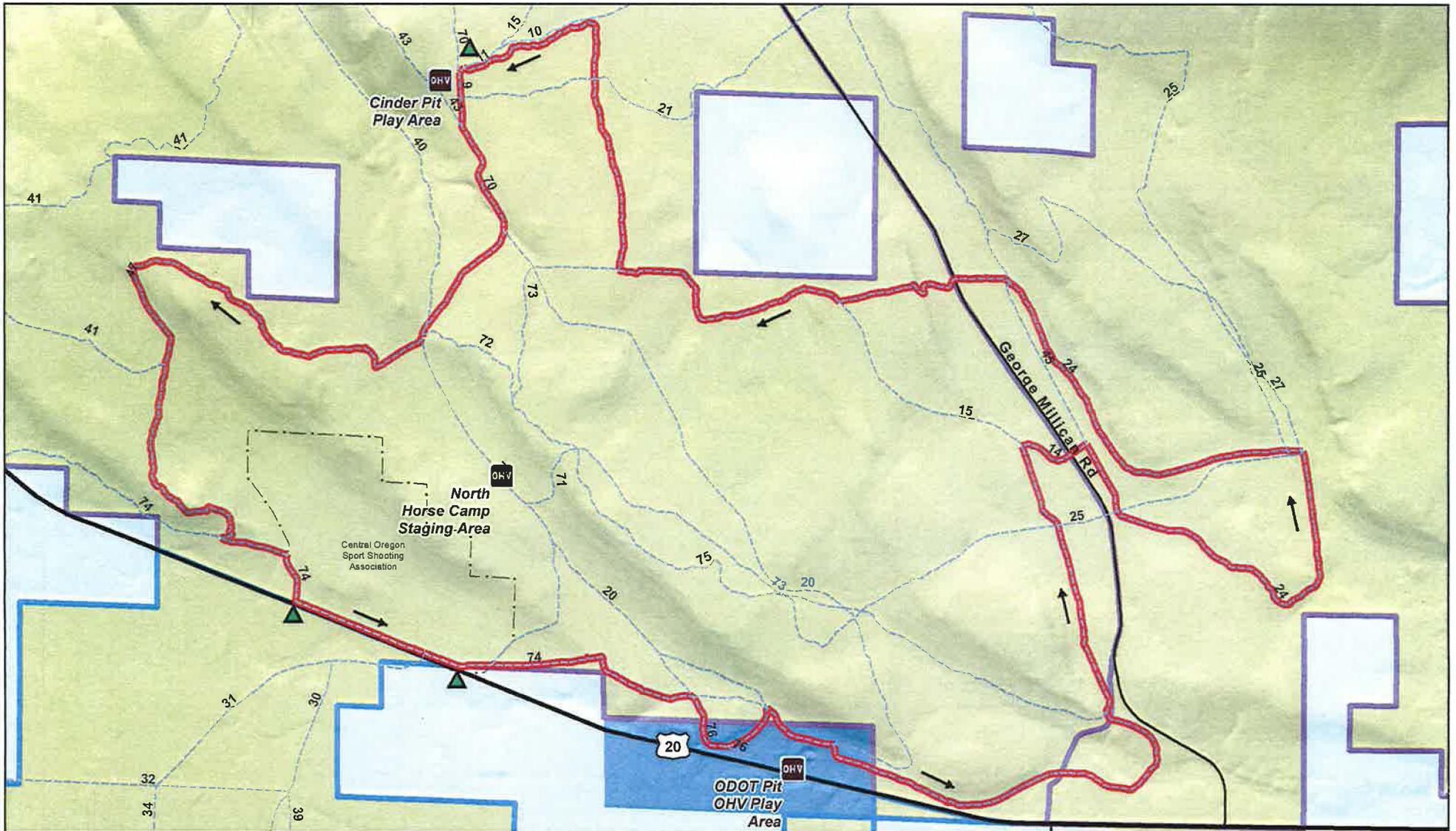
102(2)(E)].		
Rationale: The area is managed for Off Highway Vehicle use and effects and conflicts were evaluated in the Millican OHV Management Plan prior to designating trails in the area.		
2.4 Have highly uncertain and potentially significant environmental effects or involve unique or unknown environmental risks.		X
Rationale: There is no evidence that this action has potentially significant environmental effects. The project 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.		
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 listed or eligible cultural properties 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: Consultation with a district wildlife biologist, fisheries biologist, and botanist has occurred on this project. 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: Riders would remain on existing roads and trails. No sacred sites exist on the existing roads and trails.

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. Vehicles accessing the project area would stay on existing roads, reducing the potential of picking up and dispersing noxious weeds or seeds. Riders would be instructed to arrive with clean bikes and to thoroughly clean their bikes after the event before riding in any other areas.



OHV Staging or Play Areas	Central Oregon Shooting Sports Association
Traffic Control Sign (OHV/Car)	North Millican
Saturday Course	South Millican
Race Direction	<b>Administered Lands</b>
Millican Valley OHV Trails	Bureau of Land Management
Highways	State of OR
Roads	Private

Monkey Butt Poker Run: Saturday May 18, 2013  
 Northwest Offroad Racers Association Race CX  
 DOI-BLM-OR-P060-2013-014-CX



U.S. DEPARTMENT OF THE INTERIOR  
 Bureau of Land Management



**PRINEVILLE DISTRICT**  
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