

# Categorical Exclusion Documentation

## A. Background

**BLM Office:** Prineville Field Office

**NEPA Log #:** DOI - BLM - OR – P060 - 2013 - 0031 - CX

**Proposed Action Title:** Bend Adventure Race Special Recreation Permit (SRP)

**Location:** T 15 & 16 S, R11 & 12 E, on the Middle Deschutes River between Bend and Redmond and on public land approximately 5 to 12 miles south and west of Redmond in the Cline Buttes Recreation Area (CBRA).

**Description of the Proposed Action:** The proposed action is to approve a Special Recreation Permit (SRP) for Yogaslackers to host a 12 hour and a 36 hour “Bend Adventure Race” with paddling, trekking, and biking components.

The SRP would allow a competitive event that would involve:

### **12 Hour Course:**

**Start:** Tumalo State Park (8 AM). Boats (pack-rafts and/or inflatable kayaks) would be staged at Tumalo State Park. Mountain bikes would be staged at Cline Falls State Park. Participants would be separated into teams of two to four people and must remain within 100 meters of their team throughout the event. Both courses would be capped at a combined total of 100 people. The 12 hour course would be capped at a maximum of 25 teams (100 people maximum) and the 36 hour course would be capped at 20 teams (80 people maximum). It is expected that the 12 hour course would be more popular than the 36 hour course and would have a majority of the participants.

**Staging Area 1:** Tumalo State Park. One race staff, vehicle, pop up tent, First aid and communications would be on site.

**Leg 1 Run in park, float Middle Deschutes River from Tumalo State Park to Cline Falls State Park (3.5-5 hours):** Participants would run around the park to separate teams prior to launching boats. Participants would then launch boats for an approximate 12 mile paddle on the Middle Deschutes River taking out at Cline Falls State Park. Helmets, personal floatation devices and whistles would be required. Boaters would be required to stay below high water mark and within the banks of the river. There would be a mandatory portage at river right at Awbrey Falls and would be staffed with certified Whitewater Rescue Technician with appropriate rescue gear and communications including a cellular phone and radio.

**Staging Area 2:** Cline Falls State Park. One to two race staff, one vehicle, First aid and communications would be on site.

**Leg 2 Bike ride from Cline Falls State park to Juniper Trailhead (0.5-1 hour):** Participants would exit the river, deflate their boats and pack them into duffel bags. Race staff would transport all of the participants boating gear to the finish line. Participants would then get

mountain bikes from the staging area and ride from Cline Falls State Park onto Highway 126, across the bridge, for approximately one-third of a mile. Riders would then turn south onto Cline Falls Highway for approximately 2.5 miles to the Rock Pit Road. Riders would ride the Rock Pit Road for approximately 1.5 miles to a heavily disturbed intersection off of the Rock Pit Road. Riders would drop bikes with race staff at the staging area near the rock pit.

**Staging Area 3:** Near Rock Pit, off of Rock Pit Road, at heavily disturbed intersection of several routes. One race staff, one vehicle, First aid and communications would be on site. Staff would remain on site until every bike is picked up by participants

**Leg 3 Orienteering trek on foot from Staging Area 3 in the Buttes Area (2-3 hours):**

Participants would trek out of Staging Area 3 and gather six checkpoints from the Buttes Area of CBRA. Checkpoints would be located on existing trails; however participants could choose to go cross country to reach the next checkpoint and would not be restrained to remaining on existing trails. Checkpoints would be buffered at least 300 feet from the FAA withdrawal site on the south butte, the communication towers on the middle butte and all private property including the rock pit on the north butte. After collecting all six checkpoints, participants would trek back downhill to Juniper Trailhead and transition onto bikes for the mountain bike orienteering leg.

**Leg 4 Mountain Bike Orienteering from Staging Area 3 into the Maston Area (2-3 hours):**

Participants would ride approximately 1.5 miles back down the Rock Pit Road, Cross the Cline Falls Highway and enter the Maston Area mountain bike trail system at the Juniper Trailhead. Riders would continue on an approximate 20 mile route while collecting six checkpoints set up along the existing, designated trails. The selected route would be determined with BLM staff and would focus on existing former roads, powerline roads, and wider, more established trails avoiding the newly cut and fragile single track trails. No riders would be permitted to enter the Wildlife Conservation Area. After collecting each checkpoint riders would exit at the Juniper Trailhead and 12 hour course participants return to Tumalo State Park and the finish line via the Cline Falls Highway.

**\*End of 12 hour Course.**

**36 Hour Course:** This course would involve the same start, staging areas and legs as the 12 hour course but instead of returning to Tumalo State Park, participants would have another mountain biking leg on BLM lands through portions of the Southwest and Central OHV Area of CBRA described below.

**Leg 5 (36 Hour course only, 2-3 hours):**

Participants would exit the Maston Area at the Juniper Trailhead, head south on Cline Falls Highway riding approximately 1.25 miles to the Federal Aviation Administration (FAA) Road. Riders would ride the FAA road for one tenth of a mile, cross over the vehicle gate and onto the multi-use "South Boundary Road". Participants would ride west approximately two miles remaining on the South Boundary Road outside of the Tumalo Canal Area of Critical Environmental Concern (ACEC). The South Boundary Road would be well marked, ensuring participants remain on this road without straying north into the ACEC or south off of the multi-use road. Participants would exit the South Boundary Road and then ride north on Barr Road for

approximately one third of a mile to the Tumalo Canal Trailhead and ride approximately 9.5 miles on existing, multi-use trails and roads in the Southwest Area and Central OHV Area of CBRA. The selected route would be determined with BLM staff and focus on existing former roads, powerline roads, and wider, more established trails. Required checkpoints would ensure that participants remain on the existing and predetermined route. The route would not include any routes in Fryrear Canyon nor be located near the flume area or any other sensitive canal feature in the Southwest Area. Participants would then exit BLM at the current trailhead located on Fryrear Road at the proposed, new trailhead location and use Deschutes County roads and highways to reach DNF land and the final portion of the 36 hour course.

#### **\*End of 36 hour course**

Organizers expect that all participants for both courses would be off of BLM before they need a rest. However, if participants need to take a nap or rest, that would be authorized within 50 feet of the race course.

Organizers would be responsible for all safety staffing, signage and flagging along route. Organizers would work with Deschutes County for permitting and safety standards for the road portion of the course. Organizers would work with Oregon Parks and Recreation Department (OPRD) for permitting and safety standards for the staging areas set in the State Parks and along the river. Organizers would work with DNF for permitting and safety protocols for the DNF land portion of the course.

Participants would follow State law and any race stipulations set by the organizers, BLM, OPRD, USFS, or Deschutes County.

Any boats longer than 10 feet would need to have an Aquatic Invasive Species Prevention Permit. Boats and bikes would need to arrive at staging areas clean of mud or vegetation that could harbor invasive species/seeds. Boats and bikes would be cleaned and dried properly after the event before using in any other areas to avoid the spread of invasive or non-native species.

BLM would create an informative flier for participants on Peck's Milkvetch. The flier will inform participants how to identify, where they may encounter and how to avoid the sensitive species.

For 2013, the organizers propose to host the event on September 7 and 8 and annually each summer/fall.

#### **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)*
- *Special Management Areas Allowable Uses: Unless specifically addressed in other guidance, uses that will not impair the values for which the (Peck's Milkvetch) ACEC was designated will be allowed (page 65) (the use would not impair the ACEC's values; recreational use of this type in this ACEC is not specifically addressed or restricted in other guidance).*

## 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.

- **Background:** The Bend Adventure Race has been hosted successfully by Yogaslackers on the Deschutes National Forest (DNF) lands in the past few years and the organizers have been successful with permit administration and requirements each year. The organizers would acquire the proper permits from Oregon Parks and Recreation Department, Deschutes County and the US Forest Service. While not a condition of the BLM permit, the organizers say they plan to donate a portion of proceeds to the Central Oregon Trail Alliance to support trail maintenance and construction throughout Central Oregon.

The following measures must be followed to minimize any effects.

- **Natural Resource Concerns:** All natural resource concerns will be mitigated by restricting all activity to existing trails, except the buttes trekking portion of the event. Participants would be required to arrive with equipment free of mud and vegetation and

would be required to properly clean and dry equipment before using in any other areas. September is outside of any breeding/nesting season for any raptors. Participants would remain on established trails when traversing a portion of the Peck's Milkvetch Area of Critical Environmental Concern (ACEC). September is the end of the Peck's Milkvetch growing season and flowering and seed production is not occurring at this time.

- **Social Conditions and Crowding:** Early September is not the peak season for public use on the CBRA trails. Newly cut and fragile single track in the Maston Area would be avoided and the ride would be focused on former roads, powerline roads and older and wider established trails. All trailheads, trails and areas would be open to the general public. The participants would break up into groups of four or less and are not expected to crowd or otherwise interfere with the general public's enjoyment of CBRA during the event.

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

8/27/13  
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](mailto:jbeaupre@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: Riders will follow state law and race safety protocols; therefore there is no impact on public health or safety. Volunteers would be staff transition areas with first aid and emergency communications. The public would be informed of the event in progress by signage at appropriate locations.			
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 route would pass south of the Tumalo Canal ACEC on the "South Boundary Road" and therefore not affect any portion of the Tumalo Canal ACEC. Participants would remain on existing routes through the Peck's Milkvetch ACEC therefore avoiding any impact on the values for which the ACEC was designated. The portion of the Middle Deschutes being used is not within a Federal Wild and Scenic River designation. The route would not pass through or impact any other areas of the type referenced above.			
2.3	Have highly controversial environmental effects or involve unresolved conflicts concerning alternative uses of available resources [NEPA Section		X

102(2)(E)].		
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.		
2.6	Have a direct relationship to other actions with individually insignificant but cumulatively significant environmental effects.	X
Rationale: The BLM does not expect effects of the proposed action to combine with those of other past, ongoing or future actions to produce a cumulatively significant 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 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 selected course routes.		
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. Equipment would be cleaned properly before and after the event, preventing spread of any species from one area to another.

# Bend Adventure Race CX

DOI-BLM-OR-P060-2013-0031-CX

## Legend

-  Staging Area
-  Trek Area
-  Race Route
-  Highways
-  Roads
-  Power Lines
-  Bureau of Land Management
-  U.S. Forest Service
-  State
-  Private



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