

Categorical Exclusion Documentation

A. Background

BLM Office: Prineville Field Office

NEPA Log #: DOI - BLM - OR – P060 - 2014 - 0030 - CX

Proposed Action Title: Cycle Oregon Event Special Recreation Permit.

Location:

- Lower Deschutes Access Road: T3&4S, R14E in Maupin, OR.

Description of the Proposed Action: The proposed action is to approve a Special Recreation Permit (SRP) for Cycle Oregon to host a commercial bicycle event that would use a portion of the Lower Deschutes Access Road managed by the Bureau of Land Management (BLM), Prineville District.

The SRP would allow a commercial bicycle ride on approximately eight miles of the paved road between Maupin City Park and Highway 216 (see attached map). Organizers expect 2,200 participants based on 2013's event attendance, but there would be no limit set by BLM on the number of participants

The Cycle Oregon event would be scheduled from September 7 through September 13, but Prineville District lands along the BLM road would only be utilized on September 12 from 6:30am to 6:30 pm. Riders would be staggered, but would not exceed the pace line limit of seven cyclists. Organizers expect that the bulk of riders would pass through the access road from 1:00 to 4:00 pm. The riders would ride into Maupin on Bakeoven Road from Shaniko, turning north on the paved BLM access road at Maupin City Park. Riders would continue north and leave the access road at Highway 216 East where it crosses over Sherar's Falls.

In addition to the bicycles, organizers expect that 16 vehicles would drive the route for safety and equipment checks. The number of support vehicles would not be limited by permit stipulations. Organizers would contact Emergency Medical Services agencies located along the route, and solicit input for planning in the event of an emergency. Cycle Oregon contracts with a police agency to provide motorcycle officers for the week to enhance overall traffic safety, both for cyclists and motorists. Organizers would contact state, city, federal and county law enforcement agencies months prior to the event, and again one month prior to the event to ensure each agency is aware of roadways being used within their respective jurisdictions. These would be stipulations of the SRP.

The permit stipulations would require Cycle Oregon to limit pace lines (drafting of other bicycles) to no more than seven cyclists. The access road would remain open to the public. Riders would follow state law and all race stipulations set by the organizer or BLM. The route would be well marked by organizers and participants would be supplied a map of the route. All signs and route markers would be removed by organizers at the end of the day on September 12. These would also be special stipulations of the SRP.

B. Land Use Plan Conformance

Land Use Plan Name: Two Rivers Resource Management Plan

Date approved (ROD): June, 1986

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:

- *Deschutes and John Day River Canyons - Areas of high visual and natural quality in the canyon areas will continue to be protected while allowing other compatible uses in the same area. (Page 26)*

Additional guidance from the Lower Deschutes River Management Plan

Date approved (ROD): February, 1993

- *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.

- **Natural Resource Concerns:** All natural resource concerns will be mitigated by restricting all activity to the paved access road while on BLM administered lands.

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

6/3/14
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: The race organizer would supply medical support and be in contact with local medical offices. Riders will follow state law and race safety protocols; therefore there would be no impact on public health or 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 a paved road and no wilderness values have been identified. Although, this activity would traverse eight miles within a Wild and Scenic River (WSR) boundary, riders would remain on the paved road and therefore BLM anticipates no impacts to Outstandingly Remarkable Values (ORV) of the river. <ul style="list-style-type: none"> • Recreational Values - This event occurs after the heaviest rafting use season that ends Labor Day weekend. The Lower Deschutes River Management Plan (Record of Decision) addresses congestion at boat ramps, but not on the Lower Deschutes Access Road. Participants would not use any BLM day use sites, campgrounds or boat ramps, the only authorized use would be biking along the paved access road. The event would not close the access road, riders would be in draft lines of no more than seven and moving near the speed of traffic, therefore, traffic delays would not be expected. For these reasons there would be no effect to the ORV of recreation. 		

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 would have 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: The project would not affect sacred sites because all actions would occur on the paved road which is not a sacred site. The project does not involve any limits on access, so there would be no effect on access to sacred sites.		
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 introduce or spread of noxious weeds or invasive species because riders would remain on the paved road for the duration of the event.		

<ul style="list-style-type: none"> • Fishery Values, Wildlife Values, Cultural Resource Values, Geologic Values, Scenic Values, Botanical Values – The event would not impact any of these ORV’s as all activity is restricted to the paved access road that is open to unlimited public use. <p>The Lower Deschutes River Management Plan, Record of Decision (Page 44), states that BLM, along with other managing agencies will continue to coordinate permit requirements and regulatory controls including development and implementation of uniform and consolidated system for the issuance, administration and enforcement of permits in the entire planning area. In Managers’ Group meetings, the other managing agencies have told BLM to issue these types of permits as appropriate. Therefore, this SRP can be authorized through this Categorical Exclusion.</p>		
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 would 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: The BLM does not expect this action would have any environmental effects or 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: There would be no effects on property listed or eligible for the National Register of Historic Places because no such properties exist in the project area.		
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: There are no known special status species or expected within the project area. There is no critical habitat within the project area, so there would be no effect on it.		
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 would not violate any laws because it conforms to the direction given for the management of public lands in the Prineville District which complies with all		

Cycle Oregon Special Recreation Permit

DOI-BLM-OR-P060-2014-0030-CX

Legend

- Cities
- BLM Lower Deschutes Access Road
- Highways
- Roads
- Bureau of Land Management
- State
- Private



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