

Determination of NEPA Adequacy (DNA)

2015 Vegas to Reno Off-Highway Vehicle Race

DOI-BLM-NV-C020-2015-0028-DNA

Stillwater and Sierra Front Field Offices

Carson City

Nevada

89701

775-885-6000

Determination of NEPA Adequacy (DNA)

Worksheet

U.S. Department of the Interior

Bureau of Land Management

OFFICE: Stillwater and Sierra Front Field Offices, LLNVC01000 and LLNVC02000

CASEFILE/PROJECT NUMBER: SRP-NVC02-15105

PROPOSED ACTION TITLE/TITLE: Best in the Desert SRP

LOCATION/LEGAL DESCRIPTION: Mineral and Churchill counties, Nevada

Point-to point 543 mile race; approximately 130 miles through Mineral and Churchill Counties in the Stillwater Field Office and 68 miles through Lyon County in the Sierra Front Field Office.

Stillwater Field Office :

T5N, R36E, Sec. 23, 24, 26

T5N, R37E, Sec. 4,5,6

T6N, R36E, Sec. 6,7,8,13,14,15,16,17,24

T6N, R35E, Sec. 1, 2

T7N, R35E, Sec. 25,26,27, 33, 34, 35

T7N, R36E, Sec. 1,11,12,14,15,16,19,20,21,30

T7N, R37E, Sec. 2,3,7,8,9,10

T8N, R37E, Sec. 1,12,13,24,25,35

T8N, R37.5E, Sec. 7,19,30

T9N, R37E, Sec. 1,12,13,24,25,26

T10N, R36E, Sec. 3,10,11,12

T10N, R37E, Sec. 7,8,9,15,16,22,23,25,26,36

T11N, R36E, Sec. 4,9,16,21,28,33

T12N, R34E, Sec. 2,3,4,5,12

T12N, R35E, Sec. 7,8,9,13,14,15,16,24

T12N, R36E, Sec. 19,20,21,27,28,33

T13N, R32E, Sec. 4,9,10,14,15,23,24,25,26,36

T13N, R33E, Sec. 25,26,27,28,29,30,31,36

T13N, R34E, Sec. 31,32

T14N, R32E, Sec. 6,7,18,20,29,32,33

T15N, R30E, Sec. 1

T15N, R31.5E, Sec. 25,26

T15N, R31E, Sec. 7,15,16,17,23,24,25

T15N, R32E, Sec. 31

T16N, R28E, Sec. 8,9,10,11,12,17,18

T16N, R27E, Sec. 24

T16N, R29E, Sec. 7,8,16,17,21,22,23,24,25

T16N, R30E, Sec. 19,20,21,26,27,35

Sierra Front Field Office:

T14N, R23E, Sec. 1, 2, 5, 8, 10, 11, 15, 16, 17

T14N, R24E, Sec. 6

T15N, R22E, Sec. 5, 6, 8, 9, 11, 13, 14, 15

T15N, R23E, Sec. 18, 19, 20, 29, 32

T15N, R24E, Sec. 2, 3, 4, 11, 12, 13, 21, 22, 23, 24, 28, 29, 31, 32

T16N, R21E, Sec. 24, 25

T16N, R22E, Sec. 30, 31

T16N, R24E, Sec. 1, 12, 16, 24, 25, 26, 27, 28, 32, 33

T16N, R25E, Sec. 2, 3, 4, 5, 6, 7, 11, 12, 19, 20

T16N, R26E, Sec. 2, 3, 7, 8, 9, 11, 12, 13

T16N, R27E, Sec. 17, 18, 20, 22, 23, 27, 28, 29

Course Modification: Redirected the following sections to the course in 2013

Section 1: 6.35 miles

T7N, R36E, Sec. 1,11,12

T7N, R37E, Sec. 3,7,8,9,10

Section 2: 1.7 miles

T8N, R37E, Sec. 1,12,13

APPLICANT: Best in the Desert

Description of Proposed Action and any applicable mitigation measures.

Best in the Desert (BITD) has submitted an application for a Special Recreation Permit to the Nevada State Office, to conduct the Vegas to Reno competitive off highway vehicle (OHV) race August 14th and 15th, 2015 on public lands in Nevada. This event has been permitted the past 19 years with the lead SRP administration and responsibility assigned to the Tonopah (TFO), Sierra Front (SFFO) or Stillwater (SFO) Field Office. Sierra Front F.O. is the project lead for 2015. Each field office however retains the responsibility for providing appropriate NEPA documentation, resource monitoring and personnel for the event.

As previously analyzed in the environmental assessment EA-NV-030-08-026 (2008) for the Carson City District Office (CCDO), the point-to-point (south to north) multi-field office race enters the SFO in Mineral County approximately 13 miles southeast of Mina, NV and ends at the fairgrounds in Dayton in Lyon County. The race is to be conducted on approximately 198 miles of improved bladed or 4WD dirt roads and sand washes and includes five vehicle pits located adjacent to the course at main intersections or access points.

In 2010, four and one-half miles of the Vegas-To-Reno course evaluated in the 2008 EA within the SFO was re-routed as it enters Mineral County onto an existing bladed county road that has been used prior to 2008, but was not included in the 2008 EA analysis. In 2013, two additional sections of 6.35 and 1.75 mile in the SFO were rerouted from 4WD roads to bladed roads. These re-routes resulted in minor changes and were authorized to reduce potential environmental impacts to due silt soils .

GENERAL INFORMATION AND MITIGATION:

In addition to crossing public land, the event also uses roads that traverse private lands, county maintained roads, and cross over/under state highways. The permit applicant is responsible for notifying private land owners and for securing additional permissions and permits from the U.S. Forest Service, state, counties, cities, towns and regulatory agencies if affected by the race event. This race has been widely supported by the Nevada Department of Tourism and the rural counties in need of economic stimulus provided by the event.

The race would involve several vehicle classifications including but not limited to trophy trucks, buggies, Hummers, motorcycles, quads and side-by sides. It is anticipated that 300 vehicles, including 120 motorcycles/ATV/UTV and 180 trucks/buggies, would begin the race, however; about 1/3 or more of the vehicles typically do not finish for various reasons related to mechanical or equipment failures. During the event, participants would be spread out over the course as a result of staggered starts and driver experience. Highway/road crossings would be manned and pits would be located in previously disturbed areas. Portable toilets would be provided in each pit area. Activities involving authorized race-related pit personnel, families, and friends would be limited to official gas stops and pit locations. All authorized gas stops and pit area are located on previously disturbed sites along the edge of roads. Spectators would typically view the race in or near small communities along the race route. Event notification letters are mailed to local stakeholders such as grazing permittees, miners, and resource companies prior to the event.

Some chase vehicles and pit crews would travel on the highways and dirt access roads leap-frogging to new check points and pits. However, due to the point to point nature of the race, many of the pit crews will be providing service to multiple vehicles, reducing the need to keep ahead of the participants.

Support teams and/or event staff would track their racer through radio communications and live computer graphic interactive tracking systems using Global Positioning Systems (GPS) and aircraft. Local ham radio operators will be establishing radio relay stations along the course for communications. The applicant would provide for all emergency services including rescue. This entails providing aircraft and ground support personnel. Five BLM law enforcement rangers as well as recreation staff from each field office will be monitoring the race and pits for SRP compliance.

The applicant annually acquires paved road crossing permits from Nevada Department of Transportation, and coordinates with County Commissioners and road maintenance crews. Road wardens, with flags, would be stationed at all cross roads to ensure safe, managed event vehicle crossings. Checkpoints established along the course serve two purposes: to ensure that shortcuts are not taken and to ensure that each entrant is tracked for safety.

The entire course will be marked on either side of the approved route with temporary directional and hazard warning signs placed throughout the course to direct the participants and warn drivers of potentially hazardous obstacles. Hazards that cannot be moved are brightly flagged and bannered to reduce the risk of a rider collision or fall.

The CCDO Special Recreation Policy requires that all OHV events be monitored. The objective of event monitoring is to ensure that events are conducted in a safe and organized manner and in accordance with BLM regulations and permit stipulations. Monitoring is also conducted to confirm approved routes prior to the race and to identify and document actual resource impacts for post use analysis, recommendations and the development of future alternatives, where applicable. Typical monitoring methods include photo documentation, GPS mapping and personal observations in a post event report format.

Land Use Plan Conformance

LUP Name	Carson City Field Office Consolidated Resource Management Plan	Date Approved:	May 2001
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The proposed action is in conformance with the applicable LUP because it is specifically provided for in the following LUP decisions:

The proposed action is in conformance with the Carson City Field Office Consolidated Resource Management Plan (May 2001) even though it is not specifically provided for, because it is clearly consistent with the following LUP decisions (objectives, terms, and conditions):

Section 8 – REC-2: Desired Outcomes, 1: “Provide a wide variety of recreation opportunities on public land under the administration of the Carson City Field Office.”

Section 8 – REC-2: Land Use Allocations, 1: “All public lands under CCFO jurisdiction are designated open to Off-Highway Vehicle (OHV) use unless they are specifically restricted or closed.”

Section 8 – REC-6: Administrative Actions, 4: “On public land designated open for off highway vehicles, there will generally be no restrictions on use. Organized competitive OHV events have been allowed in Mason Valley, Wilson Canyon, Hungry Valley OHV Area, Moon Rocks, Lemmon Valley MX Area,

Dead Camel Mountains, Salt Wells Area, Wassuk Range and in the Frontier 500 and Carson Rally OHV corridors. Organized events will be handled on a case-by-case basis through the Special Recreation Permit review and Environmental review process. Organized activity is generally restricted to existing roads and trail.

Identify applicable National Environmental Policy Act (NEPA) documents and other related documents that cover the proposed action.

Name of Document: Best in the Desert, Vegas to Reno OHV Race
Document No.: NV-030-08-026 (EA)
Date of Approval: FONSI/DR signed 7/30/2008

Name of Document: Best in the Desert, Vegas to Reno OHV Race
Document No.: EA-NV-030-04-013
Date of Approval:

Name of Document: VORRA Fallon 250
Document No.: NV-C010-2009-0015-EA
Date of Approval: 6/15/2009

Name of Document: VORRA Fallon 250 OHV Race
Document No.: NV-030-93057 (EA)
Date of Approval: 7/22/93

NEPA Adequacy Criteria

1. Is the new proposed action a feature of, or essentially similar to, an alternative analyzed in the existing NEPA document(s)? Is the project within the same analysis area, or if the project location is different, are the geographic and resource conditions sufficiently similar to those analyzed in the existing NEPA document(s)? If there are differences, can you explain why they are not substantial?

The 2015 event is similar to the action analyzed in the 2008 EA and principally the same as the approved 2008 through 2014 events. The course and pits are the same as the 2013 approved race in the SFO and the 2014 race in the SFFO. The 2015 event consists of the same type of vehicles, spectators, and pit stops as the 2013 approved course. The estimate number of entrants is expected to be around 300 vehicles, based upon entrants from 2014. The event is being held the same time of year as analyzed in the 2008 EA.

2. Is the range of alternatives analyzed in the existing NEPA document(s) appropriate with respect to the new proposed action, given current environmental concerns, interests, and resource value?

Yes. The environmental concerns, interests, and resource values have not changed from the analysis performed in the referenced 2008 EA. The range of alternatives in the 2008 EA is still appropriate.

3. Is the existing analysis valid in light of any new information or circumstances (such as, rangeland health standard assessments, recent endangered species listings, updated lists of BLM sensitive species)? Can you reasonably conclude that new information and new circumstances would not substantially change the analysis of the new proposed action?

On March 5, 2010, the U.S. Fish and Wildlife Service announced that listing the greater sage-grouse (range wide) and Bi-State population (previously referred to as the Mono Basin area population) under the Endangered Species Act (ESA) is warranted, but precluded by higher priority listing actions. Currently, Greater Sage-grouse is a candidate species but the Bi-State Sage grouse is not. According to BLM Manual 6840 – Special Status Species Management, all Federal candidate species are to be conserved as Bureau sensitive species. The course analyzed in the 2008 EA does not pass through any identified preliminary priority or general habitat for greater sage-grouse.

The course analyzed in the 2008 EA does pass through approximately 15 miles of Bi-State grouse habitat in the Pine Nuts Mountain south of the town of Dayton near Como Peak.

The anticipated impacts to the resources have not significantly changed from the 2008 EA. The proposed action will not have any adverse effect on the range-land health, human health or environment of minority and low income populations. The event occurs on graded or established 4WD roads and will not occur during sensitive lekking or brooding periods. The proposed action describes measures that will be taken which will limit and prevent cumulative impacts.

4. Are the direct, indirect, and cumulative effects that would result from implementation of the new proposed action similar (both quantitatively and qualitatively) to those analyzed in the existing NEPA document?

Yes. The direct, indirect, and cumulative effects of the current proposed action are the same as those analyzed in the 2008 EA both quantitatively and qualitatively and are sufficient.

5. Are there public involvement and interagency reviews associated with existing NEPA document(s) adequate for the current proposed action?

Yes. The 2008 EA provided adequate internal and external review opportunities.

BLM Staff Consulted

Name	Title	Resource/Agency Represented
Kristin Bowen 7/1/15	Archaeologist	Stillwater Field Office
Jason Wright JK 6/29/15	Wildlife Biologist	Stillwater Field Office
Chris Kula	Minerals Specialist	Stillwater Field Office
Ken Depaoli KD 6/29/15	Range Specialist	Stillwater Field Office
Chelsey Simerson CS 7/1/15	Range Specialist	Stillwater Field Office
Linda Appel la 6/29/15	Realty Specialist	Stillwater Field Office
Matt Simons MS 6/29/15	Recreation Planner	Stillwater Field Office
Dan Westermeyer DW	Recreation Planner	Sierra Front Field Office
Arthur Callan ADC 6/29/15	Archaeologist	Sierra Front Field Office
Rachel Crews RGC 6/22/15	Hydrologist	Sierra Front Field Office
Niki Cutler NC 6/29/15	Resource Specialist	Sierra Front Field Office
Dean Tonenna DT 6/29/15		

Conclusion

Based on the review documented above, I conclude that this proposal conforms to the applicable land use plan and that the NEPA documentation fully covers the proposed action and constitute BLM's compliance with the requirement of NEPA.



Signature of Project Lead

Date 7/6/15



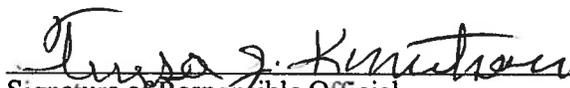
Signature of Stillwater Field Office NEPA Coordinator

Date July 1, 2015



Signature of Sierra Front Field Office NEPA Coordinator

Date 7/6/2015



Signature of Responsible Official
Stillwater Field Office

Date 7/1/2015



Signature of Responsible Official
Sierra Front Field Office

Date 7-1-15

Note:

The signed Conclusion on this Worksheet is part of an interim step in the BLM's internal decision process and does not constitute and appealable decision process and does not constitute an appealable decision. However, the lease, permit, or other authorization based on this DNA is subject to protest or appeal under 43 CFR Part 4 and the program-specific regulations.