BLM

U.S. Department of the Interior
Bureau of Land Management

Environmental Assessment

DOI-BLM-NV-B020-2016-0041-EA

2016 Best in the Desert "Vegas to Reno"
The Long Way Race Event

July 1, 2016

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Environmental Assessment

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1. Introduction

This Environmental Assessment (EA) discloses and assesses the potential effects of the proposed 2016 Best in the Desert Vegas to Reno Race Event (Proposed Action). Chapter 1 provides an overview and background information. Chapter 2 gives a detailed description of the Proposed Action. Chapter 3 describes resources that may be affected, along with the potential effects. Chapters 4 and 5 list persons and groups involved in preparing this EA. Chapter 6 lists literature cited, followed by Appendix A, a list of acronyms and abbreviations used throughout this EA. Maps are at the end of the document in Appendix E.

1.1. Identifying Information

Title, EA number, and type of project

2016 Best in the Desert "Vegas to Reno" The Long Way Race Event

DOI-BLM-NV-B020-2016-0041-EA

Special Recreation Permit (SRP) application for a commercial, competitive off-highway vehicle race (OHV) event, and film permit application for commercial filming of event

Location of Proposed Action

The Vegas to Reno OHV race event is conducted annually, with the route varying from year to year. The proposed 2016 race route, which was most recently used for this event in 2006, is primarily on lands administered by the Bureau of Land Management (BLM), with short segments on Humboldt-Toiyabe National Forest and private lands. The proposed 2016 route begins in the BLM Ely District, Caliente Field Office near the town of Alamo, Lincoln County, Nevada; passes through approximately 37 miles within the Basin and Range National Monument on existing roads; and enters public lands administered by BLM Battle Mountain District, Tonopah Field Office area near Red Bluff Spring. The proposed route proceeds through Nye County, enters Esmeralda County and intersects segments of more recent years' routes near the town of Tonopah, Nevada. It continues along routes used in more recent years through lands administered by BLM Carson City District in Mineral, Churchill and Lyon Counties (with a short segment in Douglas County) and ends at Dayton, Nevada. The proposed route from start to finish would cover approximately 643 miles and would include BLM and County improved and maintained bladed dirt roads; 4WD two-track dirt roads; and dry sand and gravel washes. See map, Figure 1, Appendix E.

Name and Location of Preparing Offices

This EA is prepared jointly by:
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Lead Office

BLM Battle Mountain District, Tonopah Field Office is the lead office preparing the EA. The BLM Ely District is the lead office for processing and administering the permit and the decision whether or not to issue the SRP to Best in the Desert. The decision would include which alternative is selected and any conditions or stipulations required by BLM.

File codes and case file numbers

Special Recreation Permit
File Code: 43 CFR 2932
Case File Number: NVC02-16101

Film Permit
File Code: 43 CFR 2920
Case File Number: N-94710

Applicant Name:

Casey Folks, Director, Best in the Desert Racing Association

1.2 Purpose and Need for Action

The purpose of the Proposed Action is to conduct a race across public lands, including associated commercial filming activities that are compatible with other public land uses and values. The need for the Proposed Action is established by BLM's responsibility to respond to the SRP application submitted to the Nevada State Office by Best in the Desert Racing Association, and the application for a Low-Impact Film Permit (a land use authorization permit) submitted to Tonopah Field Office by Lucas Oil Production Studios, Inc. under the 43 Code of Federal Regulations (CFR) Sections 2920 for Film Permits and 2930 for SRPs.

Decision to be made: The Authorized Officer would decide whether or not to issue a SRP to authorize the proposed route or an alternative route, and if so, under what conditions and stipulations.

1.3 Scoping, Public Involvement and Native American Consultation

The Best in the Desert Las Vegas to Reno race event has taken place annually since 1996, using various routes that collectively include the entire proposed 2016 route. In 2016 the BLM conducted internal scoping identifying issues to be considered for analysis, including relevant issues brought forward in extensive public involvement processes for the past events. See Chapter 3, Table 1.

For the proposed 2016 route consultation with Native American tribes was initiated in May 2016 with letters sent from BLM Ely District (May 25) and BLM Tonopah Field Office (May 13) to the Ely Shoshone Tribe of Nevada, Moapa Band of Paiute Indians, Las Vegas Band of Paiute Indians, Confederated Tribes of the Goshute Reservation Nevada-Utah, Paiute Indian Tribe of Utah, Paiute Indian Tribe of Utah Cedar Band of Paiutes, Paiute Indian Tribe of Utah Indian Peaks Band of Paiutes, Paiute Indian Tribe of Utah Shivwits Band of Paiutes, Kaibab Band of Paiute Indians of the Paiute Indians, Las Vegas Tribe of Paiute Indians, Paiute Indian Tribe of Utah, Timbisha Shoshone Tribe, Duckwater Shoshone Tribe, and Yomba Shoshone Tribe. BLM Carson City District sent letters to additional tribes (June 3): the Washoe Tribe of Nevada and California, Walker River Paiute Tribe, and Yerington Paiute Tribe.

BLM has also notified other local stakeholders along the proposed route, such as grazing permittees, miners, and resource companies and has invited their comments and suggestions. One proposed pit location was moved in response to a range permittee's concerns regarding erosion and vegetation loss.

See Chapter 4 for a list of persons and agencies consulted.

2. Proposed Action and Alternatives

2.1 Description of the Proposed Action

Best in the Desert Racing Association (BITD) has submitted an application to the Nevada State Office for a Special Recreation Permit to conduct a two-day competitive OHV race, August 19-20, 2016 on public lands in Nevada.

Proposed Race Course

Proposed Route: The route for this annual event has varied from year to year, usually running basically southeast to northwest from near Beatty, Nevada to end in Dayton, Nevada but occasionally traversing much of Nevada from east to west. The route proposed by BITD for 2016 is largely an east-to-west route. It begins near Alamo, Nevada in the BLM Ely District, Caliente Field Office; passes through a part of the Basin and Range National Monument and enters public lands administered by BLM Battle Mountain District, Tonopah Field Office near Red Bluff Spring. The proposed route intersects previous years' southeast to northwest routes near the town of Tonopah, Nevada, then continues southeast to northwest onto public lands administered by BLM Carson City District, Stillwater Field Office and Sierra Front Field Office to the finish at Dayton, Nevada. The entire route would cover approximately 650 miles and consist of existing vehicle routes including BLM and County improved and maintained bladed dirt roads; 4WD two-track dirt roads; and dry sand and gravel washes. Approximately 37 miles of the proposed route, all on existing maintained roads, are within the BARNM and 130 miles are within the CFO, Ely District boundaries, 251 miles within the Battle Mountain District boundaries, and 225 miles within the Carson City District boundaries. See map, Figure 1, Appendix E.

Private lands and other jurisdictions: While most of the proposed route is on BLM-administered public land, the event also uses roads that traverse Humboldt-Toiyabe National Forest lands, private lands, county maintained roads, and roads that cross over/under state highways. The permit applicant is responsible for notifying private land owners and other public land users (livestock permittees, mine operators, etc.) and for securing additional permissions and permits from the U.S. Forest Service, state, counties, cities, towns and regulatory agencies if affected by the event.

Pit stops and staging areas: The route would include fourteen vehicle pit areas located adjacent to the course at main intersections or access points, each with an average area of about 300 x 300 feet (approximately 2 acres). There would also be staging areas at the start of the route and at one of the pit stops, on private land just east of Tonopah, which would be the starting point on the second day of the race. The other staging area and all of the pit stops are on public land, with no pit stops located within the BARNM. See map, Figure 1, Appendix E. All except pit stop #4 are at previously-disturbed locations along the edges of the route and have been used in past events for the same purpose. Pit #4 was originally proposed to be in the same location as when that segment of race route was last used (2006). In response to a range permittee's concerns, BLM personnel revisited the area and identified impacts to soils, perennial vegetation and safety due to race vehicles and support vehicles passing one another along approximately 1.5 miles of narrow dirt road connecting the pit to the race course. BLM established the new pit location where the race course intersects Highway 375. Using the new pit location would impact an approximately 2-acre area of previously undisturbed soil and perennial vegetation, but would avoid

impacts to sandy soil and perennial vegetation that has regrown at the old pit location and alongside the 1.5 miles of road that connected the race route to the old pit location.

Vehicle and personnel numbers and types: The race would involve several vehicle classifications including but not limited to cars, trucks, motorcycles, quads and UTVs. BITD anticipates approximately 375 vehicle entries (225 car/truck/UTV and 150 motorcycle/quad), 500 pit vehicles, and 110 media vehicles. Persons involved would include race participants plus approximately 5000 spectators and pit personnel, 500 event staff, and 120 media personnel.

Vehicle and personnel schedule and distribution: Motorcycles and quads would start at 30-second to one-minute intervals between 5:30 a.m. and about 7:00 a.m. BITD anticipates 150 motorcycle and quad starts. The full-sized vehicles would start at one-minute intervals, beginning three hours after the last motorcycle and quad starts, at about 10:00 AM. Approximately 225 full-sized vehicles are expected to participate.

During the event, participants would be spread out over the course as a result of staggered starts and varying rates of travel.

Activities involving authorized race-related pit personnel, families, and friends would be limited to official gas stops and pit locations. Spectators would typically view the race in or near small communities along the race route.

As this is a point-to-point race (rather than laps on a closed-loop course), some chase vehicles and pit crews would travel on the highways and dirt access roads leap-frogging to new check points and pits to keep ahead of participants, while other pit crews would remain stationary and provide service to multiple vehicles.

Filming and helicopter use: Moving photography (filming) requires a filming permit when resulting in a commercial product. Special permits to use the public lands for commercial film production would be issued by the BLM under Section 302(b) of the Federal Land Policy and Management Act and pursuant to the 43 Code of Federal Regulations (CFR 2920). Public Law 106-206, enacted in 2000, authorizes the BLM to regulate commercial filming activities on Federal lands. Commercial filming or digital photography may take place in the authorized pit areas and checkpoints using hand-held digital video cameras. Commercial filming would also involve the use of one helicopter.

Some teams may use a helicopter to follow the progress of their team while on the course. Other helicopters are hired to shoot video and still photography. A total of up to 10 helicopters, including the one used for commercial filming, would be part of the event. No fixed wing aircraft would be permitted. Helicopters are required to maintain 500 feet above ground level at all times, only landing and refueling in established airports except in case of emergency. Helicopters would be present for no more than one day at any given point along the route.

All filming associated with the event would meet the requirements for minimum impact filming as defined by the BLM Nevada Filming Permit Policy (BLM Instruction Memorandum No. NV-IM-2010-064).

In-car cameras may be used to record a racer's experience during the race and would be for private use.

Safety

Communications: 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 helicopters. Local ham radio operators would establish radio relay stations along the course for communications.

Course and hazard marking: The entire course would 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 would be brightly flagged and bannered to reduce the risk of a rider collision or fall.

Road crossings: The applicant would acquire paved road crossing permits for both day and night-time use from Nevada Department of Transportation (NDOT), and coordinate with County Commissioners and road maintenance crews. Road wardens, with flags, would be stationed at all highway crossings to ensure safe, managed event vehicle crossings per NDOT standards. The proponent would flag, barricade, or otherwise warn the public with signage to prevent unauthorized vehicles from entering the active race course at certain locations involving BLM roads or road junctions. Proposed checkpoints along the course would ensure that shortcuts are not taken, track each entrant for safety, and inform and warn the public about the race.

Emergency services: The applicant would provide for all emergency services including rescue. The applicant submitted an Emergency Action Plan prepared by Motorsports Safety Solutions, who would provide ten rescue vehicles staffed by EMTs. These would ensure scene safety and provide emergency medical treatment, extrication, and fire suppression. Patients needing or requesting further evaluation or transport to a medical facility would be transferred to the nearest local ambulance service or air ambulance as needed.

Fire suppression: Fire extinguishers would be carried by rescue vehicles and would be required at all pit areas. Participants would abide by fire restrictions, as they pertain to campfires, in the pit areas.

Environmental Protection Measures

The following measures are included in BITD's application and/or required by BLM and would be carried forward to the SRP. Also see Appendix D, proposed stipulations to be attached to the SRP.

Hazardous materials containment: Fuel would be kept in proper containers, and fuel-absorbing carpet or mats would be under all race vehicles during fueling.

Sanitation: Portable toilets would be provided in each pit area.

Migratory Birds: BITD is responsible for complying with the provisions of the Migratory Bird Treaty Act of 1918 as amended (MBTA) [16 U.S.C. § 703-712]. To prevent violation and minimize impacts to breeding migratory birds, race activities would be conducted outside the migratory bird breeding season

defined as March 15 to July 31. Should occupied breeding bird nests or burrowing owls be observed prior to or during the event in proximity to race activities (i.e., 300 feet for burrowing owls and most other species, 600 feet for greater sage-grouse, and 0.5 mile for raptors), a BLM authorized biologist in the Ely, Battle Mountain or Carson City District would be notified and appropriate mitigation undertaken.

Wildlife: Race participants would be informed of areas where big game may be encountered along the event route. They would be asked to yield to any wildlife encountered during the event. During the event, BITD event personnel and BLM staff, including the Outdoor Recreation Planner, Law Enforcement Rangers, and other resource specialists in the Ely, Battle Mountain and Carson City Districts, would be present at various locations along the event route to monitor race activities and ensure that participants and spectators are not harassing or harming wildlife or driving outside the approved race route on existing roads and trails.

BLM Sensitive Species: Both the BLM Sensitive Beatley buckwheat (*Eriogonum beatleyae*) and Oryctes (*Oryctes nevadensis*) have the potential to occur near the course. The proponent would work with the BLM to ensure that any plants identified near the course by BLM botanist that have the potential to be impacted, would be temporarily marked or fenced for protection during the race event.

There are 3 golden eagle nests within .5 mile of the proposed course. Any eagle nests within .5 miles of the course would be checked by BLM biologist prior to the race to confirm inactive or if active. The race would occur outside of the breeding season so the nests are not anticipated to be active. If nests are found to be occupied, the BLM biologist will coordinate with USFWS for direction in establishing any needed mitigation measures to reduce disturbance or protect nesting raptors. Mitigation measures could include reduced speed zone, posting monitors, or other measures established in coordination with USFWS.

To avoid impacts to sand cholla (*Grusonia pulchella*) at Pit #4, the proponent would completely avoid the individual plants by fencing areas where the cacti are located with a 50 foot buffer so as not to create any islands.

Soils and Vegetation: Each pit location would be fenced, flagged or signed to confine disturbance to the designated area.

Weeds:

- Establish photo point sites at key locations (as outlined in the BLM rangeland guide) in relation to course impacts and existing or possible weed populations along the course. Take before and after photos of key impact and possible weed vector areas. These photo points are repeated as the course is used in following years. Revisit these monitoring points for three years to monitor any changes related to weeds. Monitor any known infestations and do follow up treatments as necessary.
- To eliminate the transport of vehicle-borne weed seeds, roots, or rhizomes, all vehicles associated with the event or used for event monitoring would be free of soil and debris capable of transporting weed propagules. All such vehicles would be cleaned with power or high pressure equipment prior to entering or leaving the event race route or other event areas (staging areas, pit stops, etc.). Cleaning efforts would concentrate on tracks, feet and tires, and on the undercarriage.

Special emphasis would be applied to axels, frames, cross members, motor mounts, on and underneath steps, running boards, and front bumper/brush guard assemblies.

- Insure the promoter knows about and promotes the stipulation requiring event participants to wash their vehicles before the event. Racers who do not comply would be subject to penalty and/or disqualification.
- Prior to entering public lands, the permit holder would provide information and training regarding noxious weed management and identification to all personnel affiliated with the project. The importance of preventing the spread of weeds to un-infested areas and of controlling existing populations of weeds would be explained.
- The BLM would notify the proper weed control agency concerning treating any populations of noxious weeds observed following the race.

Cultural resources:

- BITD would not modify, remove, or add to the event route, pit stops, staging areas, or other locations authorized for the event without obtaining permission from the BLM. All event activities would be confined to the locations authorized under the SRP.
- Inventory and compliance with Section 106 of the National Historic Preservation Act would be required prior to any new ground disturbance, including OHV routes, pit stop locations, and staging areas, within the authorized event areas. (New ground disturbance is planned for one pit location; all other routes and staging areas are previously-disturbed.)
- Upon the discovery of any cultural resource(s) by BITD (or any participant or associate of BITD) during the course of activities on public land, all operations would be immediately suspended within 100 meters of the discovery. BITD would protect the discovery from any disturbance and immediately report the discovery to the BLM Authorized Officer. BITD would be responsible for all costs of evaluation and any mitigation and/or treatment measures(s). Operations may resume with the written consent of the BLM Authorized Officer.
- Upon the discovery of any Native American human remains, funerary item(s), sacred objects(s), or object(s) of cultural patrimony by BITD (or any participant or associate of BITD) during the course of activities on federal land, all operations would be immediately suspended within 100 meters of the discovery. BITD would protect the discovery from any disturbance and immediately report the discovery to the BLM Authorized Officer. BITD would be responsible for all costs of evaluation and any mitigation and/or treatment measures(s). Operations may resume with the written consent of the BLM Authorized Officer.
- BITD (or any participant or associate of BITD) is prohibited from moving, disturbing, and/or sharing the location of any cultural resource(s); Native American human remains, funerary item(s), sacred objects(s), or object(s) of cultural patrimony; faunal (animal); human remains; or paleontological resource(s), discovered during the course of activities on federal land, unless authorized to do so by the BLM Authorized Officer.
- Upon the discovery of any paleontological (fossil) resource(s) by BITD (or any participant or associate of BITD) during the course of activities on federal land, all operations would be immediately suspended within 100 meters of the discovery. BITD would protect the discovery from any disturbance and immediately report the discovery to the BLM Authorized Officer. BITD would be responsible for all costs of evaluation and any mitigation and/or treatment measures(s). Operations may resume with the written consent of the BLM Authorized Officer.

Fire management, suppression, and reporting

The Permittee shall, independently and in cooperation with the Government, take all reasonable action to report, prevent, and suppress fires along the event route and event areas. Independent initial action must be prompt to reduce or eliminate fire spread.

Emergency Reporting Requirements:

- Call 911 for immediate emergency response.
- Central Nevada Interagency Dispatch Center (CNIDC): 775-623-3444. The Permittee shall report **ALL** observed wildland fires on or in the vicinity of the event to CNIDC.

Information needed when reporting wildland fire includes:

- Location: Geographical reference; if possible, latitude/longitude coordinates
- Description: fire size, spread, color of smoke, observations about cause, etc.
- Your name, call back telephone number, event / project associated

Fuels & Fire Weather Awareness Information:

- Wildland vegetation is considered fire fuels, especially when dry during the summer and fall. Fire fuel vegetation in our area includes grasses**,** sagebrush, juniper and pinyon trees. During dry and windy weather conditions the potential for a fire start is high.
- Lightning storms:
  - Be extra vigilant when storms approach. Lightning caused fires may or may not include rain showers. This type of wildland fire may burn at an unusually high rate of speed due to the dry conditions and high winds that generally accompany storms.
  - Report lightning caused fires immediately.
  - Remain calm. Proceed to a safe location near the road or other non-vegetated area. Keep group together – account for personnel at all times.
- Human activities:
  - Check under and behind motorized vehicles frequently. Remove grass or brush debris that may collect. Park vehicles on dirt / soil areas.

Fire Prevention and Suppression:

- Recommended fire suppression equipment per vehicle:
  - shovel, pulaski, 5 gallons of water
- Check under vehicles when parking off main roads.
  - Inspect often and remove grass and brush debris that may collect under exhaust, engine manifold or transmissions.
- Plan any activity that could cause a spark for the morning, when the relative humidity is up and the temperatures are cooler.
- Be especially vigilant when operating equipment / mechanical tools on rocky ground.
- Smokers must be made aware of fire conditions and Seasonal Fire Restriction rules.
  - Smoking is generally prohibited except in an enclosed vehicle or in a developed campground.
  - Butts and ash must be contained at all times, extinguished completely and disposed of in a metal, leather, or water or sand filled receptacle to be disposed of off-public land.
- Participants would be made aware of fire conditions and Seasonal Fire Restrictions including restrictions on campfires in the pit areas.

Wildfire Suppression Costs:

- Under Title 43 CFR 9212 the Permittee could be held liable for costs should a wildland fire be determined to be a direct cause by the activities or participants associated with the event.

Emergency access to route:

- Emergency personnel and equipment would be allowed access to the course in the event of an emergency, including wildland fire.

Monitoring

Monitoring overview: The objective of monitoring is to ensure that the event is 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, as needed. Typical monitoring methods include photo documentation, GPS mapping and personal observations.

Compliance instruction and monitoring: A pre-race participant meeting would cover race rules including BLM stipulations. During the race, BITD event personnel and BLM staff to include the Outdoor Recreation Planner, Law Enforcement Rangers, and other resource specialists would be at various locations along the racecourse to monitor race activities and impacts. Checkpoints would be established along the racecourse to monitor participants and prevent short coursing. If course cutting or driving off course should occur, BITD and BLM personnel would quickly disqualify the participant.

Compliance monitoring of filming: Compliance with the terms of the filming permit, issued as a land use authorization, would also be monitored. 43 CFR 2920.9-2 states, "The authorized officer shall inspect and monitor the operation and maintenance of the land use authorization area...." Monitoring ensures compliance with the stipulations to be issued with the filming permit (Appendix D). Third party film monitors may also observe the filming activities as representatives of the BLM.

Post-race evaluation and rehabilitation or reclamation: A post-race evaluation would be conducted by the BLM and the event permittee, and the permittee would be required to grade, rip, and reseed any areas that were found to need rehabilitation as a result of the event. SRP stipulations would require blading specific impacted route sections to pre-race conditions. Locations of rehabilitated areas or reclaimed roads would be documented using GPS and these areas would be photographed or videotaped to evaluate the success of reclamation efforts and the need for any additional work. Follow-up monitoring would ensure that reclamation and reseeding efforts are successful in stabilizing any area identified as damaged.

2.2 Description of Alternatives Analyzed in Detail

Beatty-to-Dayton Route

Under this alternative, the approximately 525-mile race route would begin by following the Beatty-to-Dayton route that the annual event used most recently in 2015. See map, Figure 2, Appendix E. This route begins near Beatty, Nevada on lands administered by BLM Battle Mountain District, Tonopah Field Office. It proceeds generally northwest for approximately 212 miles before intersecting the Proposed Action route southeast of Tonopah, Nevada. From that point it is identical to the Proposed Action route for the remaining approximately 313 miles, as it continues northwest onto lands administered by BLM Carson City District, Stillwater Field Office and Sierra Front Field Office and ends in Dayton, Nevada.

Aside from the route used, the description of the Proposed Action in section 2.1 above applies in its entirety to the Beatty to Dayton Route, including safety and environmental protection measures and monitoring.

Transfer Route

Under this alternative, the race route would be 598 miles long and would the same as under the Proposed Action except that the easternmost segment of the route would be reconfigured to avoid the Basin and Range National Monument, and participants would be required to transport their race vehicles around the Monument via highway. See map, Figure 3, Appendix E.

Day 1. BITD would use approximately 87 miles of the BITD 300 2015 route. The original proposed start area would remain the same, the course would run backwards and end at the BITD 300 2015 start area. The competitors would load vehicles and transfer to pit 2 in Tikaboo Valley (at this point the course would be the same as the proposed action) where they would unload the vehicles and they would restart and continue the course to Tonopah. Day 2 would not change from the proposed action.

In all other respects the description of the Proposed Action in section 2.1 above applies in its entirety to the Transfer Route, including safety and environmental protection measures and monitoring.

No Action Alternative

In accordance with BLM NEPA guidelines H-1790-1, Chapter IV (BLM 2008), this EA evaluates the No Action Alternative in order to describe and compare the environmental consequences that would result if the Proposed Action and any other alternatives were not implemented. Selecting this alternative would deny the applicant permission to conduct the event across public lands.

2.3 Conformance

Land Use Plan Conformance

Ely District Record of Decision and Approved Resource Management Plan (RMP)

Date Approved: August 2008

The Ely RMP provides management direction for the Ely District, which includes the Basin and Range National Monument. The proclamation designating the Basin and Range National Monument provides additional management direction for this area.

The Proposed Action and alternatives (SRP) are in conformance with the Ely RMP, including the following goals and objectives:

> **Goals:**
>
> Provide quality settings for developed and undeveloped recreation experiences and opportunities while protecting resources.

> Conduct an assessment of current and future OHV demand, and plan for and balance the demand for this use with other multiple uses/users.
>
> Develop sustainable off-highway vehicle use areas to meet current and future demands, especially for urban interface areas."
>
> **Objectives:**
>
> To provide a wide variety of recreation opportunities to satisfy a growing demand by a public seeking the open, undeveloped spaces that is characteristic of the planning area.

The Proposed Action and alternatives are also specifically provided for in Recreation decisions (page 81):

> **REC-12:** Manage competitive motorcycle events on designated routes within special recreation permits areas.
>
> **REC-14:** Manage for a maximum of two competitive truck events each calendar year.

The proposed action (film permit) is in conformance with the Goals and Objectives of the Ely District Record of Decision and Approved Resource Management Plan page 65-66: "to meet public, local, state, and federal agency needs for use authorizations such as rights-of-way, permits, leases, and easements while avoiding or minimizing adverse impacts to other resource values"; and "to respond to public, local, state, and federal agency needs for land for community development, utility and other associated rights-of-way, communication sites, and other allowed uses of BLM-administered lands."

The Proposed Action and alternatives are also in conformance with Ely District management decisions for other potentially-affected resources.

Tonopah Resource Management Plan (RMP) and Record of Decision

Date Approved: October 1997

The Proposed Action and alternatives (SRP) are in conformance with the Tonopah RMP, specifically, the following Decisions, Objectives and associated RMP Determinations:

"To encourage safe, public access and recreational use of public lands while ensuring protection of important resource values" (page 20).

- The proposed route and alternatives do not intersect areas identified as closed to competitive events, or with limitations or seasonal restrictions on competitive events.

"To provide dispersed recreation opportunities on all lands which are not designated as Special Recreation Management Areas [SRMAs]" (page 21).

- The proposed route and alternatives do not intersect any SRMA in the Tonopah Field Office area; they are entirely within lands designated as Extensive Recreation Management Area.

"To provide a full range of recreational settings, from rural to wilderness, for the pursuit of a wide variety of recreational opportunities" (page 21).

- The proposed route and alternatives do not intersect areas identified to be managed for primitive

or semiprimitive nonmotorized recreation opportunity settings.

"All BLM lands not limited in the RMP are open to all individual, commercial, and competitive outdoor recreation uses" (page 34).

The Proposed Action (film permit) is in conformance with Lands and Rights-of-Way Objective, page 18, "To make lands available for community expansion and private economic development and to increase the potential for economic diversity."

The Proposed Action and alternatives are also in conformance with Tonopah RMP management decisions for other potentially-affected resources.

Carson City Field Office Consolidated Resource Management Plan (RMP)

Date Approved: May 2001

The Proposed Action (SRP) is in conformance with the Carson City Field Office Consolidated Resource Management Plan, specifically, 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."

- The proposed route and alternatives do not intersect lands that are restricted or closed to OHV use.

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 trails."

- The proposed route and alternatives are restricted to existing roads and trails.

The Proposed Action (film permit) is in conformance with Item #11, page LND 8 which states, " Land use permits and leases are granted under the authority of Section 302(b) of the Federal Land Policy and Management Act of 1976."

The Proposed Action and alternatives are also in conformance with Carson City RMP management decisions for other potentially-affected resources.

Nevada and Northeastern California Greater Sage Grouse (GRSG) Approved Resource Management Plan Amendment and Record of Decision (GRSG Plan Amendment)

Date Approved: September 2015

The Proposed Action and alternatives conform with BLM's GRSG Plan Amendment. Three route

segments which are common to the Proposed Action and the Transfer Route pass through lands identified by the GRSG Plan Amendment as Other Habitat Management Area (OHMA), defined as containing seasonal or connectivity habitat areas for GRSG. The Proposed Action and the Transfer Route are in conformance with GRSG Plan Amendment management direction for OHMA including all applicable Required Design Features. See Chapter 3, section 3.1.

Record of Decision and Land Use Plan Amendment for the Nevada and California Greater Sage-Grouse Bi-State Distinct Population Segment (DPS) in the Carson City District and Tonopah Field Office (BSSG Plan Amendment)

Date Approved: May 2016

The Proposed Action and alternatives conform with the BSSG Plan Amendment. One route segment common to all three action alternatives passes through lands identified as habitat for the Bi-State DPS of greater sage-grouse (Bi-State sage-grouse or BSSG); timing restrictions apply. See Chapter 3, section 3.1.

Relationship to Statutes, Regulations, or Other Plans

Presidential Proclamation: Establishment of the Basin and Range National Monument

A portion of the Proposed Action race course passes through the Basin and Range National Monument. The Proposed Action is in conformance with the Presidential Proclamation that established the Monument. The Proclamation allows for motorized vehicle use on roads existing in the Monument as of its establishment, July 10, 2015, consistent with the care and management of the objects of scientific and historic interest identified in the Proclamation. All of the roads proposed for portions of the event within the Monument existed prior to that date.

Other Federal Authorities and Policies

43 CFR § 2920.0–3 Authority.

Sections 302, 303 and 310 of the Federal Land Policy and Management Act of 1976 (43 U.S.C. 1732, 1733, 1740) authorize the Secretary of the Interior to issue regulations providing for the use, occupancy, and development of the public lands through leases, permits, and easements.

§ 2920.0–6 Policy.

(a) Land use authorizations shall be issued only at fair market value and only for those uses that conform with Bureau of Land Management plans, policy, objectives and resource management programs. Conformance with land use authorizations will be determined through the planning process and procedures provided in part 1600 of this title.

(b) In determining the informational and procedural requirements, the authorized officer will consider the duration of the anticipated use, its impact on the public lands and resources and the investment required by the anticipated use.

Local Land Use Planning and Policy

The following local land use plans, policies and guidelines for the use of public lands were reviewed for this EA. The Proposed Action is consistent with these:

- Lincoln County Master Plan
- Lincoln County Public Land Management and Use Plan
- Lincoln County Elk Management Plan
- Lincoln County Sage Grouse Plan
- Nye County Policy Plan for Public Lands
- Nye County Comprehensive Plan
- Esmeralda County Policy Plan for Public Lands
- The Esmeralda County Master Plan
- The Mineral County 2010 Master Plan
- The Churchill County 2015 Master Plan

Other Relevant Plans and Guidelines

The Proposed Action is also consistent with the following plans, policies and guidelines:

- Ely BLM Field Office Recreation Plan (March 2003)
- Northeastern Great Basin and Mojave/Southern Great Basin Resource Advisory Council Standards and Guidelines
- Meadow Valley/Clover Creek Watershed Management Plan (June 17, 2000)
- Nevada Northeastern Great Basin Resource Advisory Council "OHV Administration Guidelines for Nevada Public Lands"
- National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands (BLM 2001)

3. Affected Environment and Environmental Effects

A BLM interdisciplinary team (IDT; see Chapter 6) consisting of resource specialists for the areas covered by this EA identified the presence or absence of each of the resources shown in the first column of the table below; and, if present along the proposed route, whether the resource would potentially be affected by the Proposed Action. Those resources that the IDT found are not present, or are present but not affected, generally are not discussed further in this EA. Resources with the potential to be affected by the Proposed Action and alternatives are described in this chapter, along with the potential direct and indirect effects.

This chapter also describes cumulative effects. Cumulative effects are effects of the Proposed Action or alternatives combined with any effects of other past, present and reasonably foreseeable future actions that may overlap in time and space. In accordance with BLM Handbook H-1790-1, when analysis finds there would be no direct or indirect effects to a resource, a cumulative effects analysis is not required.

Table 1. Resources potentially affected by the Proposed Action.

Resource	Not present	Present, not affected	May be affected	Rationale
Air quality			x	See section 3.11
Area of Critical Environmental Concern			x	See section 3.16
BLM Sensitive species			x	See section 3.1
Cultural resources		x		See section 3.8
Environmental justice	x			No minority or low-income populations as defined in Executive Order 12898 are known along the proposed route; consultation with Native American tribes is ongoing. No concerns have been brought forward to date; and there are no anticipated health, economic or social effects that could disproportionately affect minority or low-income populations or Native American tribes within the area. See Socioeconomic section.
Fire management		x		Stipulations addressing fire management as part of the Proposed Action minimize the potential for wildfire and no impacts to fire management are anticipated.
Fish habitat	x			No fish habitat along the route.
Floodplains		x		The proposed route crossed FEMA-designated 100-year and 500-year floodplains. It is unlikely that floods would affect the event, and the event has no potential to affect floodplain function.
Forestry	x			No managed forests along the route.
Grazing management			x	See section 3.6
Hazardous/solid waste			x	See section 3.13
Human health and safety			x	See section 3.12
Land use authorizations		x		See section 3.15
Migratory birds			x	See section 3.1
Native American traditional values		x		At present no impacts to Native American traditional values have been identified. Cultural sites adjacent to the course at Pah Rock would not be damaged because the race would be conducted on existing roads. Consultation is ongoing.
National Monument			x	See section 3.16
Noxious weeds; invasive,			x	See section 3.5

Resource	Not present	Present, not affected	May be affected	Rationale
non-native species				
Noise levels			x	See section 3.2
Paleontological resources	x			Depending on location, alluvial sediments may potentially contain paleontological resources. There are no known paleontological resource localities in or near the proposed route and pit areas. Sediment along the entire proposed route and all but one pit area has been disturbed by previous activity. The undisturbed pit area has been surveyed to BLM standards and no paleontological resources were found.
Prime or Unique Farmlands	x			The Proposed Action would occur on lands not considered to be prime or unique farmlands.
Recreation			x	See section 3.9
Socioeconomics			x	See section 3.14
Soils			x	See section 3.3
Surface hydrology	x			No surface water along the route.
Threatened/Endangered plant or animal species			x	See section 3.1.
Vegetation			x	See section 3.4
Visual resources			x	See section 3.10
Water quality, drinking/groundwater		x		The Proposed Action has no potential to affect water quality (surface or groundwater).
Water resources, water rights		x		The Proposed Action has no potential to affect water resources or water rights.
Wetlands/riparian areas	x			No riparian or wetland zones along the route.
Wild horses and burros			x	See section 3.7
Wildlife			x	See section 3.1
Wilderness and Wilderness Study Areas	x			Proposed route does not intersect any designated Wilderness or WSA.
Wilderness characteristics		x		There are areas along the route that have been inventoried for wilderness characteristics. As the Proposed Action would take place on existing routes, no impacts to wilderness characteristics are anticipated.

3.1 Wildlife, Migratory Birds, BLM Special Status Plant and Animal Species

General Wildlife

Affected Environment, Proposed Action

The Proposed Action race route trends southeast to northwest traversing Mojave and Great Basin Desert habitats, and a transitional ecotone between these two biomes.

Mojave Desert: The race route would begin in habitat characterized as Mojave Desert, consisting of characteristic Mojave species such as Joshua tree (*Yucca brevifolia*), creosote bush (*Larrea tridentata*), and desert marigold (*Baileya multiradiata*). Wildlife species include large mammals such as desert bighorn sheep (*Ovis canadensis nelsoni*) and coyote (*Canis latrans*), small mammals such as white-tailed antelope squirrel (*Ammospermophilus leucurus*) and Merriam's kangaroo rat (*Dipodomys merriami*), a host of bird species including cactus wren (*Campylorhynchus brunneicapillus*) and phainopepla (*Phainopepla nitens*), and a variety of reptiles such as the zebra-tailed lizard (*Callisaurus draconoides*) (Appendix B, Table B-1).

Salt Desert Scrub: Much of the proposed race route traverses through a transitional ecotone between the Mojave and Great Basin Deserts which is dominated by salt desert scrub with vegetation typical of both biomes such as sagebrush (*Artemisia* sp.), fourwing saltbush (*Atriplex canescens*), and indigobush (*Psorothamnus fremontii*). Wildlife species include pronghorn antelope (*Antilocapra americana*), golden eagle (*Aquila chrysaetos*), and side-blotched lizard (*Uta stansburiana*).

Great Basin Desert: The northern and higher elevations segments of the proposed race route are in habitat characterized as Great Basin dominated by sagebrush, pinyon pine (*Pinus monophylla*), Utah juniper (*Juniperus osteosperma*), and grasses such as Indian ricegrass (*Achnatherum hymenoides*) and big galleta grass (*Hilaria rigida*). Wildlife species include mule deer (*Odocoileus hemionus*), Great Basin pocket mouse (*Perognathus parvus*), prairie falcon (*Falco mexicanus*), western meadowlark (*Sturnella neglecta*), and Great Basin collared lizard (*Crotaphytus bicinctores*).

In the Carson City District the Proposed Action race route traverses the following major terrestrial wildlife habitats (NDOW 2013). Additionally, there is potential for numerous named and unnamed springs along the proposed route within Mineral County in the Stillwater Field Office. Thes springs are located between 150 ft-0.50 miles off the course and have the potential for higher diversity of wildlife including BLM sensitive species.

Intermountain Cold Desert Scrub: Historically, this habitat would have been dominated by Indian rice grass; and spiny hopsage, shadscale and chenopods would have been found at the lower elevations. Wildlife species associated with this habitat type include pale kangaroo mouse and Great Basin collared lizard.

Sagebrush: At the middle elevations, Wyoming sage brush and low sagebrush occur. Mountain big sage brush occurs on north slopes of lower elevations and higher elevation slopes. Great Basin pocket mouse, sagebrush lizard and sage sparrow are species associated with this habitat type.

Lower Montane Woodlands: Singleleaf pinyon and Utah juniper are the dominant vegetation types. Mountain mahogany, cliffrose and bitterbrush may be present at the upper elevations. Wildlife species such as short-horned lizards, gray fox and gray vireo are associated with this habitat type.

Timber / aspen: Small stands of true timber and aspen may occur at higher elevations, particularly in the Pine Nut range. In many cases this habitat type is not large enough in acreage to support a different assemblage of wildlife species than the surrounding area, but would add some species richness and diversity through temporary use.

Talus and Volcanic Rock: There are large amounts of talus and volcanic rock outcroppings in some areas of the proposed route. The volcanic cliffs provide excellent raptor nesting and perch sites. Many are east, southeast facing which is ideal for nesting. This habitat type may support several bat species, particularly spotted bats.

The proposed race route passes through year-round mule deer habitat within the Gabbs Valley and Ferguson Range in Mineral County. The route segment through the Pine Nut Range intersects key mule deer habitat (NDOW 2013).

The proposed route passes through year-round pronghorn antelope habitat within Churchill and Mineral Counties with a small section (approximately 8 miles) of summer habitat (Winwan).

Black bear habitat occurs in the Pine Nut range (NDOW 2013).

Wildlife populations, including hunting and trapping seasons, are regulated by the Nevada Department of Wildlife (NDOW). The proposed race route would go through NDOW hunting units 241, 223, 133, and 132 in the Ely District; 132, 251, 212, 211, 208, and 213 in the Battle Mountain District; and 181, 203, 205, 207, and 291 in the Carson City District. A number of small and big game guzzlers are located within .50 mile of the proposed route within Mineral and Churchill Counties. These water sources provide important drinking water to chucker and bighorn sheep. The proposed route would cross only dry washes and would not cross any aquatic habitats containing fish or other aquatic species.

Affected Environment, Beatty to Dayton

The Beatty to Dayton route would encompass the same wildlife habitats as described for the Proposed Action, as it would also begin in Mojave Desert habitat and end in Great Basin Desert habitat, and would be essentially identical with the Proposed Action route from Tonopah north. It would go through NDOW hunting units 171, 173, 181, 205, 211, 212, 251, 252, and 253 in the Battle Mountain District, and the same hunting units listed above in the Carson City District.

Affected Environment, Transfer Route

The Transfer Route would encompass the same wildlife habitats as described for the Proposed Action.

Environmental Effects

Proposed Action: It is expected that some wildlife would be temporarily displaced due to noise and activity associated with the Proposed Action along the event route. Some destruction of microhabitat may occur. Most animals would not be excluded from water sources as alternate sites are available. Displacement could last up to 12 hours. The potential for helicopters to disturb wildlife will be minimized by the requirement that helicopters stay a minimum of 500 feet above ground level. Small animals could be run over or have their burrows disturbed or destroyed by race vehicles. However, no population level effects would be expected.

Collisions between large wildlife species and vehicles are possible, but unlikely. There have been no reported incidents of animal collisions during any of the previous race events. Participants would be asked to yield to any wildlife encountered along the race route. In the unlikely event of an animal collision, the incident would be reported immediately to the BLM and NDOW in order to render aid or reduce suffering. No additional mitigation would be recommended.

Beatty to Dayton Route: Effects to wildlife would be the same as described for the Proposed Action.

Transfer Route: Effects to wildlife would be the same as described for the Proposed Action.

No Action: Under the No Action Alternative, the 2016 Best in the Desert Vegas to Reno race would not occur and wildlife would not be temporarily displaced or disturbed, nor would there be any potential for event-caused mortality.

Migratory Birds

Affected Environment, Proposed Action

Migratory bird means any bird species listed by the U.S. Fish and Wildlife Service (USFWS) in 50 CFR 10.13. All native birds commonly occurring in the United States, with the exception of native resident game birds, are protected under the Migratory Bird Treaty Act (MTBA) [16 U.S.C. § 703-712]. The MBTA prohibits taking of migratory birds, their parts, nests, eggs, and nestlings. Executive Order 13186, signed January 10, 2001, directs federal agencies to protect migratory birds by integrating bird conservation principles, measures, and practices.

Additional direction comes from a April 12, 2010 Memorandum of Understanding (MOU) between the BLM and USFWS. This MOU strengthens migratory bird conservation through enhanced collaboration between the two agencies, in coordination with state, tribal, and local governments. The MOU identifies management practices that could impact populations of high priority migratory bird species including migratory bird nesting, migration, and over-wintering habitats, and develops objectives and recommendations that would avoid or minimize these impacts. Various migratory birds use the habitat types traversed by the proposed race route for breeding, foraging, and during migration.

Migratory bird species that may potentially be found along the proposed race route include ash-throated flycatcher (*Myiarchus cinerascens*), bushtit (*Psaltriparus minimus*), common raven (*Corvus corax*), horned lark (*Eremophila alpestris*), red-tailed hawk (*Buteo jamaicensis*), western scrub-jay (*Aphelocoma californica*), and white-throated swift (*Aeronautes saxatalis*), among others (Appendix B, Table B-2).

Affected Environment, Beatty to Dayton

Migratory bird species and regulatory direction would be the same as described for the Proposed Action.

Affected Environment, Transfer Route

Migratory bird species and regulatory direction would be the same as described for the Proposed Action.

Environmental Effects

Proposed Action: The proposed OHV race event occurs outside the breeding season for most bird species, defined as March 15 to July 31. Individual variation in breeding phenology within species could result in overlap with the race event. Some raptor species have an extended nesting season, which may range into late summer/early fall. Although it is expected that most birds will have completed their breeding cycle by the date of the race event, late breeders could occur (Great Basin Bird Observatory [No date]) The potential for helicopters to disturb birds will be minimized by the requirement that helicopters stay a minimum of 500 feet above ground level.

The proposed race route would be located on existing roads and trails and would not further fragment migratory bird habitat. Potential impacts would be eliminated or reduced by application of environmental protection measures. Individual birds may be temporarily displaced or disturbed by the race and event activities. Effects to migratory birds would be expected to be minor, localized, and of short duration.

Beatty to Dayton: Effects to migratory birds would be the same as described for the Proposed Action.

Transfer Route: Effects to migratory birds would be the same as described for the Proposed Action.

No Action Alternative: Under the No Action Alternative, the 2016 Best in the Desert Vegas to Reno race would not occur and migratory birds would not be temporarily displaced or disturbed, nor would there be any potential for event-caused mortality.

Federally Listed Threatened and Endangered Species

Affected Environment, Proposed Action

Proposed critical habitat (PCH) for the Western Yellow-billed Cuckoo (*Coccyzus americanus occidentalis*) occurs along the Carson River up to Lahontan Reservoir. The proposed race course is roughly a 1/4 mile away from the PCH and the event would occur outside the breeding season for cuckoos. Breeding begins in mid to late June and the entire cycle may last only 17 days from egg laying to fledging. By August, most cuckoos have begun their southward migration for the winter.

Affected Environment, Beatty to Dayton

Desert tortoise (*Gopherus agassizii*) is listed as Threatened under the Endangered Species Act. The southern segment of the Beatty to Dayton route crosses approximately 8 miles of desert tortoise habitat as identified in the 1997 Tonopah RMP (see map, Figure 4, Appendix E). The route does not intersect any habitat designated as Critical Habitat under the Endangered Species Act. The tortoise habitat in the vicinity of the route is considered low density habitat based on past survey data. Based on historic data, tortoise population numbers and utilization near the route are estimated to be low.

Desert tortoise habitat along the route includes creosote bush, white bursage, spiny menodora, and blackbrush vegetation type, with creosote-bursage the vegetation type most commonly used by tortoises.

The Beatty to Dayton course begins in a fenced gravel pit. It is within desert tortoise habitat but is not itself habitat because it has no vegetation and tortoises are excluded with a chain link fence. USFWS stipulations for this event require the following measures, among others, in tortoise habitat (see Appendix D for complete list): Personnel experienced and trained in handling tortoises would survey the pit and the

course on the day before the race and relocate any tortoises to undisturbed desert within 1000 feet. Only race participants would be allowed on the course. Spectators and their vehicles would be allowed only in designated spectator areas, which would be confined to the existing disturbed area and monitored for compliance. Monitoring and enforcement personnel would also be stationed along the route to ensure that race vehicles do not stray from the course. Film crews would be allowed at the start point, then would travel on the highway outside of habitat.

Affected Environment, Transfer Route

The affected environment for the Transfer Route is the same as the affected environment for the proposed action.

Environmental Effects

Proposed Action: The proposed race would occur on established dirt roads and the course would be the same as used in previous years. Western Yellow-billed Cuckoo breeding begins in mid to late June and the entire cycle may last only 17 days from egg laying to fledging. By August, most cuckoos have begun their southward migration for the winter. The proposed course is roughly ¼ mile from the proposed critical habitat and would have no effect on the Western Yellow-billed Cuckoo.

Beatty to Dayton: Desert tortoises entering the roads during the event may be directly harmed (injured or killed) by race participants, pit crews, or observers whom do not see them, or cannot avoid them due to terrain and their speed. Tortoises may also be harassed by participants and spectators who encounter them.

Increased road use may increase litter and the attractiveness of the area to common ravens (*Corvus corax*) and other desert tortoise predators. Such increases may result in a greater likelihood of take and predation on the tortoises inhabiting the area.

No loss of desert tortoise habitat would occur as a result of this alternative, as the route would be limited to an already disturbed narrow corridor consisting of existing roads and washes, and disturbed areas to be occupied by spectators and pit crew members. Strict compliance with the Bureau's race stipulations would prevent any loss or degradation of habitat outside of disturbed areas. The BLM and BITD would monitor the event for compliance.

Tonopah Field Office conducts Section 7 Consultation with the U.S. Fish and Wildlife Service (USFWS) and abides by guidance provided in the biological opinion for the Bureau's Resource Management Plans. The USFWS Programmatic Biological Opinion (USFWS 2003) analyzed the impacts of actions addressed in the Tonopah RMP. The USFWS determined that authorization of events such as this one in conformance with the Terms and Conditions of the Programmatic Biological Opinion would not jeopardize the continued existence of the desert tortoise, with implementation and monitoring of the Programmatic Biological Opinion Terms and Conditions (Appendix D).

Transfer Route: The proposed action would have no effect to federally listed threatened and endangered species or critical habitat

No Action Alternative: Under the No Action Alternative, the 2016 Best in the Desert Vegas to Reno race would not occur and there would be no potential for event-caused effects to listed species.

BLM Sensitive Plant and Animal Species

Affected Environment, Proposed Action

The Proposed Action race route crosses habitat for multiple species that have been identified as Sensitive by the Nevada BLM because of either limited habitat, limited, disjunct or relic population distribution, declining population trend, or threats to a population or habitat. Appendix B, Table B-3 lists the BLM Sensitive species in the Ely and Battle Mountain Districts that occur, or for which records exist, in the vicinity of the proposed race route.

Plants: The proposed race route passes near known locations for two BLM Sensitive plants in the Ely District, rock purpusia (*Ivesia arizonica var. saxosa*) and sheep fleabane (*Erigeron ovinus*). Both species occur in the crevices of cliffs, boulders, and rocky outcrops.

The proposed race route also passes through known habitat for three plant species listed as BLM Sensitive in the Battle Mountain District, sand cholla (*Grusonia pulchella*), Tonopah milkvetch (*Astragalus pseudiodanthus*) and Eastwood milkvetch (*Asclepias eastwoodiana*). The race route maintains its course on bladed roads or pre-disturbed areas through these species' habitats (other than Pit #4, which is undisturbed). Tonopah milkvetch occurs in sandy desert habitats, while Eastwood milkweed grows in small washes or other moisture accumulating micro-sites that may occur along the race route. Sand cholla grows in dry mostly sandy soils which can be gravelly or rocky typically associated with Shadscale Saltbrush (*Atriplex confertifolia*) communities. At the Pit #4 location, one BLM Sensitive plant species, sand cholla, was identified and 6 occurrences were recorded during the May 2016 field survey. No other BLM Sensitive plant species were identified at Pit #4.

In the Carson City District, habitat may be present in the route vicinity for Nevada oryctes (*Oryctes nevadensis*), a small annual found only in deep loose sand of stabilized dunes, washes, and valley flats between 3,900 and 5,960 feet in elevation in western Nevada. This species appears only in years with optimal rainfall and temperature. No occupied habitat has been document along the proposed event route. Within Mineral County, the proposed course also passes in close proximity to Beatley buckwheat *(Eriogonum beatleyae*). Habitat includes dry volcanic outcrops. Sand cholla (*Grusonia pulchella*) as described above is also found in the Carson City District.

In addition to BLM Sensitive plants, various cactus species occur near the proposed race route. All cacti are Nevada state protected (NRS § 527.060).

Desert Bighorn Sheep: The proposed race route passes through areas designated as occupied year round and winter habitat for desert bighorn sheep (*Ovis canadensis nelsoni*), and crosses important movement corridors in both the Ely and Battle Mountain Districts. In the Carson City District, the proposed route passes through year-round desert bighorn sheep habitat within the Gabbs Valley and Gills Range in Mineral County. Desert bighorn occupy rough, rocky, and steep terrain in mountain ranges throughout Nevada and the desert Southwest. During the heat of the day in summer, desert bighorn often rest in the shade of trees and caves and are usually stationary.

Bats: There are a number of BLM Sensitive bat species that occur in habitats traversed by the proposed race route, such as the pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), Western pipistrelle (Canyon bat) (*Pipistrellus hesperus*) and spotted bat (*Euderma maculatum*). Bat use in the area is associated with cliffs, rock outcrops, abandoned mines, and trees. Bats are nocturnal and commonly use washes and riparian areas to forage.

Small Mammals: Two species of small mammals listed as BLM Sensitive in the Ely and Battle Mountain Districts occur along the proposed race route, the dark kangaroo mouse (*Microdipodops megacephalus*) and pale kangaroo mouse (*Microdipodops pallidus*). Both species are nocturnal, with the pale kangaroo mouse becoming active at sunset. Both species are sand-obligates that live in underground burrows during the day. The pale kangaroo mouse inhabits sandy soils dominated by saltbush (*Atriplex* sp.) and greasewood (*Sarcobatus* sp.), but also sagebrush. The dark kangaroo mouse inhabits sandy soils, with a broad tolerance for varying amounts of gravel, in valley bottoms and alluvial fans dominated by big sagebrush (*Artemisia tridentata*), rabbitbrush (*Ericameria* sp.), and horsebrush (*Tetradymia* sp.) (Nevada Natural Heritage Program 2016).

Birds: A number of BLM Sensitive bird species occur in habitats traversed by the proposed race route.

Golden eagles (*Aquila chrysaetos*) nest in cliff habitats from early March through the end of July/early August. There are at least three nest sites within 0.5 mile of the proposed route. Golden eagles are known to feed on carrion and road kill, especially during the winter. Bald eagles (*Haliaeetus leucocephalus*) are occasionally sighted in the region of the proposed route during migration and winter on the Pahranagat National Wildlife Refuge. Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act of 1940 as amended [16 U.S.C. § 668-668c].

Burrowing owls (*Athene cunicularia*) have potential to occur throughout the proposed race route in the Ely and Battle Mountain Districts in appropriate habitats. Burrowing owls prefer treeless, open areas in shrub-steppe and desert biomes, generally inhabiting gently-sloping areas, characterized by low, sparse vegetation. They are often associated with high densities of burrowing mammals, and prefer to use burrows excavated by other animals. They are primarily crepuscular (active at dusk and dawn), but may be active throughout the day. No burrows are known to exist directly on the proposed route; however, one burrow does occur within 0.5 mile of the route at the south end of the Monitor Hills in the Battle Mountain District. Burrowing owls are known to use human-created structures, such as pipe and culverts, as artificial burrows (Great Basin Bird Observatory 2010).

Several other BLM Sensitive raptor species (i.e., birds of prey) are known to occur along the proposed race route: peregrine falcon (*Falco peregrinus*), ferruginous hawk (*Buteo regalis*), and Swainson's hawk (*Buteo swainsoni*). Peregrines nest on cliffs commonly near water, and forage in mashes and nearby uplands throughout Nevada during migration. Ferruginous hawks prefer remote landscapes of open, rolling sagebrush near the pinyon-juniper interface for breeding habitat, and are more sensitive than other raptors to nest disturbance. One nest is known to exist in Stone Cabin Valley within one mile of the route in the Battle Mountain District. Landscapes with large riparian nesting trees, agricultural fields, and open shrublands in relatively close proximity are the preferred habitat of the Swainson's hawk in Nevada (Great Basin Bird Observatory 2010).

Other BLM sensitive bird species that occur along the proposed race route include Mojave species Bendire's thrasher (*Toxostoma bendirei*) and Le Conte's thrasher (*Toxostoma lecontei*). Brewer's sparrow (*Spizella breweri*) and sage thrasher (*Oreoscoptes montanus*) prefer large intact patches of high-quality sagebrush, but also occur in montane shrublands and salt desert scrub. The loggerhead shrike (*Lanius ludovicianus*) is a year-round resident of Nevada and inhabits ecotones, shrublands and other open habitats. Pinyon jay (*Gymnorhinus cyanocephalus*), black rosy-finch (*Leucosticte atrata*), and Lewis's woodpecker (*Melanerpes lewis*) occur in woodland areas along the proposed race route, the latter two species occurring in the Battle Mountain District (Great Basin Bird Observatory 2010).

Greater Sage-grouse: Until recently, the greater sage-grouse (GRSG; *Centrocercus urophasianus*) was a candidate for protection under the Endangered Species Act. On September 22, 2015, BLM Nevada issued a Record of Decision and Approved Resource Management Plan Amendment (GRSG Plan Amendment) for its Nevada and northeastern California sub-regional greater sage-grouse planning strategy (Bureau of Land Management 2015). That same day, the U.S. Fish and Wildlife Service announced its conclusion that the greater sage-grouse did not warrant protection under the Endangered Species Act. The BLM's decision requires compensatory mitigation for all BLM actions that result in disturbance to soil and vegetation in greater sage-grouse priority and general habitat, such that there is a net conservation gain to sage-grouse habitat.

The proposed race route in the Ely and Battle Mountain districts would traverse through the periphery of greater sage-grouse habitat, largely south and west of the bird's usual range. It intersects lands in the management category identified by the GRSG Plan Amendment as *Other Habitat Management Area* (OHMA) in several areas in the Ely and Battle Mountain Districts. Parts of the route also traverse area identified as non-habitat (see map, Figure 5, Appendix E). In the Ely District, there are currently no greater sage-grouse known to occupy habitat traversed by the proposed race route at any time of year. In the Battle Mountain District, the proposed race route traverses through a small portion of greater sage-grouse habitat found at the top of the Reveille Range and a small portion in Stone Cabin Valley. Both areas have very low numbers of sage-grouse that use these areas seasonally as winter habitat.

Greater Sage-grouse, Bi-State DPS: On May 27, 2016, the BLM approved the Record of Decision and Land Use Plan Amendment for the Nevada and California Greater Sage-Grouse Bi-State Distinct Population Segment in the Carson City District and Tonopah Field Office (BSSG Plan Amendment) which delineated Bi-State sage-grouse (BSSG) habitat. A section of the proposed race route common to all three action alternatives crosses through approximately 9 miles of BSSG habitat in the Pine Nut Mountains south of the town of Dayton near Como Peak, in the Carson City District (see map, Figure 6, Appendix E).

Affected Environment, Beatty to Dayton

Under the Beatty to Dayton Route, BLM Sensitive species and habitats are essentially the same as described for the Proposed Action except as follows:

Bald eagles: The Beatty to Dayton route is not near the Pahranagat National Wildlife Refuge.

Other raptors: The Beatty to Dayton route is not near Stone Cabin Valley.

Greater sage-grouse: The route intersects BSSG habitat common to all three action alternatives, but no GRSG habitats identified under the GRSG Plan Amendment.

Under this alternative, the Proposed Action would not include the Ely District, therefore, no BLM Sensitive species or their habitats in the Ely District would be affected.

Affected Environment, Transfer Route

Under the Transfer Route alternative, BLM Sensitive species and habitats are the same as under the Proposed Action, except as follows:

Plants: Under the Transfer Route alternative, the proposed race route would not pass near known locations for two BLM Sensitive plants in the Ely District, rock purpusia and sheep fleabane. The Transfer route would, however, pass near a known location for one other BLM Sensitive plant in the Ely District, long-calyx eggvetch (Astragalus oophorus var. lonchocalyx). This species occurs on dry gravelly hillsides and stony flats, associated with sagebrush, on limestone.

Mule Deer: The Transfer route would also pass through approximately 12 miles of mule deer (Odocoileus hemionus) crucial summer habitat.

Environmental Effects

Proposed Action

Plants: The Proposed Action would occur on existing roads and trails (except at Pit #4), and would not likely directly affect any BLM Sensitive plant species or any State-protected cactus and yucca species. If inadvertent off-road travel through habitat were to occur, it could potentially crush plants if present, or affect soil conditions and erosion potential which could decrease the quality of habitat for sensitive plant species. The proponent and BLM staff would be present to monitor the event and ensure that participants stay on existing roads and trails. Participants deviating from the proposed route would be disqualified.

Rock purpusia (*Ivesia arizonica* var. *saxosa*) flowers from late-spring to early summer (June-July). Sheep fleabane (*Erigeron ovinus*) flowers late-spring to summer (June-August). Both species occupy rocky habitats that would not be traversed by the proposed race event. Dust could affect plant pollination, but flowering would likely be completed by the time of the event.

Both Tonopah milkvetch (*Astragalus pseudiodanthus*) and Eastwood milkvetch (*Asclepias eastwoodiana*) flower in late spring (May-June). Pollination would not be affected, as the proposed race event occurs well outside the flowering season.

In order to avoid impacts to sand cholla (*Grusonia pulchella*) at Pit #4, the proponent would completely avoid the individual plants by fencing areas where the cacti are located with a 50 foot buffer so as not to create any islands.

Desert Bighorn Sheep: The Proposed Action could affect local movement of desert bighorn sheep to habitat resources (i.e., food and water) for the duration of the event. It is not anticipated that such short-term displacement would affect individual sheep health.

Collisions between desert bighorn sheep and race vehicles are possible, but unlikely. There have been no incidents of animal collisions during any of the previous race events. In the unlikely event of an animal collision, the incident would be reported immediately to the BLM and NDOW in order to render aid or reduce suffering. Race participants would be informed of areas where encounters may take place. They would be asked to yield to any wildlife encountered along the event route.

Bats: All bat species occupying habitat traversed by the proposed event are nocturnal. Noise could disturb individual roosting bats and cause them to take flight resulting in temporary displacement. The proposed event, however, does not pass near any known communal roosts. The proposed event would take place during daylight hours when most bats are inactive. Some bat species begin foraging in the early evening when race activity may still be underway, but would be expected to move to other areas until the short-duration disturbance ceased. For these reasons any disturbance to bats would be expected to be minor, short-term (one evening) and localized.

Small Mammals: Both the dark kangaroo mouse (*Microdipodops megacephalus*) and pale kangaroo mouse (*Microdipodops pallidus*) are nocturnal, with the pale kangaroo mouse becoming active earliest, at sunset. The proposed race event would take place during daylight hours and be restricted to existing roads and trails. Both species construct burrows in sandy soils and would be unlikely to occupy compacted soils utilized by the proposed event. No adverse effects to either species would be expected.

Birds: The proposed event would take place during mid-August outside the breeding season for golden eagles. Nesting activity should be completed by the date of the event and young fledged. Golden eagles would likely avoid the area during the event. Bald eagles would not be expected to occur in August. Disturbance to golden eagles would be expected to be temporary with no long-term adverse effects.

There is no known burrowing owl occupation on or in close proximity to the proposed event route. However, there remains the possibility that burrowing owls could be displaced or killed during the proposed event given their tolerance of human activity. Should burrowing owls be observed prior to or during the proposed event in proximity (i.e., 300 feet) to race activities, a BLM authorized biologist in either the Ely or Battle Mountain District would be notified and appropriate mitigation would be undertaken.

The Proposed Action would occur outside the breeding season for other BLM Sensitive bird species, although late nesting activity could occur. Noise and activity would result in temporary disturbance and displacement of individual birds during the event. Disturbance to BLM Sensitive bird species would be expected to be temporary and of short duration at any given point along the proposed route. Collisions with BLM Sensitive birds could occur, but would be unlikely. No population-level effects would be expected.

Greater Sage-grouse: As the race would be restricted to existing roads and trails, no disturbance to vegetation would occur in or around greater sage-grouse habitat. In the Ely District, as there are currently no greater sage-grouse known to occupy habitat traversed by the proposed race route at any time of year, no population effects would be anticipated. In the Battle Mountain District, where the route passes through two areas of OHMA that are both seasonal winter habitat, there would likely be no sage-grouse in the area during the August event. There are no lek sites near the proposed race route, and it would not pass by any wet meadows where sage grouse would congregate.

Required Designed Features (RDFs) as described in Appendix C of the GRSG Plan Amendment would be applied in OHMA (Bureau of Land Management 2015). See Appendix C of this EA for RDFs that would be applied to the Proposed Action.

Greater Sage-grouse, Bi-State DPS: The BSSG Plan Amendment establishes seasonal timing restrictions for recreation activities, depending on the seasonal habitat the course crosses through. The dates of restrictions are March 1 through June 30 for SRPs and project-related activities that pass within four miles of an active or pending lek (Recreation and Visitor Services, Action 1); and November 1 to March 1 for SRPs in occupied winter habitat (Recreation and Visitor Services, Action 2). Regardless of seasonal habitat delineations, the proposed event dates are August 19-20, outside of either restricted period.

Action 1 further states, "Time of year restrictions and distance may be expanded to include wintering, nesting, or brood-rearing habitat." The Proposed Action dates are within the late brood-rearing period of July 1-September 15 (BSSG Plan Amendment, Table ROD-5, page 17). The USGS has been monitoring sage-grouse in the Pine Nuts since 2011 and has tracked over 100 grouse by radio and GPS telemetry. Based on this recent telemetry data, grouse don't appear to use the area around the race course during August. None of the August telemetry data points occur in the north end of the Pine Nuts. Telemetry data show broods from the Mill Canyon area move south following the nesting period to the Mount Siegel area and beyond. During summer, grouse congregate in the Mount Siegel and Bald Mountain areas. There is no need for a seasonal restriction in the north end of the Pine Nuts during August to prevent disturbance to grouse during the late brood-rearing period because the telemetry data indicates they aren't present here at this time of year. The course does not pass by any wet meadows or other habitats that would be critical to sage grouse in August, as evidenced by telemetry.

The Proposed Action would not cause any habitat loss or degradation because the route is confined to existing roads.

Beatty to Dayton

BLM Sensitive species and their habitats are common to both the Proposed Action route and the Beatty to Dayton route, and effects for those species and habitats would be the same as those described for the Proposed Action, except under this alternative, the Proposed Action would not include the Ely District, therefore, no BLM Sensitive species in the Ely District would be affected.

Transfer Route

Potentially affected BLM Sensitive species and their habitats are the same under the Proposed Action and the Transfer Route, except as noted under the Transfer Route affected environment and effects would be the same.

No Action Alternative: Under the No Action Alternative, the 2016 Best in the Desert Vegas to Reno race would not occur. Special status plants would not be affected by dust, special status animals would not be displaced or disturbed, and would there be no potential for event-caused mortality to special status species.

Cumulative Effects to Wildlife, Migratory Birds, and BLM Sensitive Species

Cumulative Effects Study Area: The cumulative effects study area is as follows: the NDOW hunt units, listed above, for game species including bighorn sheep; the watersheds for non-game species and migratory birds; the Biologically Significant Units (BSUs) for greater sage-grouse; and the statewide population for BLM Sensitive plants.

Past and Present Actions: Past and present actions that are likely to have impacts to wildlife (including migratory birds and special status species) include mining, mineral exploration, grazing, aggregate operations, fire management, wildland fire, road maintenance, transportation networks, dispersed recreation, and railroad activities. These activities are likely to have impacts to water resources and wildlife habitat, or result in direct impacts wildlife. Reclamation has been performed on a number of the minerals exploration projects in the area, which has resulted in early stages of vegetation reestablishment and habitat restoration.

Reasonably Foreseeable Future Actions: Potential impacts to wildlife (including migratory birds and special status species) from mining, mineral exploration, grazing, aggregate operations, fire management, road maintenance, transportation networks, dispersed recreation, railroad activities, or loss of habitat from potential wildland fires could occur. Noise could also affect wildlife.

The application of rangeland health standards and best management practices for the livestock grazing management system in place for the allotments in the assessment area and the attainment of wild horse Appropriate Management Levels would lead to the improvement of wildlife habitat. Establishment of wildlife guzzlers, vegetation rehabilitation treatments, reclamation of abandoned mine lands, riparian exclosures, and invasive weed treatments would be beneficial to wildlife habitat in the assessment area.

Cumulative Effects of the Proposed Action: The Proposed Action would likely have a cumulative impact on wildlife (including migratory birds and special status species) by increasing the number of recreational users in the area during the proposed event and overall during the late summer/fall recreation season. The Proposed Action reduces cumulative impacts to wildlife by avoiding riparian areas and other sensitive wildlife habitat, occurring in late summer outside the breeding and reproductive season for most species, and requiring participants and spectators to stay on established routes and previously disturbed staging areas. Impacts of noise and disturbance would last for only one day at any given point along the route. The impacts to wildlife or their habitat from the Proposed Action in combination with past and present actions and reasonably foreseeable future actions would be expected to be minor. Impacts would also be reduced with the implementation of environmental protection measures (see Chapter 2).

Cumulative Effects Beatty to Dayton: Cumulative effects would be the same as those described for the Proposed Action except that some different species may be affected, as described under Environmental Effects. Greater Sage-grouse would not be affected, except for the Bi-State DPS. Desert tortoise would potentially be affected.

Cumulative Effects of the Transfer Route: Cumulative effects would be the same as those described for the Proposed Action.

Cumulative Effects of No Action: No effects were identified for this alternative.

3.2 Noise Levels

Affected Environment, All Alternatives

The Human Environment: Noise is generally defined as unwanted sounds, typically associated with human activity, which interfere with or disrupt normal activities. The response of individuals to similar noise events is diverse and influenced by the type of noise, perceived importance of the noise, its appropriateness in the setting (i.e., time of day and type of activity during which the noise occurs, and the sensitivity of the individual). Prolonged exposure to high noise levels has been demonstrated to cause hearing loss. Sound levels are usually measured and expressed in decibels (dB). Most of the sounds heard in the environment do not consist of a single frequency, but rather a broad band of frequencies differing in sound level. The intensities of each frequency combine to generate sound. Currently, no specific federal, state, or local regulations provide quantitative requirements for land use compatibility with noise sources in the area of the proposed race route.

The proposed event is located primarily in undeveloped areas. Land use varies from sparsely populated rural regions to residential, commercial, and public uses in Lincoln, Nye, and Esmeralda Counties. The activities in the area include recreation (e.g. hiking, camping, rock hounding, hunting, and off-road vehicles), agriculture (livestock and crop production), and mineral exploration and extraction.

Wildlife: Anthropogenic noise is an important environmental stressor and its effect on wildlife is gaining attention among biologists, resource managers, and policy makers. How anthropogenic noise affects wildlife depends on the species involved (the organism's sensory capabilities), individual tolerance, life history stage, noise intensity (loudness and amplitude), the nature of the noise (chronic verses intermittent and unpredictable), duration, and in terrestrial environments, topography and vegetation. Noise can lead to a range of behavioral and physiological responses in wildlife. Chronic noise can interfere with an organism's ability to detect important sounds, while intermittent and unpredictable noise is often perceived as a threat (Francis and Barber 2013).

Environmental Effects, All Alternatives

Proposed Action effects to the human environment: Noise from the proposed event could disturb residents and other recreational users in areas along the event route from their enjoyment of private property and public lands. Noise disturbance at any point along the proposed route would occur during daylight hours and be temporary in duration, lasting one day. Local communities are for the most part very supportive of this event.

Proposed Action effects to wildlife: The proposed event would result in both chronic (pit and spectator areas) and intermittent and unpredictable (race vehicle and helicopter) noise. Some species, such as large mammals and raptors, would likely be displaced and avoid the event area for the duration of the race, while other species, such as songbirds, may flee an area during intermittent noise events and then return, or habituate to areas of chronic noise.

Most migratory birds will have completed their breeding cycle (mating and brood rearing) by the time of the proposed event, thus avoiding this sensitive life-history stage. As the event would occur during daylight hours, bat echolocation would not be affected. Noise from the event could make some individual wildlife more susceptible to predation resulting in mortality.

No Action Alternative: Under the No Action Alternative, the 2016 Best in the Desert Vegas to Reno race would not occur and there would be no noise impacts to the human or wildlife environments.

Cumulative Effects to Noise Levels

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route (see map, Figure 7, Appendix E.).

Past and Present Actions: Past and present actions that are likely to have noise-related impacts include widely-spaced mining and mineral exploration projects, road use and maintenance, and dispersed recreation.

Reasonably Foreseeable Future Actions: Events similar to the past and present actions are expected to continue to occur.

Cumulative Effects of All Action Alternatives: The proposed event or alternatives would contribute to cumulative noise impacts to wildlife in some areas along any of the routes that are already impacted by anthropogenic noise. The noise from the proposed event would be of one day's duration at any specific location. The elevated noise levels for one day could result in temporary disturbance to other recreationists and to local residents, and temporary physiological effects to and displacement of wildlife and wild horses and burros. No longer-term or population-level cumulative effects would be anticipated.

Cumulative Effects of No Action: No effects were identified for this alternative.

3.3 Soils

Affected Environment, All Alternatives

Affected soils would be located on pre-existing roads, trails and vehicle routes along the race route and at pit stops. The soils in the Proposed Action area vary considerably in physical, chemical, and biological characteristics.

The highly diverse parent materials, topography, vegetation, and climates have created soils with varying characteristics. The soils in the area range from very shallow (less than 10 inches) to greater than 60 inches in depth and are derived from a variety of parent materials. Soil textures vary from sand and sandy loam in areas of granite and sandstone parent materials to clay dominated textures in areas of volcanic parent materials. The lower elevations are alluvial fan deposits consisting of loam, sand and silt soils. Upper elevations are mostly packed dirt (clays), with large, angular rocks and cobbles.

Parent material, surface and subsurface textures and rock fragments, elevation, aspect, and slope determine the inherent productivity. Erosion and runoff potential, while affected greatly by these factors, is also dependent upon the basal and canopy cover of vegetation on site. Most soils have a high erosion potential when disturbed. At higher elevations, vegetation is the main factor in controlling erosion. At lower elevations, vegetation and desert pavement are the controlling factors.

Water-related erosion potential is slight to moderate along the proposed race route, and highly dependent on the amount of precipitation any given area has received recently. Soils are of such a nature that either they are well drained or have a high propensity for ponding.

Detailed descriptions of the soils in this area can be found in the respective county soil survey, issued by the U.S. Dept. of Agriculture, Natural Resources Conservation Service (NRCS 2016).

Environmental Effects

Proposed Action: The Proposed Action would produce soil compaction in the immediate project area and adjacent areas. However, this would be occurring on previously disturbed areas except for the single 2-acre new pit area, and the impact would be minimal.

Increased wind erosion from disturbed soils as a direct result of the Proposed Action would occur over a majority of the race route. Wind erosion potential for soils in the area of the proposed event varies from moderate to severe. Dust may be most noticeable where very soft or loose soils occur. Spectator and chase vehicle traffic on accessory dirt roads and pit areas could contribute to soil disturbance.

If ponding occurs along the racecourse, it may force participants to go around the low spot or to drive through the puddle which may contribute to road rutting. Extremely wet conditions could generate moderate to deep ruts and lead to road widening to avoid deeply trenched sections or standing puddles.

A post-race evaluation would be conducted by the BLM and the event permittee following completion of the Proposed Action, and the event permittee would be required to grade, rip, and reseed any areas that were determined to be in need of rehabilitation as a result of the events. Also, SRP stipulations for road condition would require blading of specific race route impacted sections to pre-race conditions, thus limiting the impacts of wind and water erosion.

Beatty to Dayton: Under this alternative all soil disturbance would be confined to previously-disturbed areas. There would be no new 2-acre pit area.

Transfer Route: Effects to soils under this alternative would be similar to the effects of the proposed action. The entire route occurs on pre-existing roads and active washes.

No Action Alternative: The No Action Alternative would have no effect on soils.

Cumulative Effects to Soils

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: Past and present actions that could impact soils include mining activities, mineral exploration, grazing, and dispersed recreation that disturbed or impacted soils, or that increased erosion or sedimentation. Soil disturbance may also have been associated with wildland fires; however, fire rehabilitation and natural revegetation may have occurred in some areas, stabilizing soil loss. There are no specific data that quantify soil loss from grazing or recreation. Some disturbance from exploration and mining is reclaimed and other areas have naturally revegetated, thereby protecting soils.

Reasonably Foreseeable Future Actions: Potential impacts to soils may result from mining activities, solid and fluid mineral exploration, grazing, dispersed recreation, or loss of vegetative cover associated with wildland fires.

Cumulative Effects of the Proposed Action: Cumulative impacts to soils would result from the past, present and reasonably foreseeable future actions when combined with the Proposed Action. However, cumulative impacts to soils would be limited due to environmental protection measures and SRP stipulations, and monitoring activities that would be conducted during and after the proposed race event. After the proposed race event, reclamation and reseeding would be required in areas identified during the post-race evaluation to restore soils and vegetation to any areas damaged by race activities. The 2-acre newly-disturbed area would be expected to revegetate within about 10 years even without active reclamation and reseeding, if left undisturbed. Based on the above analysis and findings, impacts to soils from the Proposed Action in combination with the past, present, and reasonably foreseeable future actions would be minimal.

Cumulative Effects of Beatty to Dayton: Cumulative effects to soils would be essentially the same as described for the Proposed Action.

Cumulative Effects of Transfer Route: Cumulative effects to soils would be essentially the same as described for the Proposed Action.

Cumulative Effects of No Action: No effects were identified for this alternative.

3.4 Vegetation

Affected Environment, All Alternatives

Vegetation along the proposed racecourse and alternatives is typical of the southern Great Basin and the Mojave/Great Basin transition. Vegetative communities provide forage and cover for wildlife, livestock, wild horses and burros along the proposed racecourse. It also provides ground cover and root mass to stabilize soils and aids in infiltration of water into the ground. The type of vegetation that grows in a particular area depends largely on soil types and average precipitation. The Natural Resources Conservation Service completed soil surveys (NRCS 2016a) and has developed ecological site descriptions from the information collected. Each ecological site description provides detailed information regarding vegetative communities and precipitation zones and is used for evaluating land-use potential, potential plant communities and developing reclamation and rehabilitation plans (NRCS 2016b). The following vegetative communities are those identified along the proposed racecourse.

Greasewood: This community occurs on floodplains and closed-basin bottomlands adjacent to playas, on slopes that range from 0-2%; elevation between 4,500-5,000 feet; and 3-8 inches precipitation. Vegetation in this type is normally restricted to mounded areas that are surrounded by playa-like depressions or nearly level, usually barren, interspaces. This plant community is characterized by black greasewood (*Sarcobatus vermiculatus*), Basin wildrye (*Leymus cinereus*), inland saltgrass (*Distichlis spicata*) and alkali sacaton (*Spordolus airoides*). Saltgrass may extend into the interspace in some areas. Potential vegetative composition is typically 25% grasses, 5% forbs and 70% shrubs.

Salt Desert Shrub: This community occurs on alluvial terraces, fans and foothills on all aspects; on slopes that range from 0-30% with 0-8% slopes the most typical; at elevations between 4,500-6,000 feet; and 3-8 inches precipitation. The plant community is characterized by shadscale (*Atriplex confertifolia*), bud sagebrush (*Artemisia spinescens*) and some winterfat (*Krascheninnikovia lanata*). Bud sagebrush and

winterfat are palatable salt desert shrub species. Bottlebrush squirreltail (*Elymus elymoides*) and Indian ricegrass (*Achnatherum hymenoides*) are key grass species. Alkali meadows are included in this plant community and consist of inland saltgrass and basin wildrye. Potential vegetative composition is typically 10% grasses, 5% forbs and 85% shrubs.

Black Sagebrush: This vegetative community occurs on low arid foothills, mountain side slopes and plateaus; on slopes that range from 4-50% with elevations of 5,000- 7,000 feet; and 4-8 inches precipitation. Soils are often shallow over a calcareous pan, which limits effective water holding capacity and seeding success. Characteristic vegetation consists of black sagebrush (*Artemisia nova*), bottlebrush squirreltail, Indian ricegrass and Sandberg's bluegrass. Potential vegetative composition is typically 50% grasses, 15% forbs and 35% shrubs.

Low Sagebrush: This vegetative community occurs on mountain side slopes and plateaus; on slopes that range from 4-75%; elevations ranging from 5,000-9,000 feet; and 8-12 inches precipitation. Soils are often shallow over a calcareous pan, which limits effective water holding capacity and seeding success. Characteristic vegetation consists of low sagebrush (*Artemisia arbuscula*), bottlebrush squirreltail, Sandberg's bluegrass and Indian ricgrass. Potential vegetative composition is typically 50% grasses, 15% forbs and 35% shrubs.

Pinyon-Juniper Woodlands: This community occurs on upper alluvial fans and in the higher mountainous regions with slopes ranging from 30-50%; elevations from 5,500-9,000 feet; and 10-22 inches precipitation. Lower elevation (5,000-6,500 feet) communities are dominated by juniper, mid elevations (6,500-7,500 feet) by both pinyon and juniper, and high elevations (above 7,500 feet) by pinyon pine. These plant communities are characterized by single-leaf pinyon pine (*Pinus monophylla*) and Utah juniper (*Juniperus osteosperma*). The sparse understory consists of Indian ricegrass, Sandberg's bluegrass, Thurber's needlegrass, basin wildrye and needle-and-thread grass (*Hesperostipa comata*). Mountain big sagebrush, antelope bitterbrush and curl-leaf mountain mahogany can be found in the community. Heavily wooded areas provide little forage and have a large amount of bare ground. Potential vegetative composition is typically 40% grasses, 15% forbs and 45% shrubs and trees.

Winterfat Bottoms: Winterfat communities occur generally in flats of drainage and flood plains; slopes of 0-2%; elevation from 4000-6000 feet; and 5-8 inches precipitation. Soils are typically sandy loam. The plant community is characterized and dominated by winterfat. It also includes vegetation such as bud sagebrush, Indian ricegrass and squirreltail. Potential vegetative composition is typically 10% grasses, 5% forbs and 85% shrubs.

Annuals: Although this vegetation type is not considered an ecological type, it dominates some areas along the proposed racecourse. Areas that have been disturbed may be invaded by invasive annual species, sometimes to the exclusion of native species. Dominant plants are cheatgrass (*Bromus tectorum*) and/or halogeton (*Halogeton glomeratus*). Other plants often present in these areas are Russian thistle (*Salsola kali*) and tumble mustard (*Sisymbrium altissimum*).

Environmental Effects

Any vegetation currently growing along the proposed racecourse and at pit stops would potentially be impacted during the Proposed Action. All roads and pit stops are previously disturbed except Pit Stop 4,

located in an undisturbed area next to Nevada State Route 375 in the Salt Desert Shrub plant community. The proposed pit location is 2 acres in area, and is sparsely vegetated with low shrubs (mainly bud sagebrush) and perennial grasses. It is anticipated that vegetation would be damaged within these 2 acres, and if subsequently left undisturbed would recover in 5-10 years, depending on precipitation.

No Action Alternative: Under the No Action Alternative the event would not take place and there would be no effect to vegetation.

Cumulative Effects to Vegetation

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: The past and present actions that have and continue to cause impacts to vegetation include dispersed recreation; wild horses and burros; mining activities; solid and fluid mineral exploration activities; and noxious weeds. Vegetation disturbance may also have been associated with wildland fires; however, fire rehabilitation and natural revegetation may have occurred in specific area limiting the impact.

Reasonably foreseeable future actions: Reasonably foreseeable future actions that are expected to affect vegetation include livestock grazing; mining activities; wild horses and burros; solid and fluid mineral exploration activities; and dispersed recreation. Other future activities which could cumulatively impact vegetation include vegetation improvement projects, wildland fire suppression, and rehabilitation activities.

Cumulative Effects of the Proposed Action: The past, present, and reasonably foreseeable future actions when combined with the Proposed Action could impact vegetation. Due to the temporary nature of most actions impacting vegetation, the fact that only 2 acres of vegetation would be impacted as a result of the Proposed Action and would be expected to recover in 5-10 years, and environmental protection measures and stipulations associated with the SRP, cumulative impacts would be minimal.

Cumulative Effects of Beatty to Dayton: Cumulative effects to vegetation would be essentially the same as described for the Proposed Action.

Cumulative Effects of the Transfer Route: Cumulative effects to vegetation would be essentially the same as described for the Proposed Action.

Cumulative Effects of No Action: No effects were identified for this alternative.

3.5 Noxious Weeds and Invasive, Non-Native Species

Affected Environment, All Alternatives

The BLM defines a weed as a non-native plant that disrupts or has the potential to disrupt or alter the natural ecosystem function, composition and diversity of the site it occupies. A weed's presence deteriorates the health of the site, it makes efficient use of natural resources difficult, and it may interfere with management objectives for that site. It is an invasive species that requires a concerted effort

(manpower and resources) to remove from its current location, if it can be removed at all. "Noxious" weeds refer to those plant species which have been legally designated as unwanted or undesirable. This includes national, state, county, or local designations. All three districts' weed inventory data was consulted for this project. The following noxious and non-native, invasive species are likely to be found in the surrounding areas:

Cirsium vulgare	Bull thistle
Cirsium arvense	Canada thistle
Carduus nutans	Musk thistle
Conium maculatum	Poison hemlock
Centaurea repens	Russian knapweed
Tamarix ramosissima	Salt cedar
Onopordum acanthium	Scotch thistle
Centaurea maculosa	Spotted knapweed
Cardaria draba	Hoary cress or whitetop
Lepidium latifolium	Perennial pepperweed

While not officially inventoried, the following non-native invasive weeds probably also occur along or near portions of the race course: red brome (*Bromus rubens*), cheatgrass (*Bromus tectorum*), Russian olive (*Elaeagnus angustifolia*), halogeton (*Halogeton glomeratus)*, Russian thistle (*Salsola kali*), tumble mustard (*Sisymbrium altissimum*), and puncturevine (*Tribulus terrestris*). These areas of the Ely District and Battle Mountain District were last inventoried for weeds in 2015.

Environmental Effects

Proposed Action: A Noxious and Invasive Weed Risk Assessment was completed for this event (on file at Ely and Battle Mountain districts), resulting in risk factor ratings of "Moderate" both for the likelihood of noxious/invasive weeds spreading into the event area and for the consequences of noxious weed establishment. The "Moderate" ratings indicate that Proposed Action activities are likely to result in some areas becoming infested with noxious weed species even when preventative management actions are followed; possible adverse effects on sites and possible expansion of infestation in the project area are expected to occur; and preventative management measures to reduce the risk of introduction or spread of noxious weeds are required.

Due to the nature of the event and the tendency for vehicles to carry seeds from other sources, there is a moderate risk of areas along the course becoming infested by noxious or non-native invasive weeds. The primary concern for this project is the potential introduction of new weed species into the area from the Las Vegas (Clark County) area, where there are heavy infestations of Sahara mustard (*Brassica tournefortii*). Vehicles are required to be properly cleaned prior to racing to prevent new weed infestations along the proposed route. The Proposed Action could also influence an increased interest in OHV use in the area, with more vehicles potentially bringing more seeds over time.

Environmental protection measures and BMPs listed in the Noxious and Invasive Weed Risk Assessment would reduce this likelihood, as outlined in Chapter 2 and in Special Recreation Permit stipulations in Appendix D.

Beatty to Dayton: Effects involving noxious weeds and non-native, invasive species would be essentially the same as for the Proposed Action.

Transfer Route: Effects involving noxious weeds and non-native, invasive species would be essentially the same as for the Proposed Action.

No Action Alternative: Under this alternative a permit would not be issued for the competitive event. Possible transportation or introduction of weed populations associated with the proposed event would not occur.

Cumulative Effects to Noxious Weeds and Invasive, Non-Native Species

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: Past and present actions resulting in impacts created by noxious weeds, invasive and non-native species include mining, mineral exploration activities, grazing, road maintenance and recreation. Currently, mining, mineral exploration, livestock grazing, hunting and off-highway driving are the uses that in combination with the Proposed Action have the greatest potential for contributing to the spread of invasive non-native species. The livestock grazing management system in the project area will contribute over time to reducing the spread of invasive non-native species. Some reasonably foreseeable future actions such as the development of riparian exclosures, invasive weed treatments, fencing, wildfire rehabilitation and vegetation rehabilitation treatments would improve invasive non-native species resources.

Reasonably Foreseeable Future Actions: Potential impacts from noxious weeds and invasive non-native species as a result of future mining, mineral exploration activities, grazing, road maintenance, recreation, or loss of vegetation associated with wildand fire could occur, and result in continued potential for noxious weed and invasive, non-native species infestation.

Cumulative Effects of the Proposed Action: The temporary increase in recreational use associated with the Proposed Action increases the possibility for the spread of existing infestations and the introduction of new species from outside of the project area. However, various environmental protection measures are included as part of the Proposed Action which would reduce these impacts. These measures include following established best management practices for invasive species management including pre-race monitoring and treatment, avoiding known infestations, restricting racers to use established trails, post-race seeding, and additional monitoring for new infestations following race use. Invasive plant, noxious weed and pest awareness and prevention education techniques would also be used to increase the awareness of OHV race users, and providing information to visitors regarding the sensitivity of wildlife and wildlife habitat. Visitor awareness and education as part of the Proposed Action may help reduce infestations that could result from future recreation use.

Cumulative Effects of Beatty to Dayton: Cumulative effects involving noxious weeds and invasive, non-native species would be essentially the same as described for the Proposed Action.

Cumulative Effects of the Transfer Route: Cumulative effects involving noxious weeds and invasive, non-native species would be essentially the same as described for the Proposed Action.

Cumulative Effects of No Action: No effects were identified for this alternative.

3.6 Grazing Management

Affected Environment, Proposed Action

In the Battle Mountain District the proposed event would cross the following ten cattle grazing allotments: Nyala, Reveille, Stone Cabin, Ralston, Silver King, Montezuma, Sheep Mountain, Monte Cristo, Silver Peak, and Red Spring. Four of these would be within their livestock grazing season of use: Reveille, Stone Cabin, Montezuma, and Silver Peak.

In the Ely District, the proposed event would cross the following ten grazing allotments: Oak Springs, Pahroc, Buckhorn, Black Bluff, Black Horse, South Coal Valley, Murphy Gap, Irish Mountain, Crescent N-4, Crescent N-5, Bald Mountain, and Sand Springs. Eight of these would be within their livestock grazing season of use: Oak Springs, Pahroc, Buckhorn, Black Horse, Irish Mountain, Crescent N-4, Bald Mountain, and Sand Springs.

In the Carson City District the proposed event would cross the following fifteen grazing allotments: In the Stillwater Field Office area, Pilot-Table Mountain, Gillis Mountain, Phillips Well, LaBeau Flat, Bucky O'Neil, Bass Flat, and Horse Mountain and Lahontan; in the Sierra Front Field Office area, Cleaver Peak, Fort Churchill, Adriance Valley, Churchill Canyon, Rawe Peak, Eldorado Canyon and Hackett Canyon. Two of these would be within their livestock grazing season of use: Pilot-Table Mountain and Adriance Valley.

Various range improvement projects in these allotments may include fences, cattle guards, troughs, wells, pipelines, seedings, and vegetation manipulation projects.

Affected Environment, Beatty to Dayton

Under this alternative, the race route would not cross any grazing allotments in the Ely District.

In the Battle Mountain District the Beatty to Dayton route would cross the following grazing allotments: Razorback, Magruder Mountain, Montezuma, Silver King, Ralston, San Antone, and Monte Cristo. Razorback and Magruder Mountain would be within their livestock grazing season of use.

In the Carson City District the Beatty to Dayton race route would cross the same allotments as listed for the Proposed Action.

Affected Environment, Transfer Route

The Transfer Route would cross the following allotments: Delamar, Six Mile, Oak Springs, Pahroc, Bald Mountain, and Sand Springs. Each of these allotments will be actively grazed by livestock during the event. The entire route is on existing roads and active washes which have been utilized for similar events in the past.

Environmental Consequences

Proposed Action: The entire race course falls under open range. Under the Proposed Action there would be a potential for cattle to be temporarily disturbed and denied access to water and vegetation sources near the event course. Grazing permittees/lessees may also turn off water sources to prevent cattle from using them, and alternate sources could be used during the event. Potential collisions between cattle and event participants are also a possibility, which could result injury or death of animal and/or participant. Historically, there have been no documented cases of participant/cattle collisions. The event permit holder and the BLM would be responsible for coordinating with livestock permittees/lessees prior to the event to mitigate any potential livestock death or damage. Roads could be temporarily impeded pending post event maintenance, possibly affecting ease of travel on the allotments until roads are sufficiently rehabilitated. The Proposed Action would result in temporary disruption to grazing management. However, the project shall implement environmental protection measures and stipulations which include coordination with affected livestock permittees/lessees; monitoring of race participants to stay on the route, minimizing effects to vegetation with no loss of available forage; and post-race evaluation and rehabilitation of roads after the event. Due to these measures and to the short duration of the event, impacts to livestock grazing management are expected to be minor.

Beatty to Dayton: Effects to livestock grazing management would be similar to those described for the Proposed Action, but affecting different allotments as listed above.

Transfer Route: Effects to livestock grazing management would be similar to those described for the Proposed Action, but affecting different allotments as listed above.

No Action Alternative: The No Action Alternative would have no effect on livestock grazing management.

Cumulative Effects to Grazing Management

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: Past and present actions that have caused and continue to cause impacts to livestock grazing include dispersed recreation; wild horses and burros; mining activities; solid and fluid mineral exploration activities; noxious weeds; and wildland fires.

Reasonably Foreseeable Future Actions: Reasonably foreseeable future actions that are expected to impacts to grazing management include mining activities; wild horses and burros; solid and fluid mineral exploration activities; and dispersed recreation. Other future activities which could cumulatively impact grazing management include vegetation improvement projects, wildland fire suppression and rehabilitation activities, spring exclousures, and water development projects.

Cumulative Effects of the Proposed Action: The past, present, and reasonably foreseeable future actions when combined with the Proposed Action could impact grazing management in affected allotments. Impacts of noise and disturbance would last for one day at any given point along the route. Due to the temporary nature of most actions impacting grazing management, environmental protection measures and stipulations associated with the SRP, and the fact that no forage would be lost as a result of the Proposed Action, cumulative impacts would be minimal.

Cumulative Effects of Beatty to Dayton: Cumulative effects to livestock grazing management would be similar to those described for the Proposed Action, but affecting different allotments as listed above.

Cumulative Effects of the Transfer Route: Cumulative effects to livestock grazing management would be similar to those described for the Proposed Action, but affecting different allotments as listed above.

3.7 Wild Horses and Burros

Affected Environment, Proposed Action

In the Ely District, the proposed race route does not pass through any Herd Management Areas (HMAs).

In the Battle Mountain District, the proposed race passes through four HMAs: Reveille (horse), Stone Cabin (horse), Saulsbury (horse), and Paymaster (horse and burro).

In the vicinity of the Reveille HMA, Pit #4 is located at Fallini Reservoir #3 and the route directly passes the reservoir, which is not known to be used by wild horses. The route also directly passes Ed's Well and Reveille Mill Pipeline Extension #2. The latter water source is not inside the Reveille HMA but is known to experience wild horse traffic between 4 pm and sunrise. Ed's Well is not known to be used by horses.

In the Stone Cabin HMA, the nearest water sources to the race route are Clifford Spring and the Hawes Canyon Pipeline, each 1.18 miles from the route. The route traverses the southern portion of the Saulsbury HMA, passing 0.41 miles from Two Well and directly passing Three Well. In the Paymaster HMA, the route passes 4.23 miles from the nearest water source (Springdale Canyon Trough).

In the Carson City District, the proposed race route passes through the Pilot-Table Mountain and Pine Nut HMAs and near the Lahontan HMA. The Appropriate Management Level for the Pilot-Table Mountain HMA is 249-415 animals, for the Pine Nut HMA is 119-179 animals, and for the Lahontan HMA is 7-10 animals.

Affected Environment, Beatty to Dayton

The Beatty to Dayton route goes through four different HMAs in the Battle Mountain District: Bullfrog (burro), Gold Mountain (horse and burro), Montezuma Peak (horse and burro), and Goldfield (horse and burro).

Within the Bullfrog HMA, the route passes 2.55 miles from the Chuckwalla Guzzler and 1.52 miles from Mud Spring.

In the Gold Mountain HMA, the race route directly passes the Anderson Well Pipeline and corresponding pipeline extension. The route passes 5.01 miles from Willow Spring, a water source known to be used by wild horses.

In the Goldfield HMA, the nearest water sources to the route are Tognoni Spring (1.6 miles), an unnamed private trough (2.96 miles), and Willow Spring (3.49 miles). All of these are considered "critical waters" for wild horses and burros in the Tonopah Field Office.

2.08 miles northwest of the Montezuma Peak HMA, the race route passes Alkali Hot Spring. Within the HMA, the route passes 0.48 mile from West Spring, within 2 miles of Dago Joe and Indian springs, and 2.3 miles from Brickyard Spring. All of these waters are considered critical.

In the Carson City District the Beatty to Dayton route is the same as the Proposed Action route and traverses the same HMAs.

Affected Environment, Transfer Route

The same HMAs would be affected as under the Proposed Action.

Environmental Effects

Proposed Action: Wild horses and burros would avoid the vehicle and helicopter noise and human presence along the race route. Wild horses and burros can move to other areas away from the route to use vegetation and water sources. By the August date of the race, horse foals from the 2016 foaling season (March through early June) will be old enough and thus strong enough to accompany the rest of a herd to alternative forage and water locations, so would not be abandoned by horses avoiding race traffic. The route uses existing roads with no new roads being created, and thus no new disturbance of forage plants should occur along the roadway itself. New disturbance would occur at Pit #4, but wild horses are not known to use this area. In the reclamation process, reseeding of recontoured roads may introduce favorable forage species through carefully selected seed mixes.

There is a remote possibility of collisions between vehicles and wild horses and burros. Horses and burros can be expected to run away from the route when vehicles, helicopters and people approach. In the event of a collision, the parties involved would immediately report the incident to the BLM. Race participants would be informed to yield to horses or burros on or near the race course. Participants and spectators would also be informed to not harass horses or burros entering the course, pit stops, and checkpoints. The requirement that helicopters maintain at least 500 feet above ground would help minimize effects to wild horses.

The Proposed Action would result in temporary disruption to herds. However, environmental protection measures and stipulations are expected to minimize contact between vehicles, people and animals; and minimize effects to vegetation with no loss of available forage.

Beatty to Dayton: Effects to wild horses and burros would be similar to those described for the Proposed Action.

Transfer Route: Effects to wild horses and burros would be the same as those described for the Proposed Action, except in the Ely District, the Transfer Route would not pass through any HMAs

No Action Alternative: The No Action Alternative is expected to have minimal impacts to wild horses and burros in the HMAs.

Cumulative Effects to Wild Horses and Burros

Cumulative Effects Study Area: In the HMAs, 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: The past and present actions that have and continue to cause impacts to wild horses and burros include dispersed recreation; mining activities; solid and fluid mineral exploration activities; and wild horse and burro gathers.

Reasonably Foreseeable Future Actions: Any planned wild horse gathers and OHV race events are expected to impact the future health of the wild horse herd, followed by mining and mineral exploration. Other future activities which could cumulatively impact the future health and free roaming behavior of the wild horse herd include dispersed recreation, vegetation improvement projects, fire suppression and rehabilitation activities, spring exclosures and water development projects, and noxious weed treatment. Drift fences could be proposed in the future which would be constructed along the ridgelines to prevent cattle drift. Livestock grazing management decisions, implementation of the established Appropriate Management Level (via gathers and fertility control treatments), vegetation improvement projects, water developments, and noxious weed treatment activities can be expected to result in net improvements in wild horse habitat, which would slightly offset disturbances that may occur.

Cumulative Effects of the Proposed Action: The Proposed Action when combined with the past, present and reasonably foreseeable future actions could impact the movement of the wild horses and burros. Cumulatively, livestock grazing, road maintenance, exploration activities for oil, gas, and minerals, and OHV activities could impact the quality and quantity of habitat available to wild horses through disturbance or destruction of perennial native vegetation, as well as increase risks for erosion and noxious weed invasion. Impacts of noise and disturbance would last for only one day at any given point along the route. Due to the temporary nature of the Proposed Action and most other actions impacting wild horses and burros, little to no forage loss as a result of the Proposed Action, and environmental protection measures and stipulations associated with the Proposed Action, cumulative impacts would be minimal.

Cumulative Effects of Beatty to Dayton: Cumulative effects to wild horses would be similar to those described for the Proposed Action.

Cumulative Effects of the Transfer Route: Cumulative effects to wild horses would be the same as those described for the Proposed Action.

Cumulative Effects of the No Action Alternative: As the No Action Alternative is expected to have minimal impacts to wild horses in the HMAs, it would have minimal cumulative effects.

3.8 Cultural Resources

Affected Environment, Proposed Action

Cultural resources include historic and prehistoric sites of interest and may include structures, archaeological sites, or religious sites of importance to Native American cultures. The U.S. National Park Service defines archaeological and historic resources as “the physical evidences of past human activities, including evidences of the effects of that activity on the environment. Factors identifying age, location and context of a site may make it culturally significant when looked at in conjunction with its capacity to reveal information through the investigatory research designs, methods, and techniques used by archaeologists.” Ethnographic resources are defined as any “site, structure, landscape, object or natural resource feature assigned traditional legendary, religious, subsistence, or other significance in the cultural system of a group traditionally associated with it” (U.S. National Park Service 1998).

The Proposed Action would use existing, previously-disturbed OHV routes that include a combination of routes, and dirt roads that have been developed to accommodate various land uses. All of the proposed race route segments have been previously disturbed by OHV events and casual use, along with use as modern travel corridors, access routes for recreating, and other authorized uses (e.g., rights-of way access). All proposed race segments, pit stop areas and staging locations included in the Proposed Action would be located in previously-disturbed areas and/or locations utilized by past OHV events, except for Pit #4 which has been determined by BLM Cultural Resources Specialists to contain no cultural resources.

No cultural resources analyzed in the literature review, including those sites listed, or eligible for listing, in the National Register of Historic Places (NRHP), would be directly impacted by the proposed action. There is no potential for indirect impacts to the resources, since they are not highly visible from the proposed route or associated pit stops and staging areas.

Affected Environment, Beatty to Dayton

The general description of the Proposed Action also applies to the Beatty to Dayton Route, except that all route segments have been used for recent race events.

Affected Environment, Transfer Route

The general description of the affected environment for Cultural Resources for the Proposed Action also applies to Transfer Route.

Environmental Effects

All Alternatives: OHV activities, such as those proposed for this undertaking, have the potential to directly affect cultural resources. OHV activities associated with organized group events and racing can directly impact cultural resources if participants do not adhere to use of authorized locations for routes, pit stops and staging areas, and for other activities associated with the event. Physical damage to cultural resources may occur by OHVs traversing outside authorized areas and into or on prehistoric and historic sites, structures, buildings, places, and objects. Direct effects to cultural resources would be avoided with implementation of Environmental Protection Measures and Conditions of Approval. Also, adherence with the requirements outlined in Section VI.B. of the *State Protocol Agreement between the Bureau of Land Management, Nevada and the Nevada State Historic Preservation Office for Implementing the National Historic Preservation Act* (Revised December 2014) would be required.

Indirect effects to cultural resources associated with organized group events and racing include noise, dust, and the visual introduction of OHV vehicles, riders, and associated pit stop and staging area activity. These indirect effects would be temporary.

Due to the localized and temporary nature of the Proposed Action and all alternatives along with implementation of Environmental Protection Measures and Conditions of Approval, there would be no effects to cultural resources.

No Action Alternative: Under the No Action Alternative, an SRP would not be issued for the Proposed Action and there would be no potential for effects to cultural resources associated with the OHV event.

3.9 Recreation

Affected Environment

The roads and trails used by the proposed event route are frequently used for other commercial recreational activities and permitted events such as guided big game and upland bird hunting, competitive horse endurance rides, OHV rallies, mountain bike events and various horseback, wagon, and all-terrain vehicle (ATV), motorcycle, and four-wheel-drive tours. These events and activities occur under BLM permit and county approval. Casual, public recreational uses of the area for which permits are not required include mountain biking, hiking, horseback riding, ATV and motorcycle riding, big game and upland bird hunting, four wheel drive exploration including touring historic sites, geologic exploration, wildlife, and wild horse and burro viewing.

Portions of the route within the Ely District are within the Alamo Special Recreation Permit (SRP) Area. This area was designated in 2008 by the Ely District Record of Decision and Approved Resource Management Plan. As stated in the Final Environmental Impact Statement for the Ely District RMP, this area would "allow opportunities for competitive motorized vehicle recreation, while providing protection to other resources."

Affected Environment, Beatty to Dayton

The general description of the Proposed Action also applies to the Beatty to Dayton Route, except that all route segments have been used for recent race events.

Affected Environment, Transfer Route

The general description of the Proposed Action also applies to the Transfer Route

Environmental Effects

Proposed Action: The Proposed Action would provide an organized, permitted two-day recreation opportunity for event participants and spectators, totaling approximately 5000-6000 persons based on BITD's estimates. Other recreational users who might seek to use areas along the proposed course during the days of the race would be temporarily inconvenienced. Dispersed, casual recreation activities such as mountain biking, horseback riding, and non-race event motorized use could be displaced. Some hunting activities may be displaced due to noise, access, and wildlife movement during race days. Such displacement is expected to be negligible, as casual recreation use in the area covered by the route is typically very widely dispersed. The effects to hunting and other recreational activities would be temporary.

The Proposed Action would also temporarily impact road conditions. BLM SRP stipulations would require BITD to return roads to their pre-race or better condition within four weeks after the event. Within the Ely District, BLM currently operates under a Road Maintenance Agreement with the Lincoln County Board of Commissioners. BITD would contact Lincoln County for a Special Recreation Permit in addition to coordinating with the county road department for their involvement with repairing the county maintained roads that the event route would use. All of the event route within the Basin and Range National Monument would be on county maintained roads (see map, Figure 13, Appendix E). BITD

would be responsible for repairing the BLM maintained roads the event route would use. Access to the course for race and support vehicles would be via existing roads, primarily the State highways and primary local gravel roads. The State highways already have a moderate to high level of use, so the addition of 330 race vehicles, plus support vehicles, would be a negligible increase. Use of local roads for racing would likely result in temporary impacts to the road surfaces; however, the promoter is responsible for prompt and thorough reclamation. This event, and others like it, have been repeatedly run across these and similar roads for years. Reclamation has consistently been effective, and based on past history no long-term impacts are anticipated. Therefore, only minor, short-term disruption to recreation is anticipated and the existing road network provides numerous alternate routes.

Visitors associated with the proposed race may return to the area and ride or drive along portions of the course, contributing to an increase in OHV and other recreational use over time.

Environmental Effects, Beatty to Dayton: The general description of the Proposed Action also applies to the Beatty to Dayton route.

Environmental Effects, Transfer Route: The general description of the Proposed Action also applies to the Transfer Route.

No Action Alternative: If no SRP were issued, the event would not take place and there would be a loss of recreation opportunity for event participants and spectators, totaling approximately 5000-6000 persons. Casual, dispersed recreation opportunities would continue to be available. Non-commercial OHV use and other recreation would continue in the proposed racecourse area.

Cumulative Effects to Recreation

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: The proposed racecourse has been used in the past for both competitive and non-competitive events including trucks and motorcycles. These events have been occurring in the general area for the past 30 years. Within the Ely District and the newly designated Basin and Range National Monument the proposed course was used in 2006 for the BITD Vegas to Reno event. In addition, competitive motorcycle events have taken place for the past 30 years. The last event occurred in 2014 in the area now designated as a national monument.

The high percentage of public lands administered by the BLM and the network of available roads and trails make Nevada suitable for OHV events such as the BITD Vegas to Reno event. These types of activities also rely on public lands to provide a large geographical area of undeveloped lands not typically found in the private sector, therefore this proposed event would provide a unique recreational experience not typically found in the geographic area.

Historic use and Presidential Executive Order (EO) 11644, as amended by EO 11989, and BLM regulations 43 CFR 2930 have set a precedent for this type of OHV activity as a legitimate use of public lands, if conducted in a manner that minimizes conflicts with resources and other users, and maximizes public safety. The State of Nevada has a tourism based economy, which includes special events to attract people to the state and its rural communities.

Recreation, livestock grazing operations, and minerals exploration and extraction have led to creation of new motorized vehicle routes and increased maintenance of existing roads, adding to ease of motorized recreation access. Growth in population and growth in the use of OHVs for a variety of purposes has resulted in improved motorized access in the planning area. Recreation for a variety of activities in the project area continues to increase. This can most likely be attributed to the exponential growth of urban Nevada, and to efforts by the Nevada Commission on Tourism to promote outdoor recreation in rural Nevada. In addition, recreation is likely to increase in the area due to the new designation of the Basin and Range National Monument.

Activities associated with livestock grazing, minerals exploration and extraction, and other recreational activities occur throughout the proposed event route and have the potential to affect a recreationist's experience either positively or negatively, depending on the individual recreationist's values and preferences.

Other public land uses may have temporarily interfered with other recreationists' access, and/or may have affected road condition. These uses include both organized and casual recreation events; road use by farmers, livestock operators, minerals projects, other authorized land users, and road maintenance actions.

Reasonably Foreseeable Future Actions: All of the past and present actions described above are likely to continue and would have the potential to affect recreationists' experience positively or negatively, depending on their personal values and preferences. Each year, more individuals are purchasing OHVs and coming to areas managed by the BLM to ride or drive OHVs. BLM lands are becoming known for OHV use, which includes all-terrain vehicles, dirt bikes, dune buggies and four wheel drive vehicles. With or without the proposed race, more people are likely to come to the area to participate in these and other outdoor recreation activities.

Variations on this OHV race event have taken place since 1986, and may continue to be proposed annually over the next five years or more. The Ely District could issue SRPs for events that utilize portions of routes analyzed in Lincoln County.

Cumulative Effects of the Proposed Action: While the recreating publics and other users of the public lands are expected to use the routes before and after the event, no cumulative impacts are anticipated since the event occurs on existing roads and washes. Roads would be restored to pre-race or better condition within four weeks of the race. Impacts of noise and disturbance would last for only one day at any given point along the route. If the race inspires participants to return to the area, this would contribute proportionally to the anticipated increase in recreation use over time. Overall, the incremental contribution of the Proposed Action to cumulative effects is expected to be minimal.

Cumulative Effects of Beatty to Dayton: The cumulative effects are anticipated to be essentially the same as the proposed action.

Cumulative Effects of the Transfer Route: The cumulative effects are anticipated to be essentially the same as the proposed action.

Cumulative Effects of No Action: Under the No Action Alternative, the event would not take place. Road conditions for public land users and recreationists would remain unchanged. If the event did not occur,

there would be no increase in visitation to the rural areas encompassed by any of the routes due to this high profile event.

Cumulative Effects of No Action: If the event did not take place, current levels of interference with other recreational uses and impacts to road condition would continue in the short term, but without BITD's post-race road rehabilitation efforts. Roads would remain in pre-race or worse condition.

3.10 Visual Resources

The Project Area is located in the northern Great Basin section of the Basin and Range Physiographic Province. The Great Basin is characterized by a rhythmic pattern of isolated mountain ranges and broad basins. Clear skies and broad open vistas characterize this landscape. The proposed event route traverses areas that meet this description but that in some places have been visually impacted by mineral exploration and extraction, road development and OHV recreation.

The BLM initiated visual resource management (VRM) by establishing VRM class designations during planning processes to manage the quality of the landscape and minimize potential impacts to visual resources resulting from development activities. An inventory determines existing visual conditions; then the VRM class designation process considers the scenic value of the landscape, viewer sensitivity to the scenery, and the distance of the viewer to the subject landscape. These management classes identify various permissible levels of landscape alteration, while protecting the overall visual quality of the region. Management classes are divided into four levels, Classes I, II, III, and IV, from most to least protective of the visual resources. Objectives for these classes range from very limited management activity to activity that allows major landscape modifications. The proposed event route primarily traverses areas managed as VRM Class III. Most of the route through the Ely District is in VRM Class III, and most of the Carson City District is undesignated and managed as VRM Class III. Most of the route through the Battle Mountain district is in VRM Class IV. Short segments in all three districts are in VRM Class II on pre-existing roads (see map, Figures 10-12, Appendix E).

The VRM Class II objective is to retain the existing character of the landscape; the level of change to the characteristic landscape should be low. The VRM Class III objective is to partially retain the existing character of the landscape; the level of change should be moderate. The VRM Class IV objective is to provide for management activities which require major modification of the existing character of the landscape; the level of change can be high.

Environmental Effects-All Action Alternatives

The Proposed Action would result in short-term visual impacts principally affecting the visual elements of line and color. Dust clouds generated from vehicles may be visible from long distances. Monitoring of previous events has revealed that race-produced dust settles quickly and is usually carried only a short distance vertically (approximately 50-100 feet) and horizontally (approximately 50-300 feet) from the source. The impacts would also be reduced by staggering vehicle starts and by reducing to prudent speeds around road crossings and any residences. Longer-term visual resource impacts would be minimal due to the fact that the course uses maintained bladed dirt roads; 4WD two-track dirt roads, dry sand and gravel washes. A small (approximately 2-acre) area of new surface disturbance at the new Pit #4 location would result in short-term visual impacts, principally affecting the visual elements of line and color and causing

moderate line contrasts with the natural landscape; however, this area is adjacent to a highway and existing routes, and would be inconspicuous in the context of these existing contrasts. Any disturbance to the naturally widely-spaced vegetation would cause moderate color contrasts by exposing more of the background soil color. The level of change to the characteristic landscape would be low, so effects of the Proposed Action on visual resources would be consistent with VRM Class II, III and IV objectives.

No Action Alternative: Under the No Action Alternative the event would not take place and there would be no effect to visual resources.

Cumulative Effects to Visual Resources

Cumulative Effects Study Area: 2.5 miles on either side of the proposed route and alternatives (see map, Figures 7-9, Appendix E).

Past and Present Actions: Past and present actions that are likely to have impacts to visual resources include mining, mineral exploration, aggregate operations, fire management, wildland fire, and dispersed recreation. Impacts to visual resources also would have occurred as a result of wildland fire and fuels treatments. Reclamation has been performed on some mineral exploration projects and fire rehabilitation projects have been implemented, resulting in early stages of vegetation reestablishment and habitat restoration. These actions have created changes in the line, form, color, and contrast.

Reasonably Foreseeable Future Actions: Potential impacts to visual resources from mining, mineral exploration, aggregate operations, fire management, road maintenance, and dispersed recreation could occur. These actions would create changes in the line, form, color, and contrast.

Cumulative Effects of the Proposed Action: The effects of the Proposed Action on visual resources would be consistent with BLM Class III and IV VRM objectives. With successful reclamation the incremental cumulative visual impacts from the Proposed Action when considered with the impacts from the past, present and reasonably foreseeable future actions would be minimal.

3.11 Air Quality

Affected Environment

The Federal Clean Air Act requires the Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS) for various pollutants, to protect human health and safety. The Clean Air Act, Section 107 requires each state to work with the EPA to classify areas as in “attainment” or “nonattainment” according to whether they have attained compliance with the NAAQS for each pollutant. Areas that cannot be classified based on available information are designated as “unclassifiable” and are grouped with attainment areas and assumed to be in attainment for regulatory purposes (EPA 2016). The Proposed Action is entirely in areas designated as “Unclassifiable/Attainment” for all pollutants (40 CFR 81.329; GPO 2016).

In the Proposed Action areas, usually the most noticeable air pollutant emission is airborne dust from disturbed soils, especially from vehicle travel on dirt roads and from agricultural cultivation. Airborne dust can impact human health, especially when it includes particles less than 10 micrometers diameter (PM_{10}), which are small enough to be inhaled into the lungs. The proposed race route passes through

some areas with fine soils capable of producing PM_{10} and smaller particles. Lesser impacts include vehicle engine and industrial emissions. All of these sources of emissions – roads, cultivated fields and industrial sources – are very widely-spaced, as the Proposed Action area is very sparsely developed. Smoke from occasional wildland fires can contribute to air quality impacts, with the highest fire danger typically in late summer and autumn.

Meteorological conditions influence the distribution of emissions: strong winds bring dust into the air, while precipitation holds it down; winds, along with air temperature layers, also affect how pollutants are distributed away from the source.

Environmental Effects-All Action Alternatives

Increased wind erosion from disturbed soils, as described in the Soils section above, would occur over a majority of the race route and would affect air quality in the form of airborne dust. Airborne dust would be in proportion to wind erosion and would vary with soil texture, soil moisture, and wind speed and direction. There would be more airborne dust where very soft or loose soils occur and less airborne dust wherever it has rained recently or where the soils tend to retain water. Dust would settle or remain airborne depending on where it is carried by the wind. During past similar events, typically large amounts of airborne dust have affected air quality and visibility throughout the day at any location the race is passing through that day, but event-related dust settles by the end of the day. Thus, airborne dust would be expected along the race route from Alamo to Tonopah on the first race day, and from Tonopah to Dayton on the second race day.

Vehicle emissions from fuel combustion would also increase locally for that day, dissipating soon after emission. Vehicle emissions with known human health effects include carbon dioxide, sulfur oxides, nitrogen oxides, and ground level ozone. Human exposure to these compounds would be greatest in pit areas because of high vehicle concentrations, engine idling, and refueling activity.

The event has little potential to contribute to longer-term air quality effects by disrupting soil stability, as it would be entirely confined to existing roads and almost entirely confined to already-disturbed pit area. The event is expected to impact soil stability in the single 2-acre Pit #4 area proposed for a previously-undisturbed location, which could in turn contribute slightly to longer-term air quality effects, along with any re-disturbance of areas that may have partially revegetated since the last disturbance.

In summary, short-term effects to air quality along the race route would be temporary (one day) and longer-term effects would be minimal.

No Action Alternative: The No Action Alternative would have no effect on air quality.

Cumulative Effects to Air Quality

Cumulative Effects Study Area: Nevada hydrographic basins 10 (Central Region) and 13 (Colorado River Basin) in Esmeralda, Nye and Lincoln Counties.

Past and Present Actions: Past and present actions that could disturb soils, which could in turn affect air quality by contributing to airborne dust, are described in the Soils section above and include mining activities, mineral exploration, grazing, dispersed recreation, and wildland fires.

Reasonably Foreseeable Future Actions: Potential reasonably foreseeable actions that could affect air quality are the same as the past and present actions.

Cumulative Effects of the Action Alternatives: Cumulative impacts to soils would be minimal, as described above. Because most of the effects to air quality would be due to airborne dust resulting from soil disturbance so would be proportional to effects to soils, and because air quality effects generally would be temporary (one day), cumulative air quality effects would also be minimal.

3. 12 Human Health and Safety

Affected Environment

Potential safety hazards exist where the route intersects or is near highways, other roads, and communities. Road crossings are popular viewing areas for race spectators. Small groups of cattle and wild horses roam rangelands which are not fenced off from the route.

Race vehicle fires and pit fires are possible, with fuels and oils in vehicles and stored in pit areas to service the vehicles.

Common safety hazards that are part of the historic landscape throughout rural Nevada include abandoned mines with vertical shafts and other mine workings, abandoned mill sites, and other unstable structures. Some are fenced and/or signed but most are accessible by dirt roads and few are fenced or gated in such a way as to completely prevent public access. There are many of these hazardous features near the proposed route.

Participants and spectators would incur some personal risk from exposure to the elements. Likely weather conditions during the proposed summer race dates would include hot, dry daytime conditions with intense sun exposure and the possibility of strong winds, thunderstorms, and sudden weather changes and evening temperature drops.

BITD submitted a comprehensive Emergency Action Plan as part of the Special Recreation Permit application package. The plan includes medical, rescue and fire plans; direction for handling other possible emergencies; and expectations and guidelines for the crews assigned to ensure public and competitor safety.

Also see Air Quality section above, and Hazardous Waste section below.

Environmental Consequences-Action Alternatives

In past variations of this annual OHV race event, BITD's similar Emergency Action Plans have generally been effective in preventing directly event-caused impacts to human health and safety. Measures have been taken each year to improve safety for participants and spectators.

The race event would involve some inherent risk of collision between event vehicles and other public land users, and with livestock and wild horses; but very few such collisions have occurred during past race events. Spectators would not be allowed along the entire course but would be confined to pit areas and start/finish areas. BITD would be responsible for containing and monitoring pit areas and checkpoints to ensure the safety of spectators and event participants. Intersections where cross traffic is likely

would be monitored during the event, and at highway crossings BITD flaggers would stop race vehicles to allow highway traffic to pass.

Most hazardous features such as mine workings and structures near the route have been fenced to prevent or reduce human intrusion. BITD would be responsible for identifying any hazards near the race course and informing the race teams, participants, and spectators of them. Where the race route passes near a potential hazard, the area would be clearly marked with brightly colored banners and/or painted plates commonly used to advise racers of a hazard on the racecourse. Warning signs would be posted by the proponent at all mine shafts and other hazards areas identified within 100 feet of the race course and pit/spectator areas. Event participants and crews would be verbally warned of these hazards prior to start of the event.

The BITD Emergency Action Plan calls for ten Rescue Vehicles that would be staffed by emergency medical personnel and equipped for patient stabilization. These would also provide for scene safety, extrication and fire suppression. A communications plan is included, and provisions for transferring patients to ambulances or hospitals as needed.

With these and other health and safety measures in place as detailed in SRP stipulations (Appendix D) and in BITD's Emergency Action Plan (on file at Ely and Battle Mountain Districts), risks to participants, spectators, and other public land users would be reduced to a low level.

3.13 Hazardous or Solid Waste

Affected Environment

There are no known hazardous or solid waste sites along the route. Motor vehicles using the same routes for everyday purposes, such as mining, minerals exploration, livestock operations and casual recreation, use and carry small amounts of fuels and lubricants that may occasionally leak or spill.

Environmental Effects-Action Alternatives

Race vehicles would use petroleum products such as gasoline and diesel fuel, and lubricants such as oil and grease. Race vehicles would be fueled, lubricated and repaired at the pit locations as needed. Chase and spectator fueling would occur at commercial stations along the paved highways and in cities and towns paralleling the race route. Petroleum product spills and soil contamination could occur at the pit locations. However, fuel would be kept in proper containers, fuel-absorbing carpet or mats would be under all race vehicles during fueling, and any spill would be contained and cleaned up immediately. Portable toilets and trash barrels would be provided in each pit area and would be required to be removed immediately following the event (see proposed stipulations, Appendix D). With these measures in place there would be little or no change in hazardous or solid waste risks as compared to everyday use of the routes.

No Action Alternative: If no permit were issued the event would not take place, and there would be no change in hazardous or solid waste risks as compared to everyday use of the routes.

3.14 Socioeconomic Environment

Affected Environment – All Alternatives

The proposed event route and alternatives pass through very sparsely populated areas, intersecting a few small and very widely-spaced communities. Tonopah, the overnight stop along the route, has a population of 2,478 as of the 2010 census.

Lincoln County (Proposed Action and Transfer Route) has a population of 5,357 with an area of 10,633 square miles; Nye County's population is 42,914 in an area of 18,182 square miles; and Esmeralda County has only 763 persons occupying 3582 square miles. Averaging the data for these three counties that the proposed route passes through in BLM Ely and Battle Mountain Districts gives a mean population density of only 0.6 persons per square mile.

The Carson City District is somewhat more densely populated: as of the 2010 census, Lyon County had 52,585 persons with an area of 2,016 square miles; Mineral County, a population of 4,478 and an area of 3,813 square miles; and Churchill County, 24,200 persons in 5,023 square miles. These three counties average 7.5 persons per square mile.

According to a Bureau of Labor Statistics report, the average weekly wage in Lincoln County ($706) is the lowest in Nevada. However, the average weekly wages in Nye County ($967) and Esmeralda County ($994) are higher than the average for the state overall ($862) and comparable to the United States average ($974) (BLS 2016). Data from the U.S. Census Bureau's Small Area Income and Poverty Estimates (SAIPE) program show most of the counties' poverty rates to be comparable to the 15.5 percent poverty rate of the United States overall. Lincoln County's poverty rate is estimated at 15.1 percent; Nye County's at 16.8 percent; Esmeralda County's at 14.0 percent; Churchill County's at 16.9 percent; and Lyon County's at 14.9 percent. Mineral County has a somewhat higher poverty rate at 20.4 percent. Nationwide, county poverty rates range from 3.2 to 52.2 percent (SAIPE 2016).

Tourism is increasing in importance in Nevada's rural economy, according to a 2015 Wall Street Journal article which describes Tonopah as "one of Nevada's newest—and most unusual—tourist destinations. Tonopah sits halfway between Las Vegas and Reno, about 100 miles from the next closest gas station. After enjoying a long period of boom and bust based on mining and the military, in recent times it has been primarily a pit stop for motorists passing through on U.S. 95 to fill up…. But now, tourists … are taking a longer look around…. Tonopah's new popularity parallels a rise in tourism across rural Nevada. Visitors were up by 14% in the fourth quarter compared with the same period a year earlier, versus a 3.3% increase for Las Vegas, according to the Nevada Commission on Tourism" (Carlton 2015).

A Nevada Division of Tourism, Research Department compilation of visitor survey data for rural Nevada shows that last year, twenty percent of visits were day trips; the average length of overnight trips was 3.6 nights. The average daily expenditure per overnight visitor was $119, with an average trip expenditure of $357. "Vacation" ranked second among primary trip purposes, just after visiting friends or relatives; and personal auto was by far the top mode of travel, at 55 percent. The most common source of information used while planning the trip was the visitors' own past experience in Nevada, at 26 percent, while the next most common was friends, relatives and other word of mouth, at 15 percent. "Scenic drive" ranked fifth among the top ten activities and attractions, cited by 13 percent of visitors; "mountains" ranked eights at 11 percent and "parks/recreation areas" tenth, at 9 percent. These three attractions totaled 33 percent, such

that collectively they rank higher than the top attraction, “casino-resorts” at 32 percent (Nevada Division of Tourism 2016).

Environmental Effects-Action Alternatives

Socioeconomic effects of the Proposed Action are anticipated to be positive. BITD’s permit application predicts a total of approximately 330 vehicle entries; along with race participants, persons involved would include plus approximately 5000 spectators and pit personnel, 500 event staff, and 120 media personnel. With at least one race participant per vehicle entry, these estimated numbers would total approximately 6,000. Assuming each person stays 1-2 nights, and using the Nevada Division of Tourism visitor survey data cited above, total event-related spending may be estimated at $714,000 to $2,142,000.

Spectators would be drawn primarily to the start and finish locales; lesser numbers of spectators would be attracted to each of the pit areas along the route. Increased spending levels may occur at start and finish locations during pre- and post-event activities. Spending along the route corridor is likely associated with purchase of food, fuel and goods from local retailers, and overnight accommodations at local hotels and motels. Visitors may also participate in gaming and entertainment activities at cities and towns near the start and finish areas.

The direct socioeconomic effects of the event itself would be short-term, with most visitors staying for one to three days. No permanent jobs would be created. However, the Nevada Division of Tourism data cited above support the assumption that visitors drawn to rural Nevada by special events such as the Proposed Action are likely to boost local rural economies in the long term, by returning based on their own experience and by attracting other visitors by word of mouth. The data showing “scenic drive,” “mountains” and “parks/recreation areas” as popular attractions further suggest that visitors introduced to the back roads of Nevada’s remote, scenic mountains and valleys may be attracted to return for recreational visits on their own.

There would be some negative socioeconomic effects. Where the proposed route intersects roads and communities, parking and traffic conflicts may occur. For persons inhabiting or doing business at any given point near the route, noise and dust would increase during the one-day period that race vehicles would be passing that point.

The event could place some stressors on community services, such as ambulance services; however, BITD would provide services such as sanitation, and ten Rescue Vehicles staffed by emergency medical personnel (see Human health and Safety, above).

Annual variations on this race event have been widely supported by the Nevada Division of Tourism and the rural counties that benefit from the economic stimulus the events provide.

No Action Alternative: If no permit were issued the event would not take place, and the communities along the proposed event course would not receive the economic benefits described for the Proposed Action.

Cumulative Effects of the Proposed Action to the Socioeconomic Environment

Cumulative Effects Study Area: The study area for socioeconomic environment would consist of the small, widely-separated rural communities along the route.

Past and Present Actions: Past and ongoing influences to the socioeconomic environment of rural Nevada communities include unpredictable boom-and-bust cycles of minerals extraction and associated services. Agriculture is another past and ongoing source of income and is subject to fluctuations in weather, production costs and market values. Renewable energy production has been gaining prominence in rural Nevada in recent years, generally bringing the greatest influx of population and jobs during construction phases. Tourism in rural Nevada has been growing in recent years, as described above.

Reasonably Foreseeable Future Actions: Similar influences to the socioeconomic environment of the communities – prominently including minerals extraction, agriculture, renewable energy development and tourism – can be expected to continue, and will continue to be unpredictable to varying degrees. Tourism may have a greater capacity for steady, sustained growth.

Cumulative Effects of the Action Alternatives: The direct socioeconomic effects of the Proposed Action would have little or no cumulative effect because they would be of very short duration. To the extent that it would promote tourism in the longer term, the incremental positive indirect effects of the Proposed Action would contribute to overall growth in tourism spending and help offset economic fluctuations in other sectors.

Cumulative Effects of No Action: There would be no socioeconomic benefits, therefore no additive cumulative effect.

3.15 Land Use Authorizations

Affected Environment

In addition to livestock grazing permittees/lessees (see section 3.6, Grazing Management), there are several stakeholders with authorized land uses in the vicinity of the Proposed Action. These include holders of right-of-way (ROW) grants for uses such as maintained roads, transmission lines, and communications sites; and operators of minerals exploration and development or renewable energy projects. A list of these authorized land users is available from the Ely, Battle Mountain and Carson City Districts. Some have a ROW that overlaps the proposed route; others use parts of the route for access to their ROW or project area. There would be no modifications to these land use authorizations BITD would be responsible to notify the potentially-affected individuals, companies and agencies and secure any necessary permits or authorizations. The proposed route also traverses private lands. BITD would be responsible to notify private landowners and secure their written permission.

Environmental Effects

The Proposed Action would temporarily interfere with access to any given ROW or project site for one day (August 19 between Alamo and Tonopah; August 20 between Tonopah and Dayton). With advance notification, stakeholders may choose to postpone using road segments where the event would conflict with their use for that day.

The Proposed Action would also impact road condition. SRP stipulations would require BITD to return roads to their pre-race or better condition within four weeks after the event.

Cumulative Effects of the Proposed Action to Land Use Authorizations

Past and Present Actions: Other public land uses that may have temporarily interfered with access to ROWs or project sites, and/or may have affected road condition, include both organized and casual recreation events; road use by farmers, livestock operators, minerals projects, and other authorized land users; and road maintenance activities.

Reasonably Foreseeable Future Actions: At present, BLM has issued no permits for other organized recreation events that would use the same proposed route. Future actions with potential to conflict with authorized road uses or affect road condition are expected to be similar to the past and present uses.

Cumulative Effects of the Action Alternatives: If heavy road use by other users occurs before or after the race, authorized land users may notice greater inconvenience or impacts to road condition than with the race alone. Roads would be restored to pre-race or better condition within four weeks of the race.

Cumulative Effects of No Action: If the event did not take place, current levels of interference with access and impacts to road condition would continue, but without BITD's post-race road rehabilitation efforts. Roads would remain in pre-race or worse condition.

3.16 Special Designations

Basin and Range National Monument

Affected Environment

President Barack Obama designated the Basin and Range National Monument (BARNM) on July 10, 2015 under the authority of the Antiquities Act. This area encompasses approximately 704,000 acres of BLM-administered public lands in Nye and Lincoln Counties in southeastern Nevada.

As the Proclamation indicates, the President established BARNM to "preserve its cultural, prehistoric, and historic legacy and maintain its diverse array of natural and scientific resources, ensuring that the prehistoric, historic and scientific values of this area remain for the benefit of all Americans."

Under the Proposed Action, a portion of the proposed race course would pass through the BARNM. The Proposed Action is in conformance with the Ely District RMP as well as the Presidential Proclamation that established the Monument. The Proclamation allows for motorized vehicle use on roads existing in the Monument as of its establishment, consistent with the care and management of the objects identified in the Proclamation. All of the roads proposed for portions of the event within the Monument existed prior to that date.

An approximately 37-mile segment of the proposed route would pass through the BARNM. Although a complete road inventory of the Monument is currently on-going, the dirt roads containing the proposed race course within the Monument vary in width from 12 to 16 feet and are passable by a 2-wheel drive vehicle. No pits or re-fueling areas are proposed within the Monument. Therefore, traffic within the Monument from this event would be limited to race participants (up to 375 vehicles).

The Approved Ely District Resource Management Plan and Record of Decision (2008) created the Alamo Special Recreation Permit (SRP) area. The majority of the race course within the Monument would be within the designated SRP area. Prior to Monument designation, SRPs have been concentrated within this area of the Monument.

The Monument Proclamation states: "For purposes of the care and management of the objects identified above, the Secretary, through BLM, shall within 3 years of the date of this proclamation prepare and maintain a management plan for the monument and shall provide for maximum public involvement in the development of that plan including, but not limited to, consultation with State, tribal, and local governments." The land use planning process is currently underway for the Basin and Range National Monument.

Environmental Effects

Proposed Action

The Monument Proclamation identifies a wide range of objects and values, including unique geology, cultural resources, and ecological resources. For example, the Proclamation lists natural arches, caves, and cliffs as geological features within the Monument. Given the proposed route would be limited to existing roads, no impacts to these types of geological features are anticipated. A variety of cultural resources and traditional uses of the area are also described in the Proclamation, which include but are not limited to Paleo-Indian inhabitants, Fremont people and associated artifacts, use of the area by Western Shoshone and Southern Paiute Tribes, petroglyph sites, mining districts, cattle ranching, and land art. The area has not been comprehensively studied for archaeological resources. Given that roads proposed for this event have been previously disturbed and maintained, the race course would be expected to contain less of these types of resources than surrounding areas. The Proclamation describes the ecological landscape of the area, including but not limited to sagebrush communities, native grasslands, cactus species, conifers, game species, bats, reptiles, and birds. Although temporary displacement and disturbance to some of these components could occur, impacts would be limited in time and space.

Moreover, Monument objects and values are analyzed (as needed) in the sections addressing Cultural Resources, Vegetation, Wildlife, Migratory Birds, BLM Sensitive Species, Visual Resources, and Native American Religious and Other Concerns. These analyses each conclude that direct, indirect and cumulative impacts would be minor and/or temporary. In combination with the language in the Monument Proclamation regarding motorized vehicle use, these resource analyses support the conclusion that the Proposed Action is consistent with the Monument Proclamation and there would be no major impacts to Monument objects or values identified in the Proclamation.

The Proposed Action is not expected to adversely affect Monument objects of cultural, prehistoric, historic, natural, or scientific interest.

Beatty to Dayton

This alternative would not pass through the Basin and Range National Monument therefore, no effects are anticipated.

Transfer Route

This alternative would not pass through the Basin and Range National Monument therefore, no effects are anticipated.

No Action

The No Action alternative would not affect the Basin and Range National Monument.

Cumulative Effects of the Proposed Action to the BARNM

Past and Present Actions: The Approved Ely District Resource Management Plan and Record of Decision (2008) created the Alamo Special Recreation Permit (SRP) area. The majority of the race course within the Monument would be within the designated SRP area. Prior to Monument designation, SRPs have been concentrated within this area of the Monument since 1998. The portion of the route in the Monument was authorized for this same event in 2006.

Public land uses have been authorized in this area in the past, such as oil and gas leasing and exploration, organized and casual recreation events, livestock grazing and associated operations, minerals projects, other authorized land uses, and road maintenance activities.

Livestock grazing is presently authorized in the Basin and Range National Monument. Valid existing rights are recognized in the Proclamation. Hunting occurs in the area and is regulated by Nevada Department of Wildlife. Recreation is a past and present use of the Monument.

Reasonably Foreseeable Future Actions: At present, BLM has not issued permits for other organized recreation events that would use the same proposed route. Future actions with potential to conflict with Monument objects and values are expected to be similar to the past and present uses.

Cumulative Effects of the Proposed Action: The direct effects of the Proposed Action would have little or no cumulative effect because they would be of very short duration, and the effects are typical of previous and current authorized uses (i.e. motorized vehicle travel on existing roads). Travel on existing roads is not anticipated to have a cumulative effect on Monument objects or values.

Cumulative Effects of Beatty to Dayton: Cumulative effects to BARNM would be similar to those described for the No Action. The Beatty to Dayton route would not impact BARNM.

Cumulative Effects of the Transfer Route: Cumulative effects to BARNM would be similar to those described for the No Action. The Beatty to Dayton route would not impact BARNM.

Cumulative Effects of No Action: There would be no cumulative effects under the No Action alternative.

Pahroc Rock Art Area of Critical Environmental Concern (ACEC)

Proposed Action

In Lincoln County, the proposed route overlies the Pahroc Rock Art ACEC. For this ACEC, the Ely District RMP permits limited OHV use. OHV use is limited to designated roads and trails. Areas in ACECs designated as wilderness are closed to OHV use. All activities of the Proposed Action occur on designated roads and trails and the route does not pass through any designated wilderness. Resources in

the ACEC would be subject to minor and/or temporary effects, as analyzed in the sections above. In combination with the language in the Ely District RMP regarding motorized vehicle use, these resource analyses support the conclusion that the Proposed Action is consistent with the RMP and there would be no major impacts to ACEC values identified in the RMP.

Beatty to Daton: This Route would not pass through the ACEC

Transfer Route: This route would not pass through the ACEC

Cumulative Effects of the Proposed Action to the ACEC: The Cumulative Effects to resources within the ACEC are the same as outlined in the specific resource sections above.

4. Tribes, Individuals, Organizations, or Agencies Consulted

Name(s)	Affiliation	Topic
Alvin S. Marques, Chair	Ely Shoshone Tribe of Nevada	Native American coordination/consultation
Robert Tom, Chair	Moapa Band of Paiute Indians	Native American coordination/consultation
Benny Tso, Chair	Las Vegas Tribe of Paiute Indians	Native American coordination/consultation
Virgil Johnson, Chair	Confederated Tribes of the Goshute Reservation, Nevada-Utah	Native American coordination/consultation
Corrina Bow, Chair	Paiute Indian Tribe of Utah	Native American coordination/consultation
Lora Tom, Chair	Paiute Indian Tribe of Utah, Cedar Band of Paiutes	Native American coordination/consultation
Jeanine Borchardt, Chair	Paiute Indian Tribe of Utah, Indian Peaks Band of Paiutes	Native American coordination/consultation
Georgetta Woods, Chair	Paiute Indian Tribe of Utah, Shivwits Band of Paiutes	Native American coordination/consultation
Roland Maldonado, Chair	Kaibab Band of Paiute Indians	Native American coordination/consultation
George Gholson, Chair	Timbisha Shoshone Tribe	Native American coordination/consultation
Perline Thompson, Chair	Duckwater Shoshone Tribe	Native American coordination/consultation
Wayne Dyer, Chair	Yomba Shoshone Tribe	Native American coordination/consultation
Bobby Sanchez, Chair	Walker River Paiute Tribe	Native American coordination/consultation
Laurie Thom, Chair	Yerington Paiute Tribe	Native American coordination/consultation
Neil Mortimer, Chair	Washoe Tribe of Nevada and California	Native American coordination/consultation

Name(s)	Affiliation	Topic
Brad Hardenbrook Tracy Kipke Joe Bennet	Nevada Department of Wildlife	Greater Sage-grouse
Jose Noriega, District Ranger	Ely Ranger District, Humboldt-Toiyabe National Forest	Route segment passing through National Forest

5. List of BLM Preparers

The following personnel with BLM Ely District, Caliente Field Office, BLM Carson City District, Stillwater and Sierra Front Field Offices, and BLM Battle Mountain District, Tonopah Field Office participated in preparing this EA.

Name	Title	Responsible for:
Paul Amar	Outdoor Recreation Planner	Recreation
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Austin Brewer	Wildlife Biologist	Migratory birds, wildlife, special status plant/animal species, Greater Sage-grouse, noise
Cameron Boyce	Rangeland Management Specialist	Surface water, floodplains, wetlands, riparian areas
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William Coyle	Assistant Field Manager for Non-Renewable Resources	Air quality, mining, GIS
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Joy Fatooh	Planning and Environmental Coordinator	NEPA compliance, document preparation, air quality, socioeconomics, environmental justice
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Name	Title	Responsible for:
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Earl Numinen	Environmental Protection Specialist	Hazardous materials, safety
Wendy Seley	Realty Specialist	Recreation, visual resources, wilderness characteristics, lands and realty
Alicia Styles	Monument Manager	Basin and Range National Monument
Kyle Teel	Fire Ecologist	Fire management
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Jason Wright	Archaeologist	Cultural Resources; Native American Concerns, coordination, consultation; and Paleontology
Linda Appel	Rangeland Management Specialist	Rangelands, grazing; and Wild Horses and Burros
Michelle Stropky	Hydrologist	Air quality; Water Resources, Soils
Melanie Cota	Wildlife Biologist	Migratory birds; wildlife; special status plant/animal species; greater sage-grouse; noise

Name	Title	Responsible for:
Angelica Rose	Planning and Environmental Coordinator	NEPA Compliance; Socioeconomics; Environmental Justice
Dan Westermeyer	Assistant Field Manager	Recreation; Visual Resources; Wilderness Study Areas, Wilderness Characteristics

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Appendix A – Acronyms and Abbreviations

ACEC – Area of Critical Environmental Concern

ATV – All-terrain vehicle

BARNM – Basin and Range National Monument

BITD – Best in the Desert Racing Association

BLM – Bureau of Land Management

BSSG – Bi-State Sage-grouse (Greater Sage-Grouse, B-State Distinct Population Segment)

BSSG Plan Amendment – Record of Decision and Land Use Plan Amendment for the Nevada and California Greater Sage-Grouse Bi-State Distinct Population Segment in the Carson City District and Tonopah Field Office

CFR – Code of Federal Regulations

EPA – Environmental Protection Agency

FO – Field Office

GPO – Government Printing Office

GRSG – Greater Sage-grouse

GRSG Plan Amendment - Nevada and northeastern California greater sage-grouse approved resource management plan amendment (BLM 2015)

MBTA – Migratory Bird Treaty Act

MOU – Memorandum of Understanding

NAAQS – National Ambient Air Quality Standards

NDOW – Nevada Department of Wildlife

NRCS – Natural Resources Conservation Service

NRHP – National Register of Historic Places

OHV – Off-highway vehicle

OHMA – Other Habitat Management Area

RDF – Required Design Feature

RMP – Resource Management Plan

SRP – Special Recreation Permit

USFWS – U.S. Fish and Wildlife Service

VRM – Visual Resource Management

Appendix B – Species Lists

Table B-1. Non-avian wildlife species documented in the project area or in similar habitats within approximately 5-8 miles of the proposed race route.

Common Name	Scientific Name
Mammals	
Canyon deermouse	*Peromyscus crinitus*
Chisel-toothed kangaroo rat	*Dipodomys microps*
Coyote	*Canis latrans*
Desert kangaroo rat	*Dipodomys deserti*
Desert woodrat	*Neotoma lepida*
Grasshopper mouse	*Onychomys* sp.
Great Basin pocket mouse	*Perognathus parvus*
Little pocket mouse	*Perognathus longimembris*
Long-tailed pocket mouse	*Chaetodipus formosus*
Merriam's kangaroo rat	*Dipodomys merriami*
Mule deer	*Odocoileus hemionus*
North American deermouse	*Peromyscus maniculatus*
Pronghorn antelope	*Antilocapra americana*
Ringtail	*Bassariscus astutus*
Rocky Mountain elk	*Cervus canadensis*
White-tailed antelope squirrel	*Ammospermophilus leucurus*
Reptiles	
California kingsnake	*Lampropeltis getula californiae*
Coachwhip	*Masticophis flagellum*
Desert horned lizard	*Phrynosoma platyrhinos*
Desert night lizard	*Xantusia vigilis*
Desert spiny lizard	*Sceloporus magister*
Great Basin collared lizard	*Crotaphytus bicinctores*
Great Basin gopher snake	*Pituophis catenifer*
Great Basin rattlesnake	*Crotalus oreganus lutosus*
Great Basin whiptail	*Cnemidophorus tigris tigris*
Long-nosed leopard lizard	*Gambelia wislizenii*
Side-blotched lizard	*Uta stansburiana*
Speckled rattlesnake	*Crotalus mitchellii*
Western fence lizard	*Sceloporus occidentalis*
Zebra-tailed lizard	*Callisaurus draconoides*

Amphibians

No records.

Fish

No records.

Invertebrates

No records.

Table B-2: Avian wildlife species documented in the project area or in similar habitats within approximately 5-8 miles of the proposed race route (Floyd et al. 2007).

Common Name	Scientific Name
Waterbirds	
American avocet C[1]	*Recurvirostra americana*
American coot C	*Fulica americana*
American white pelican C	*Pelecanus erythrorhynchos*
American wigeon C	*Anas americana*
Barrow's goldeneye O	*Bucephala islandica*
Belted kingfisher C	*Megaceryle alcyon*
Black-crowned night-heron C	*Nycticorax nycticorax*
Black-necked stilt C	*Himantopus mexicanus*
Blue-winged teal C	*Anas discors*
Bonaparte's gull O	*Chroicocephalus philadelphia*
Bufflehead P	*Bucephala albeola*
California gull C	*Larus californicus*
Canada goose C	*Branta canadensis*
Canvasback C	*Aythya valisineria*
Cattle egret C	*Bubulcus ibis*
Cinnamon teal C	*Anas cyanoptera*
Clark's grebe C	*Aechmophorus clarkii*
Common loon O	*Gavia immer*
Common merganser C	*Mergus merganser*
Double-crested cormorant C	*Phalacrocorax auritus*

Dunlin O	*Calidris alpina*
Eared grebe C	*Podiceps nigricollis*
Forster's tern C	*Sterna forsteri*
Franklin's gull C	*Leucophaeus pipixcan*
Gadwall C	*Anas strepera*
Great blue heron C	*Ardea herodias*
Great egret C	*Ardea alba*
Greater yellowlegs O	*Tringa melanoleuca*
Green heron P	*Butorides virescens*
Green-winged teal C	*Anas crecca*
Killdeer C	*Charadrius vociferus*
Least sandpiper O	*Calidris minutilla*
Lesser scaup C	*Aythya affinis*
Long-billed curlew C	*Numenius americanus*
Long-billed dowitcher X	*Limnodromus scolopaceus*
Mallard C	*Anas platyrhynchos*
Marbled godwit O	*Limosa fedoa*
Northern pintail C	*Anas acuta*
Northern shoveler C	*Anas clypeata*
Pied-billed grebe C	*Podilymbus podiceps*
Red-breasted merganser O	*Mergus serrator*
Redhead C	*Aythya americana*
Ring-billed gull P	*Larus delawarensis*
Ring-necked duck C	*Aythya collaris*
Ruddy duck C	*Oxyura jamaicensis*
Sandhill crane C	*Grus canadensis*
Semipalmated sandpiper O	*Calidris pusilla*
Snowy egret C	*Egretta thula*
Snowy plover C	*Charadrius nivosus*
Sora C	*Porzana carolina*
Spotted sandpiper C	*Actitis macularius*
Upland sandpiper O	*Bartramia longicauda*
Virginia rail C	*Rallus limicola*
Western grebe	*Aechmophorus occidentalis*
Western sandpiper O	*Calidris mauri*
White-faced ibis C	*Plegadis chihi*
Willet C	*Tringa semipalmata*
Wilson's phalarope C	*Phalaropus tricolor*
Wilson's snipe C	*Gallinago delicata*
Wood duck C	*Aix sponsa*

No records.

Landbirds

American crow C	*Corvus brachyrhynchos*
American dipper C	*Cinclus mexicanus*
American goldfinch C	*Spinus tristis*
American kestrel C	*Falco sparverius*
American pipit C	*Anthus rubescens*
American robin C	*Turdus migratorius*
Anna's hummingbird C	*Calypte anna*
Ash-throated flycatcher C	*Myiarchus cinerascens*
Bald eagle P	*Haliaeetus leucocephalus*
Bank swallow C	*Riparia riparia*
Barn owl C	*Tyto alba*
Barn swallow C	*Hirundo rustica*
Bell's vireo C	*Vireo bellii*
Bendire's thrasher P	*Toxostoma bendirei*
Bewick's wren C	*Thryomanes bewickii*
Black-billed magpie C	*Pica hudsonia*
Black-capped chickadee C	*Poecile atricapillus*
Black-chinned hummingbird C	*Archilochus alexandri*
Black-chinned sparrow C	*Spizella atrogularis*
Black-headed grosbeak C	*Pheucticus melanocephalus*
Black phoebe C	*Sayornis nigricans*
Black-throated gray warbler C	*Setophaga nigrescens*
Black-throated sparrow C	*Amphispiza bilineata*
Blue-gray gnatcatcher C	*Polioptila caerulea*
Blue grosbeak C	*Passerina caerulea*
Blue grouse C	*Claravis pretiosa*
Bobolink C	*Dolichonyx oryzivorus*
Brewer's blackbird C	*Euphagus cyanocephalus*
Broad-tailed hummingbird C	*Selasphorus platycercus*
Brown creeper C	*Certhia americana*
Brown-crested flycatcher P	*Myiarchus tyrannulus*
Brown-headed cowbird C	*Molothrus ater*
Brown thrasher O	*Toxostoma rufum*
Bullock's oriole C	*Icterus bullockii*
Bushtit C	*Psaltriparus minimus*

Cactus wren C	*Campylorhynchus brunneicapillus*
California condor O	*Gymnogyps californianus*
California quail C	*Callipepla californica*
Calliope hummingbird C	*Selasphorus calliope*
Canyon wren C	*Catherpes mexicanus*
Cassin's finch C	*Haemorhous cassinii*
Cassin's kingbird P	*Tyrannus vociferans*
Cassin's vireo C	*Vireo cassinii*
Cedar waxwing C	*Bombycilla cedrorum*
Chestnut-sided warbler X	*Setophaga pensylvanica*
Chipping sparrow C	*Spizella passerina*
Chukar C	*Alectoris chukar*
Clark's nutcracker C	*Nucifraga columbiana*
Cliff swallow C	*Petrochelidon pyrrhonota*
Common grackle X	*Quiscalus quiscula*
Common nighthawk C	*Chordeiles minor*
Common poorwill C	*Phalaenoptilus nuttallii*
Common raven C	*Corvus corax*
Common yellowthroat C	*Geothlypis trichas*
Cooper's hawk C	*Accipiter cooperii*
Cordilleran flycatcher C	*Empidonax occidentalis*
Costa's hummingbird C	*Calypte costae*
Crissal thrasher C	*Toxostoma crissale*
Dark-eyed junco C	*Junco hyemalis*
Downy woodpecker C	*Picoides pubescens*
Dusky flycatcher C	*Empidonax oberholseri*
Eastern kingbird P	*Tyrannus tyrannus*
European starling C	*Sturnus vulgaris*
Evening grosbeak C	*Coccothraustes vespertinus*
Flammulated owl C	*Psiloscops flammeolus*
Fox sparrow C	*Passerella iliaca*
Gambel's quail C	*Callipepla gambelii*
Gilded flicker P	*Colaptes chrysoides*
Golden-crowned kinglet C	*Regulus satrapa*
Golden-crowned sparrow O	*Zonotrichia atricapilla*
Golden-winged warbler O	*Vermivora chrysoptera*
Grace's warbler C	*Setophaga graciae*
Grasshopper sparrow P	*Ammodramus savannarum*
Gray catbird P	*Dumetella carolinensis*
Gray-crowned rosy-finch X	*Leucosticte tephrocotis*

Gray flycatcher C	*Empidonax wrightii*
Gray-headed junco C	*Leptotila plumbeiceps*
Gray partridge P	*Perdix perdix*
Gray vireo C	*Vireo vicinior*
Greater roadrunner C	*Geococcyx californianus*
Great horned owl C	*Bubo virginianus*
Great-tailed grackle C	*Quiscalus mexicanus*
Green-tailed towhee C	*Pipilo chlorurus*
Hairy woodpecker C	*Picoides villosus*
Hammond's flycatcher C	*Empidonax hammondii*
Hermit thrush C	*Catharus guttatus*
Hermit warbler X	*Setophaga occidentalis*
Hooded oriole C	*Icterus cucullatus*
Horned lark C	*Eremophila alpestris*
House finch C	*Haemorhous mexicanus*
House sparrow C	*Passer domesticus*
House wren C	*Troglodytes aedon*
Inca dove P	*Columbina inca*
Indigo bunting X	*Passerina cyanea*
Juniper titmouse X	*Baeolophus ridgwayi*
Ladder-backed woodpecker C	*Picoides scalaris*
Lark bunting O	*Calamospiza melanocorys*
Lark sparrow C	*Chondestes grammacus*
Lazuli bunting C	*Passerina amoena*
Lesser goldfinch C	*Spinus psaltria*
Lesser nighthawk C	*Chordeiles acutipennis*
Lincoln's sparrow C	*Melospiza lincolnii*
Long-eared owl C	*Asio otus*
Lucy's warbler C	*Oreothlypis luciae*
MacGillivray's warbler C	*Geothlypis tolmiei*
Magnolia warbler O	*Setophaga magnolia*
Marsh wren C	*Cistothorus palustris*
Mountain bluebird C	*Sialia currucoides*
Mountain chickadee C	*Poecile gambeli*
Mourning dove C	*Zenaida macroura*
Nashville warbler C	*Oreothlypis ruficapilla*
Northern flicker C	*Colaptes auratus*
Northern harrier C	*Circus cyaneus*
Northern mockingbird C	*Mimus polyglottos*
Northern parula O	*Setophaga americana*

Northern pygmy-owl C	*Glaucidium gnoma*
Northern rough-winged swallow C	*Stelgidopteryx serripennis*
Northern saw-whet owl P	*Aegolius acadicus*
Olive-sided flycatcher C	*Contopus cooperi*
Orange-crowned warbler C	*Oreothlypis celata*
Oregon junco C	*Icterus spurius*
Osprey C	*Pandion haliaetus*
Pacific-slope flycatcher X	*Empidonax difficilis*
Phainopepla C	*Phainopepla nitens*
Pine grosbeak C	*Pinicola enucleator*
Pine siskin C	*Spinus pinus*
Plumbeous vireo C	*Vireo plumbeus*
Prairie falcon C	*Falco mexicanus*
Purple finch O	*Haemorhous purpureus*
Pygmy nuthatch C	*Sitta pygmaea*
Red-breasted nuthatch C	*Sitta canadensis*
Red-breasted sapsucker C	*Sphyrapicus ruber*
Red crossbill C	*Loxia curvirostra*
Red-naped sapsucker C	*Sphyrapicus nuchalis*
Red-shouldered hawk O	*Buteo lineatus*
Red-tailed hawk C	*Buteo jamaicensis*
Red-winged blackbird C	*Agelaius phoeniceus*
Rock dove C	*Rupornis magnirostris*
Rock wren C	*Salpinctes obsoletus*
Rose-breasted grosbeak X	*Pheucticus ludovicianus*
Ruby-crowned kinglet C	*Regulus calendula*
Ruffed grouse C	*Bonasa umbellus*
Rufous-crowned sparrow P	*Aimophila ruficeps*
Rufous hummingbird P	*Selasphorus rufus*
Sagebrush sparrow C	*Artemisiospiza nevadensis*
Sanderling O	*Calidris alba*
Savannah sparrow C	*Passerculus sandwichensis*
Say's phoebe C	*Sayornis saya*
Scott's oriole C	*Icterus parisorum*
Sharp-shinned hawk C	*Accipiter striatus*
Short-eared owl C	*Asio flammeus*
Song sparrow C	*Melospiza melodia*
Spotted towhee C	*Pipilo maculatus*
Steller's jay C	*Cyanocitta stelleri*
Summer tanager C	*Piranga rubra*

Swainson's thrush C	*Catharus ustulatus*
Townsend's solitaire C	*Myadestes townsendi*
Townsend's warbler C	*Setophaga townsendi*
Tree swallow C	*Tachycineta bicolor*
Turkey vulture C	*Cathartes aura*
Vaux's swift P	*Chaetura vauxi*
Verdin C	*Auriparus flaviceps*
Vermilion flycatcher P	*Pyrocephalus rubinus*
Vesper sparrow C	*Pooecetes gramineus*
Violet-green swallow C	*Tachycineta thalassina*
Virginia's warbler C	*Oreothlypis virginiae*
Warbling vireo C	*Vireo gilvus*
Western bluebird C	*Sialia mexicana*
Western kingbird C	*Tyrannus verticalis*
Western meadowlark C	*Sturnella neglecta*
Western screech-owl C	*Megascops kennicottii*
Western scrub-jay C	*Aphelocoma californica*
Western tanager C	*Piranga ludoviciana*
Western wood-pewee C	*Contopus sordidulus*
Whip-poor-will C	*Numenius phaeopus*
White-breasted nuthatch C	*Sitta carolinensis*
White-crowned sparrow C	*Zonotrichia leucophrys*
White-headed woodpecker C	*Picoides albolarvatus*
White-tailed kite X	*Elanus leucurus*
White-throated swift C	*Aeronautes saxatalis*
White-winged dove C	*Zenaida asiatica*
Williamson's sapsucker C	*Sphyrapicus thyroideus*
Willow flycatcher C	*Empidonax traillii*
Wilson's warbler C	*Cardellina pusilla*
Winter wren C	*Troglodytes hiemalis*
Yellow-breasted chat C	*Icteria virens*
Yellow-headed blackbird C	*Xanthocephalus xanthocephalus*
Yellow-rumped warbler C	*Setophaga coronata*
Yellow warbler C	*Setophaga petechia*

[1]Breeding bird criteria codes: O = observed, X = possible breeder, P = probable breeder, and C = confirmed breeder.

Table B-3. Bureau of Land Management sensitive species documented in the project area or in similar habitats within approximately 5-8 miles of the proposed race route.

Common Name	Scientific Name
Plants	
Eastwood milkvetch	*Asclepias eastwoodiana*
Rock purpusia	*Ivesia arizonica var. saxosa*
Sheep fleabane	*Erigeron ovinus*
Tonopah milkvetch	*Astragalus pseuiodanthus*
Sand cholla	*Grusonia pulchella*
Nevada oryctes	*Oryctes nevadensis,*
Beatley Buckwheat	*Eriogonum beatleyae*
Mammals	
Big brown bat	*Eptesicus fuscus*
California myotis	*Myotis californicus*
Dark kangaroo mouse	*Microdipodops megacephalus*
Desert bighorn sheep	*Ovis canadensis nelsoni*
Desert Valley kangaroo mouse	*Microdipodops megacephalus albiventer*
Fringed myotis	*Myotis thysanodes*
Little brown myotis	*Myotis lucifugus*
Long-legged myotis	*Myotis volans*
Mexican free-tailed bat	*Tadarida brasiliensis*
Pale kangaroo mouse	*Microdipodops pallidus*
Pallid bat	*Antrozous pallidus*
Silver-haired bat	*Lasionyteris noctivagans*
Spotted bat	*Euderma maculatum*
Townsend's big-eared bat	*Corynorhinus townsendii*
Western pipistrelle	*Pipistrellus hesperus*
Western small-footed myotis	*Myotis ciliolabrum*
Yuma myotic	*Myotis yumanensis*
Birds	
Bald eagle O[1]	*Haliaeetus leucocephalus*
Bendire's thrasher P	*Toxostoma bendirei*
Black rosy-finch C	*Leucosticte atrata*
Brewer's sparrow C	*Spizella breweri*
Burrowing owl C	*Athene cunicularia*

Ferruginous hawk C	*Buteo regalis*
Greater sage-grouse C	*Centrocercus urophasianus*
Golden eagle C	*Aquila chrysaetos*
Le Conte's thrasher C	*Toxostoma lecontei*
Lewis' woodpecker C	*Melanerpes lewis*
Loggerhead shrike C	*Lanius ludovicianus*
Northern goshawk C	*Accipiter gentilis*
Peregrine falcon P	*Falco peregrinus*
Pinyon jay C	*Gymnorhinus cyanocephalus*
Sage thrasher C	*Oreoscoptes montanus*
Swainson's hawk C	*Buteo swainsoni*
Western Snowy Plover	*Charadrius alexandrines nivosus*

Reptiles

No records.

Amphibians

No records.

Fish

No records.

Invertebrates

No records.

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[1]Breeding bird criteria codes: O = observed, X = possible breeder, P = probable breeder, and C = confirmed breeder.

Appendix C – Greater Sage-grouse Habitat Required Design Features

The following Required Design Features (RDFs) would be applied to the Proposed Action (Bureau of Land Management 2015).

General RDFs

The following RDFs would apply to development in all programs within OHMA consistent with applicable law.

RDF Gen 1: Locate new roads outside of greater sage-grouse (GRSG) habitat to the extent practical. **Not applicable, as no new roads would be constructed.**

RDF Gen 2: Avoid constructing roads within riparian areas and ephemeral drainages. Construct low-water crossings at right angles to ephemeral drainages and stream crossings (note that such construction may require permitting under Sections 401 and 404 of the Clean Water Act). **Not applicable, as no new roads would be constructed.**

RDF Gen 3: Limit construction of new roads where roads are already in existence and could be used or upgraded to meet the needs of the project or operation. Design roads to an appropriate standard, no higher than necessary, to accommodate intended purpose and level of use. **Not applicable, as no new roads would be constructed.**

RDF Gen 4: Coordinate road construction and use with ROW holders to minimize disturbance to the extent possible. **Not applicable, as no new roads would be constructed.**

RDF Gen 5: During project construction and operation, establish and post speed limits in GRSG habitat to reduce vehicle/wildlife collisions or design roads to be driven at slower speeds. **Not applicable, as no greater sage-grouse would be present in August.**

RDF Gen 6: Newly constructed project roads that access valid existing rights would not be managed as public access roads. Proponents will restrict access by employing traffic control devices such as signage, gates, and fencing. **Not applicable, as no new roads would be constructed.**

RDF Gen 7: Require dust abatement practices when authorizing use on roads. **Dust abatement cannot practicably be done on the race route. The route would be traversed once.**

RDF Gen 9: Upon project completion, reclaim roads developed for project access on public lands unless, based on site-specific analysis, the route provides specific benefits for public access and does not contribute to resource conflicts. **Not applicable, as no new roads would be constructed.**

RDF Gen 10: Design or site permanent structures that create movement (e.g., pump jack/ windmill) to minimize impacts on GRSG habitat. **Not applicable, as no permanent structures would be constructed or sited.**

RDF Gen 11: Equip temporary and permanent aboveground facilities with structures or devices that discourage nesting and perching of raptors, corvids, and other predators. **Not applicable, as no**

permanent structures would be constructed or sited. Any temporary structures would be occupied during the event and removed following the event.

RDF Gen 12: Control the spread and effects of nonnative, invasive plant species (e.g., by washing vehicles and equipment, minimize unnecessary surface disturbance; Evangelista et al. 2011). All projects would be required to have a noxious weed management plan in place prior to construction and operations.

RDF Gen 13: Implement project site-cleaning practices to preclude the accumulation of debris, solid waste, putrescible wastes, and other potential anthropogenic subsidies for predators of GRSG.

RDF Gen 14: Locate project related temporary housing sites outside of GRSG habitat.

RDF Gen 15: When interim reclamation is required, irrigate site to establish seedlings more quickly if the site requires it. **Not applicable, as there would be no interim reclamation required.**

RDF Gen 16: Utilize mulching techniques to expedite reclamation and to protect soils if the site requires it.

RDF Gen 17: Restore disturbed areas at final reclamation to the pre-disturbance landforms and desired plant community.

RDF GEN 18: When authorizing ground-disturbing activities, require the use of vegetation and soil reclamation standards suitable for the site type prior to construction. **Not applicable, as no ground-disturbing activities would be authorized in greater sage-grouse habitat.**

RDF GEN 19: Instruct all construction employees to avoid harassment and disturbance of wildlife, especially during the GRSG breeding (e.g., courtship and nesting) season. In addition, pets shall not be permitted on site during construction (BLM 2005b).

RDF GEN 20: To reduce predator perching in GRSG habitat, limit the construction of vertical facilities and fences to the minimum number and amount needed and install anti-perch devices where applicable. **Not applicable, as no vertical structures or temporary fencing would be installed in greater sage-grouse habitat.**

RDF GEN 21: Outfit all reservoirs, pits, tanks, troughs or similar features with appropriate type and number of wildlife escape ramps (BLM 1990; Taylor and Tuttle 2007). **Not applicable, as there would be no water reservoirs used.**

RDF GEN 22: Load and unload all equipment on existing roads to minimize disturbance to vegetation and soil.

Appendix D – Special Recreation Permit Stipulations

Following are proposed stipulations to be issued by the BLM Carson City District with the Special Recreation Permit for the Best in the Desert - Vegas to Reno 2016 race event. Conduct of the event authorized by the permit would knowledge of and constitutes an express and implied agreement by the permittee, Best in the Desert, Inc (BITD), including club members, employees, contractors, etc. to fully comply with the stipulations.

DRAFT 2016 Best in the Desert Vegas to Reno Stipulations

Issuance of Permit

Permittee shall abide by General Terms on Special Recreation Permit Form 2930-2.

This permit is subject to all applicable provisions of the regulations (43 CFR Group 2930) which are made a part hereof.

This permit is subject to the provisions of Executive Order no. 11246 of September 24, 1965, as amended, which sets forth the Equal Opportunity clauses. A copy of this order may be obtained from the signing officer.

Permit Fees

Payment due to the government shall be in conformance with existing regulations. If the Special Recreation Permit minimum fee (currently $105.00) has been charged in advance it will be deducted from the fees due. Cost Reimbursement shall be actual costs to the government for processing the permit and monitoring all pre, actual and post permitted activities as reflected by charges, including salaries (direct and indirect costs), vehicle mileage, per diem, and administrative costs, made to a special account established to track event processing costs. Estimated fees or costs shall be provided to the applicant prior to permit approval and must be paid in advance. Adjustments to use fee charges would be based on actual use reported on the Post Use Report.

Post Use Report (PUR) and fee payment: The permittee must submit a use report and fee payment within 30 days following the event or according to an agreed upon payment schedule. Failure to submit the PUR within 30 days may jeopardize future permit applications and result in the additional assessment of interest, administrative handling charges and non-payment penalties. PUR shall be submitted to the Sierra Front Field Office.

Number of entrants and any injuries or property damage must be reported in addition to fee computations.

The Use Fee will be: $105 minimum or $5.00 per participant per day or 3% of total gross receipts (including sales of souvenirs, t-shirts, food, fuel, parts, and spectator fees when occurring on public land), before deducting costs such as insurance, taxes, prizes, etc.), whichever is greater. In addition, payment of Cost Recovery (Agency expenses to process and administer permit) may be required.

General

Permittee shall indemnify, defend, and hold harmless the United States and / or its agencies and representatives against and from any and all demands, claims, or liabilities of every nature whatsoever, including, but not limited to, damages to property, injuries to or death of persons, arising directly or indirectly from, or in any way connected with the permittee's use and occupancy of the public lands described in this permit or with the event authorized under this permit.

Serious injuries or deaths must be reported to the authorizing office **immediately** to BLM's Carson City District, (775) 885-6000.

Permittee shall leave in place any hidden cultural values uncovered through activities authorized through this permit.

Permittee shall not disturb archeological and historical values, including, but not limited to, petroglyphs, ruins, historic buildings, and artifacts.

The permit authorizes use of public lands only. It is the permittee's responsibility to notify private land owners and other agencies, and to acquire permission or other permits as needed.

The permittee shall comply with all ***Federal, State, and local laws***; ordinances; speed limits, regulations; orders, postings; or written requirements applicable to the area or operations covered by the ***Special Recreation Permit*** (SRP). The permittee shall ensure that all persons operating under the authorization have obtained all required Federal, State, and local licenses or registrations. The permittee shall make every reasonable effort to ensure compliance with these requirements by all agents of the permittee and by all clients, customers, participants, or spectators under the permittee's supervision.

An SRP authorizes special uses of the public lands and related waters only and, should circumstances warrant, the permit may be modified by the BLM at any time, including modification of the amount of use. The authorized officer may suspend or terminate an SRP if necessary to protect public resources, health, safety, the environment, or because of noncompliance with permit stipulations. Actions by the BLM to suspend or terminate a SRP are appealable.

No value shall be assigned to or claimed for the permit, or for the occupancy or use of Federal lands or related waters granted thereupon. The permit privileges are not to be considered property on which the permittee shall be entitled to earn or receive any return, income, price or compensation. The use of a permit as collateral is not recognized by the BLM.

Unless expressly stated, the SRP does not create an exclusive right of use of an area by the permittee. The permittee shall not interfere with other valid uses of the Federal land by other users. The United States reserves the right to use any part of the area for any purpose.

The permittee may not assign, contract, or sublease any portion of the permit authorization or interest therein, directly or indirectly, voluntarily or involuntarily. However, contracting of equipment or services may be approved by the authorized officer in advance, if necessary, to supplement a permittee's operations. Such contracting should not constitute more than half the required equipment or services for any one trip and the permittee must retain operational control of the permitted activity. If equipment or services are contracted, the permittee shall continue to be responsible for compliance with all stipulations and conditions of the permit.

All advertising and representations made to the public and to the authorized officer must be accurate. Although the addresses and telephone numbers of the BLM may be included in advertising materials, official agency symbols may not be used. The permittee shall not use advertising that attempts to portray or represent the activities as being conducted by the BLM. **The permittee may not portray or represent the permit fee as a special Federal user's tax.** The permittee must furnish the authorized officer with any current brochure and price list if requested by the authorized officer.

In the event of default on any mortgage or other indebtedness, such as bankruptcy, creditors shall not succeed to the operating rights or privileges of the permittee's SRP.

Unless specifically authorized, an SRP does not authorize the permittee to erect, construct, or place any building, structure, or other fixture on the public lands. Upon leaving, the lands must be restored as nearly as possible to pre-existing conditions.

A copy of the permit, stipulations, operating plan and racecourse map must be on hand at the event area, and available to all event personnel.

The permittee must present or display a copy of the SRP an authorized officer's representative, or law enforcement personnel upon request. If required, the permittee must display a copy of the permit or other identification tag on equipment used during the period of authorized use.

The authorized officer, or other duly authorized representative of the BLM, may examine any of the records or other documents related to the permit, the permittee or permittee's operator, employee, or agent for up to 3 years after expiration of the permit.

Sale of alcoholic beverages is prohibited on public land.

This permit may not be reassigned or transferred by permittee.

This permit is subject to all applicable provisions of the regulations (43 CFR Group 2930) which are made a part hereof.

Permittee shall observe all federal, state, and local laws and regulations applicable to the premises and to erection or maintenance of signs or advertising displays including the regulations for the protection of game birds and animals, and shall keep the premises in a neat, orderly manner, and sanitary condition.

Permittee shall pay the United States for any damage to its property resulting from this use.

Permittee shall notify the authorized officer of address change immediately.

Authorized representatives of the Department of the Interior, other federal agencies, and game wardens must at all times, have the right to enter the premises on official business.

Resource Protection

Permittee shall take all reasonable precautions to prevent and suppress forest, brush, and grass fires, and to prevent polluting of waters on or in vicinity of the public lands.

During flagging operations and rehab work, event personnel shall make every effort to ensure that birthing, nesting, foaling, calving and fawning wildlife or livestock animals happened upon shall not be harassed. Sightings, conflicts and mortalities shall be reported to BLM monitors immediately.

The permittee shall do everything possible to insure that event participants and spectators do not harass or collect wildlife, plants, livestock or archaeological features or artifacts.

The course, pit, start/finish and check points must avoid stock watering tanks, springs, wells, wildlife improvements, raptor nests, corrals, etc. by no less than one-quarter mile unless otherwise approved by the BLM authorizing officer.

The event may not utilize, other than on designated roads passing through, for any activities, any burned area(s) which is/are recovering from the impacts of wildfire.

The permittee shall inform the participants to yield to any horses or burros on or near the racecourse. The permittee shall clear the course before each run to ensure that no horses or burros have wandered onto the racecourse.

Permittee shall not cut any timber from the public lands without prior written permission from the authorized officer.

Route Marking

No less than 15 days prior to use (or earlier if required by the Authorized Officer), the requested use area, course route and/or spectator/pit area(s) shall be marked sufficiently to allow BLM personnel to easily determine the location, size and extent of the requested use area. The use area(s), racecourse(s) and spectator/pit area(s) shall be confined entirely to the designated areas as approved by BLM. Spectator area/pit boundaries shall be clearly marked and monitored to the extent necessary to restrict spectators, pit crews and others to the confines of the designated areas. All event staff must stay in areas assigned. The permittee will be responsible for marking the use area, racecourse and boundaries of spectator parking and pit areas to the satisfaction of the authorized officer.

Establishment of permanent markers and improvements is prohibited.

The permittee will not mark the course by painting rocks or plants or other land features. Use of Enviro paint, paint balls, or colorful chalk, sprayed, splattered or poured onto rocks, brush or the ground is prohibited. Use of white gypsum or flour is allowed. It should be washed, brushed off of, or mixed into the soil after the event.

The permittee must notify BLM of the color flagging being used prior to course marking.

The event course must follow a definite, clearly marked route along roads and trails located as shown on the attached permit map. Traffic control methods and check points are to be located with the intent of keeping vehicles on the course.

The permittee must remove all route markers and other debris from the course not later than two weeks following the event.

The route may not be improved without consultation with BLM. This includes trimming tree branches, cutting brush or loosening fence lines along the route.

Racecourse Stipulations

Permittee shall monitor the race events to prevent damage from course cutting and participants traveling off course. The permittee shall establish racecourse checkpoints to prevent short coursing. Any participant caught short coursing or passing in no passing areas will be disqualified by race officials. The permittee will be responsible for keeping contestants on the designated route/course. Participants who violate any of the mitigation measures or stipulations shall be disqualified from the race. Any support personnel found in violation of the stipulations, associated with a participant shall result in the disqualification of that participant.

The event shall be confined entirely to a clearly defined and plainly marked area/route as shown on the authorized use area maps. Racecourses shall consist of existing roads, washes, old courses and trails. For lineal events, passing shall be limited to the disturbed areas of these roads, washes, old courses and trails. Passing is not permitted in vegetated areas adjacent to the course. The maximum allowable width of courses shall be no greater than the existing disturbance (road, old course or trails).

Permittee is responsible for stationing monitors and/or post signs at road intersections, prohibiting public access, where the general public is likely to access the racecourse.

The permittee will allow the public to utilize the roads when it is safe to do so.

Any participant or event official observed riding or driving in a manner causing unnecessary or undue resource damage or risk to human safety may be subject to separate fine or held responsible for making resource repairs or restitution.

Spectators and chase vehicles shall be directed to park to one side of the road to allow for an open travel lane in case of emergencies. Avoid parking vehicles on brush or grass. Do not improve (blade or dig up) parking areas unless permitted.

Permittee shall not enclose roads or trails commonly in public use.

Pre-racing is not authorized by this permit. Drivers may conduct route orientation at reduced speeds and according to guidance provided in 43CFR 8341.

Motorcycle and OHV free-play are prohibited in conjunction with and throughout the conduct of the event.

Check Points, Pit Areas and Spectator Areas

Personnel assigned to officiate at road crossings, check points, pits, etc. must be responsible adults (age 18 years or older), capable of making reasonable decisions while providing for the safe operation of the event site. Official personnel are considered participants of the event for insurance purposes.

Personnel assigned to remote check points shall park on ground that is previously disturbed or free of vegetation. Be alert to exhaust caused fires in brush and grass. A fire extinguisher must be readily available.

The Start/Finish and pit areas must be clearly flagged and positioned so as not to restrict or impair normal road traffic flow nor contribute to resource degradation.

All event support traffic must travel at reduced speeds when going to or from their assigned positions.

A speed limit of 25 mph within 1/4 mile ingress and egress of each pit or check point is recommended for support and spectator road access if the access road is dirt to surface help reduce road damage, dust generation, and potential vehicle accidents.

All flagging and litter must be removed prior to abandoning the check point.

Headlights should be on while driving in dusty conditions in pits or checkpoints or near spectator areas.

The permittee will be responsible for fencing and signing any areas that become a safety issue by spectators as they arise.

Spectators are only allowed in pit areas and at the Start and Finish Line. These areas are all monitored by pit captains and they are there to control both racers and their crews and families.

BITD staff shall immediately notify BLM event staff of any areas along course where individuals or groups are situated too close to course or of potentially hazardous conditions from general public proximity to course.

Safety and Hazards

The permittee will be responsible for public safety in the event area. It is the permittee's responsibility to inspect the area within 100 feet of the route for hazards that may affect rider or public safety prior to final flagging. The permittee must assume responsibility for inspecting the permitted area for any existing or new hazardous conditions, e.g., trail and route conditions, landslides, avalanches, rocks, changing water or weather conditions, falling limbs or trees, submerged objects, hazardous wildlife, or other hazards that present risks for which the permittee assumes responsibility.

The permittee is required to post warning signs, caution race in progress signs, use caution tape at all public roads accessible to the event course. The permittee is required to post warning signs near any unmarked mine shafts, or obvious hazard adjacent to the race route or within 100 feet of any Pit or Check Point. Permittee will verbally notify participants of hazards at the rider's meetings.

Discovery of unmarked abandoned mine operations must be reported immediately to BLM or Nevada Department of Mine Safety at: 1-800-541-MINE.

The permittee must avoid telephone, telegraph or electrical transmission line roads for pits, parking, or check point areas.

Drivers should be advised of potential close proximity of power poles and guide wires along utility rights-of-way approved as race route. Race promoter shall coordinate with Sierra Pacific Power Company before and after the race, or when an accident involves a line: Call Operations at (775) 834-4716.

Where natural gas transmission pipeline rights-of-way are used, drivers, event personnel and spectators must avoid camping on, driving, passing maneuvers, hard or sharp power turns, parking on or conducting vehicle repairs upon the elevated dirt berm which protects the pipe. Stop checks shall be set-up in such a way that acceleration occurs beyond the berm and away from gas line valve and pump stations. Race promoter shall coordinate with Paiute Pipeline Co.: (775) 887-2740 before and after the race, or when an accident involves a gas line.

Welding repairs are restricted to un-vegetated pit locations. Fire extinguisher must be readily available.

During vehicle repairs either at the pit areas or along the route, crews shall put down a tarp, rug or fluid collection material prior to working on the vehicle.

Portable, RV or camp toilet facility and trash barrels must be provided at any field location accommodating spectators, participants or support personnel.

All refuse must be removed from these areas immediately after occupation.

Draining of motor fluids is strictly prohibited on public and private lands. The permittee will be responsible for cleaning up and disposing of such wastes in a timely and appropriate manner.

Sanitation

Permittee shall provide a minimum of two (2) restrooms at every start/finish (S/F) area, pit location and/or spectator area on public lands which will be occupied for more than four (4) hours; and additional units if; 1) the S/F, pit, or spectator areas are split by the course route or a physical barrier, two restrooms shall be provided on either side; or if 2) the S/F, pit or spectator area is in excess of 1/4 mile (1,320 feet) in length, restrooms (2) shall be provided at both ends. Restrooms may be provided through rental of units, use of self-contained trailers or motor homes or any other means providing access to the general public in S/F and spectator areas and all crews in pit areas. If restrooms other than rental units are used, adequate signage must be provided to make their presence known. All refuse must be removed from the event area and deposited in an approved treatment facility or landfill. Exceptions to this stipulation include; 1) Check points manned by only a few personnel; 2) S/F, pit or spectator areas adjacent to hotel or casino properties offering restroom facilities; 3) Events where there are no specified S/F, pit or spectator areas (i.e. Tour and Trail rides); and 4) Pit areas for point-to-point events where pit crews stay only long enough to service their vehicle then move onto the next point (S/F and spectator areas for these type events still require restrooms if used in excess of four (4) hours). All restroom facilities must be removed from area within 24 hours after the event.

Draining of sewage fluids is strictly prohibited on public and private lands. The permittee will be responsible for containment, cleaning and disposal of wastes in a timely and appropriate manner.

Fuel and Fluid Handling

Petroleum spills of one (1) gallon or more must be reported to BLM. Contaminated soils shall be shoveled up and discarded appropriately.

A method of controlling and capturing fuel spilled during fueling must be placed under all dump cans and under each vehicle during fueling operations. Fueling nozzles on portable fuel containers must be stored elevated or in an appropriate system to contain fuel. Commercially absorbent products are readily available and are highly recommended. Other methods may be used as long as the containment system absorbs fuel and doesn't allow the fuels to run off or drain through.

All pits with 50 or more gallons of fuel must provide for fuel containment. At a minimum this requires an impermeable membrane with raised edges capable of containing all fuels on site should the containment vessel fail, and absorbent materials (commercially produced spill pads, diapers) available to soak up spilled fuels. This does not apply to fuels located within fuel trucks or fuel drums not in use stored in trucks or trailers.

During vehicle maintenance and repairs all fluids must be contained in spill proof containers. Drop cloths and absorbent pads shall be used under vehicles when changing fluids or repairing engines and transmissions where fluids may be released.

Communications

The permittee must provide a communications system from the event course to

The permittee shall provide for first aid, emergency response coordination and law enforcement should a participant, spectator or other public become sick, injured, disruptive or belligerent at the event.

The permittee shall notify local emergency response personnel 30 days prior to the event and make a reminder call the day before the event.

An escaped fire or an observed wildland fire ignition must be reported immediately by calling 911 or notifying emergency response personnel.

All motorcycles and ATV's must have working spark arresters at all times when riding on public lands. Four wheeled vehicles must have a legal muffler/spark arrester. It is the permitee's responsibility to inspect for and ensure compliance.

Medical Response

Permittee shall ensure the provision of Emergency Medical Services, capable of locating, rendering aid to and evacuating any accident victims.

The permittee shall prepare a written operations plan for BLM review and approval detailing permittee's plans for providing emergency services including aid to injured participants, evacuation of injured participants and the types and location of rescue equipment to be provided. This plan shall comply with the applicable medical stipulations and shall ensure that emergency aid personnel can access the scene of any accident or injury, at any location within the approved event area or on the course route, within 30 minutes of notification of an incident to evaluate the situation and begin to render aid.

First aid service shall include a minimum of one ambulance unit, which is dedicated to the event and has no public call response responsibility, and is permitted by the local authority having jurisdiction. (e.g. Nye County Health District, or Nevada State EMS) (Use of a public entity is permitted where no suitable private services capable of being “event dedicated” are available or located within 100 miles of the main event site.) This unit shall only be acceptable if staffed and equipped to the local standards as prescribed by the authority having jurisdiction. Dedicated 4X4 units minimum 1 for every 25 track miles equipped for rendering aid to, and evacuating any accident victim. Staffed by an Emergency Medical Technician Basic (or higher) equipped with sufficient supplies for emergencies, including locally approved equipment for the immobilization of the cervical spine. A means of suppression of a fire in the incipient stage, and for the extrication of victims from within a motor vehicle must be provided, and remain dedicated to the event. This includes the provision of a hydraulically operated gas or electric powered tool system for the cutting and spreading operations related to victim extrication from vehicles. A dedicated and reliable means for the first aid provider to immediately contact emergency dispatch centers shall be required.

Fire Prevention

Each race and event official vehicle shall carry a fire extinguisher.

Fire extinguisher(s) must be ready and handily located at fueling areas, check points, stop checks, road crossings, and during welding operations.

The permittee shall contact the BLM Field Office prior to the event to determine welding, campfire and smoking restrictions. If fire restrictions are in place, cooking may be done on gas or propane stoves only. Welding may be done in cleared areas only. Smoking is to occur within an enclosed vehicle only.

Campfires may not be ignited if weather conditions are hot and dry or if fire restrictions are in place.

Racers and chase vehicles shall avoid parking on vegetated lands off the side of roads. If they must, drivers should check frequently for smoldering grass or brush which could become lodged up in the undercarriage or on the exhaust system.

The use of incendiaries, fireworks, or road flares is prohibited due to potentially high wildland fire occurrence.

The permittee or any participant may be held accountable for suppression of a wildland fire determined to be directly caused by those associated with the event.

Bonfires are prohibited at all times.

Noxious Weed Prevention

The permittee will inspect all race vehicles to ensure they have been cleaned prior to the race. This is an effort to prevent the introduction of any new weed populations. Any race vehicle not cleaned before the race will be subject to penalty and/or disqualification. The permittee will also make an honest effort to encourage those at the race to wash all vehicles at the nearest washing facility.

Event staff and support vehicles should be advised to power-wash vehicles of dirt, mud and vegetation after each event. The underside, tires, suspension, and steering components should be thoroughly washed at a facility that collects waste water. Personnel gear, shoes and clothing should also be cleaned of dirt and plant materials before traveling to a new event site.

Post Activity including Rehabilitation Guidelines

The permittee will be responsible for the prompt repair of any event-related damages to utility rights-of-way and related improvements within 72 hours after the event. If they are not returned to a condition that is satisfactory to the Authorizing Official and the Utility Company, the permittee will be assessed a fine to cover the cost of a contractor to get the work completed.

Staking, flagging materials, equipment, temporary facilities, litter and all other event related materials will be completely removed to an approved landfill by the permittee within 15 days following the event. If BLM post-race field checks reveal event related materials that have not been removed, BLM shall notify permittee and allow an additional 7 days for removal. Permittee shall be required to reimburse BLM for costs of subsequent field checks. If event materials remain after the field check, BLM shall effect their removal by both contract or BLM personnel, and bill the permittee for any associated costs.

The Authorized Officer will complete a Post Event/Race Evaluation. Upon inspection, a determination will be made on which portions of the event area or racecourse, if any, need additional rehabilitation. The permittee may be required to grade, drag, disc or seed; soil and vegetation areas within the course and pit areas that were significantly changed or impacted as a result of the event. Main access roads used by support or rescue vehicles where significant road damage occurs must be graded to prevent status. Site-specific stipulations requiring rehabilitation of areas must be accomplished within four weeks following the event unless a shorter time frame is required for public safety. The permittee shall be responsible for all costs associated with rehabilitation required.

The BLM representative shall inspect the course, pit and event areas immediately after and within ~~two~~ four weeks following the event to evaluate event effects on resources and permittee's compliance with resource protection and rehabilitation measures. The permittee shall be notified of additional rehabilitation needs.

Turn, acceleration and cross-road ruts and berms must be raked prior to abandonment. Loose rocks in the common public roadways must be cast aside. Center berms must be eliminated or reduced to accommodate stock vehicle passage.

The permittee may be required to grade, drag, disc or seed soil and vegetation areas within the course and pit areas that were significantly changed or impacted as a result of the event.

Main access roads used by support or rescue vehicles during muddy or excessively dry conditions where significant road damage occurs must be graded or stabilized to pre-event status.

Ruts and/or depressions due to soil loss should be refilled and smoothed to pre-event soil levels. Use of a drag is recommended to loosen and spread soils to create a more natural appearance and to maintain route condition for future use.

Neutralize single-track ruts 4 inches deep or more where soil erosion or channelized water run-off is likely, or where safety to other vehicle traffic could be affected.

Repair any damages to fences, posts, gates or range improvements that occurred as a result of the race/event. Soil ruts that develop at gate locations must be reduced to prevent livestock from getting under the gate/fence. Loose wire must be tightened to prevent livestock entanglement. Leave gates open or closed according to condition found at race time.

If mechanized equipment is required to make trail repairs, use must be coordinated with BLM. Extra caution must be taken when making repairs near historic ruins, rock walls, tailings piles, and historic debris.

Media

All media personnel are to strictly adhere to the applicable Special Recreation Permit Stipulations issued to the permittee for the duration of the permit.

A copy of video will be submitted to the Authorized Officer of the BLM.

Provision for credit will be listed on subject as:
USDI, Bureau of Land Management
Tonopah Field Office, Nevada
Ely District Office, Nevada

Carson City District, Nevada

Use of event site for Media Pre-running of racecourses will not be allowed without written permission from the BLM Authorized Officer.

Media personnel must stay on existing roads and are not permitted to travel cross-country at any time.

Media personnel are allowed to stand near the track but must stay off the track. Media personnel seen on the track will be escorted off the racecourse and cited and not be allowed back to the event.

Media personnel must wear the appropriate safety vests, and displayed the proper credentials at all times. This includes have the vehicle pass properly affixed to the windshield of the media vehicle.

Stay off the track. Media personnel are allowed to stand near the track but please stay off. Media personnel seen on the track will be escorted off the race site and not be allowed back to the event.

Media interfering with law enforcement or emergency personnel will be prosecuted under federal and/or local laws.

Helicopters are required to maintain 500 feet above ground level at all times.

All aircraft, fixed or rotor wing, must use designated airports for staging, refueling, and long term stationing. Helicopter landing areas must be on lands other than public unless authorized by the Special Recreation Permit. In-flight emergencies and life-flights are exempt. All Aircraft refueling operations,

fixed or rotor-wing, occurring on public lands must conform to the “Fuel and Fluids Management” stipulations listed above.

Cancellation

At the discretion of the Authorized Officer, BLM Law Enforcement, or local law enforcement may cancel the event due to improper procedures for road crossings, actions placing the public in harm’s way, or race related conditions (dust over the roads and highways).

Compliance and Monitoring Standards

Non-compliance with any above permit stipulations will be grounds for denial of future permits, and/or race cancellation.

Performance levels are:

A= Acceptable: Permittee is in compliance with permit stipulations; has taken prompt steps to rectify any performance issues and complaints; does not repeatedly violate conditions, or show a disregard for stipulations.

P= Probationary: Where there has been repeated violations or a disregard for permit stipulations.

U= Unacceptable: Permittee willfully and/or repeatedly violated permit conditions to provide substandard service to the public. Conduct is lacking in reasonableness or responsibility to the point that it becomes reckless or negligent.

Response to Violations and Penalties:

A= Complaints/issues may be discussed over the phone or in writing. When due dates or completion dates are established, the permittee will be afforded a 15 day grace period, unless otherwise specified.

P= A Notice of Noncompliance (Notice) will be issued by the Authorized Officer specifying in what respects the permittee has failed to comply, the terms of the probationary status, and the consequences of further noncompliance.

U= For multiyear permits, permit privileges may result in suspension, termination, or revocation. For one-time event permits, the Authorized Officer may determine acceptance of future permit applications. The permittee would be allowed the opportunity to appeal the decision under Title 43 CFR, Part 4.

Critical Standards - a breach of critical standards can lead directly to administrative penalties, suspension or revocation of a permit. Critical standards are stipulations and requirements necessary for the health and welfare of the public and protection of resources. The permit shall be suspended or revoked if required State or local licenses pertaining to public health and safety are revoked.

Violation of mandatory Federal or State safety requirements will result in probationary status or loss of permit privileges.

The conviction of a violation of any Federal or State law or regulation pertaining to the conservation or protection of natural resources, the environment, endangered species or antiquities that is related to permit operations will result in probationary status or loss of permit privileges.

Added Stipulations

The permittee shall snow fence or use a dirt berm to keep pit crews and event participants away from the mine tailings within the Wilkin Gravel Pit.

Desert Tortoise Habitat Stipulations

The following stipulations are terms and conditions from the Final Programmatic Biological Opinion (USFWS 2003). These would apply to the Beatty to Dayton Route where it crosses desert tortoise habitat.

- Entrants, pit crew members, crowd-control officials, race monitors, checkpoint personnel, and clean-up crews shall be informed, either through a presentation or a pamphlet, of the occurrence of Desert tortoise in the race area, and the threatened status of the species. All such personnel shall be advised of the definition of "take," the potential for impacts to the Desert tortoise, and the potential penalties (up to $25,000 in fines and 6 months in prison) for taking a threatened species in a manner not permitted in the incidental take statement. The permit holder shall provide a written statement for signature acknowledging receipt of information regarding the Desert tortoise and any special stipulations in place for tortoise protection from all entrants. All race monitors and check-point personnel shall be provided the race stipulations and the procedures for reporting permit violations.

- Minors and responsible adults participating in mini-events shall be informed they shall not ride their all-terrain vehicles (ATVs) or motorcycles in the desert after they finish a mini-event. This includes the open desert as well as roads and trails. Failure to comply with this condition by any child associated with a particular rider shall result in the disqualification of that rider.

- If a vehicle breaks down, it will be moved to the side of the race course, avoiding damage to vegetation to the extent possible. Participants who stop to rest will pull over onto side roads or areas devoid of perennial vegetation. Riders who retire from the race will either wait along the course for their crew to pick them up, or travel along the course to the pit area. Chase crews will be limited to retrieving vehicles that are broken down along the course. All chase vehicles must have a pit pass.

- Spectator vehicles will be allowed in designated spectator areas only. Within Desert tortoise habitat, spectator areas will be confined to existing disturbance areas. The promoter will be required to mark the boundaries of the spectator area so that spectators can readily tell where the boundary is located. A monitor, appointed by the permit holder and recognized by BLM, will be placed at each spectator area, to ensure spectators remain within the designated boundary. Anyone found outside of the designated area will be subject to citation by a BLM law enforcement officer.

- Pit crews will use only authorized pit areas. Pits shall be confined to existing disturbed areas. The pit area boundaries will be clearly marked to delineate the pit from the surrounding desert. On buggy races with pits, pit areas will be marked with a sign stating that a pit pass is required. A maximum of 10 pit passes will be issued to each entrant. Pit passes will have the name and date of the event and will be affixed to the windshield of the vehicle. Vehicles in the pit area without pit passes will be towed at the owner's expense.

- All event-related vehicular activities will be confined to authorized vehicle routes and the course itself, and will not stray into vegetated areas. All major access routes leading into restricted areas will be monitored, or marked closed and bannered off. Road markers, vehicle barricades, or signs will be installed either the day of the race or the day before the race. Personnel shall be stationed at these areas, as appropriate, to enforce access restrictions. Directional signs to spectator and pit

areas will be posted at all main access points. Race-in-progress signs will be posted at each location where the race crosses another road. Other disqualification or hazard zones will be monitored periodically during the event.

- BLM staff will be present during daylight hours of the event to check for compliance with stipulations of the race permit. The importance of staying on the race course will be stressed to all participants by BLM and the promoter.

- A sufficient number of monitors and crowd control officials, as determined by BLM's authorized officer, will be present at the event to enforce compliance with stipulations of the race permit.

- Permittees shall be responsible for trash and litter clean-up along the course and in spectator and pit areas. Stakes, flagging materials, temporary facilities, litter, and all other event-related materials shall be removed from the course and pit, parking, and spectator areas. The race courses and parking areas shall be restored, at a minimum, to pre-race conditions within 15 days after the event. Garbage and food will be removed from the site of the event and will be disposed of in authorized sanitary landfills.

- In order to reduce casual use of the race course, the promoter will be required to station monitors and/or post signs at road intersections, prohibiting public access, where the general public is likely to access the race course.

- During race activities, any Desert tortoise s found on or adjacent to the race course shall be relocated into undisturbed desert within 1,000 feet by BLM personnel experienced and trained in the handling of tortoises, or BLM contractors experienced and trained in the handling of tortoises according to current approved protocol. This protocol is found in *Guidelines for Handling Desert tortoise s During Construction Projects* (Desert tortoise Council, 1994, revised 1999). Tortoises shall be deliberately moved solely for the purpose of moving them out of harm's way. Desert tortoise shall not be placed on lands not under the ownership of the Federal government without the written permission of the landowner. All personnel involved in tortoise capture shall obtain appropriate permits from the Nevada Division of Wildlife (NDOW) prior to handling any Desert tortoise.

- Measures a, b, g, h, j, m, and n shall apply to publicity runs and mini-events. Because mini-events are held in conjunction with larger race events, measures c, e, g, and o will already be in effect. On publicity runs, event-related vehicular activity will be confined to authorized routes and the course itself, and will not stray into vegetated areas.

- To the extent possible, the race promoter will have the race course cleared of all unauthorized vehicles and personnel prior to each race.

- The authorized officer and wildlife staff will be responsible for overseeing compliance with the various terms and conditions and reporting requirements and shall provide coordination between the permit holder and BLM.

- Participants in each race who violate any stipulation for that event shall be disqualified from the race. Additionally, failure to comply with the above stipulations by any member of the support team or spectators associated with a particular driver or rider shall result in the disqualification of that driver or rider.

- To help control spectators, the event promoter will station at least one person at the primary entrance to the spectator area for at least two hours before the start of the race and one hour after

the start of the race. This individual will stop all cars coming into the area, give the occupants information on the limits of the spectator area, and advise them where they can and cannot park.

- Participants will be informed that passing on buggy, ATV, and motorcycle courses will be limited to the disturbed areas of roads, trails, and washes and will not occur in vegetated areas adjacent to the course.
- Additional stipulations or modifications may be required based on terms and conditions in the biological opinion issued for a particular event.
- Vehicles shall be limited to existing roads and trails within Desert tortoise habitat

Assessment of habitat rehabilitation recommended:

No rehabilitation is required as no surface disturbance is authorized. If disturbance occurs, the proponent will be required to pay for any rehabilitation necessary.

Film Permit Stipulations

The following stipulations have been incorporated into the permit in order to manage filming activities being conducted on public land. The Permittee shall comply with the following stipulations:

General

1. The Permittee shall comply with all applicable Local, State and Federal laws and regulations.

2. The Permittee shall indemnify and hold harmless, the United States, against any and all liability; direct or indirect, arising from the occupancy and use of the public land associated with the activities herein authorized.

3. The Permittee shall designate a representative for field operations before activities may commence. This person shall be the sole field representative for the Permittee's employees or contractors in dealing with the Authorized Officer. Said representative shall be responsible to receive and comply with all communications and decisions issued by the Authorized Officer. The selected representative shall be a Unit Production Manager or higher.

4. Unless specifically approved in writing as part of the permitted activity, all use under this permit shall be confined to areas of previous surface disturbance.

5. The Permittee is not granted exclusive usage of public land. Therefore, the Permittee must be cognizant of other user's needs in relation to its own uses and shall permit free and unrestricted public access to and upon the public land for all lawful purposes unless otherwise authorized by the Authorized Officer for public safety.

6. In areas other than open areas, vehicle use shall be limited to existing roads. The Permittee shall not leave the road surface to turn around or to go around any obstruction on the road itself. Vehicle speeds are limited to 25 MPH on ALL dirt and access roads.

7. This authorization is issued subject to all valid existing rights as of the date of issuance.

8. The Permittee shall inform all employees, contractors, and subcontractors of the terms and conditions of this authorization. Any officer, employee or agent of the Bureau of Land Management (BLM) may direct the Permittee or its employees, contractors, or subcontractors to cease and desist all activities on public land at any time in order to protect significant public land resources. Activities shall resume only upon written approval by the Authorized Officer.

9. The Permittee shall remove from public land and properly dispose of any and all trash, litter, debris, waste, excess materials, including flagging and signs, or other substances and materials resulting from the use under this authorization. All trash and food items shall be promptly contained within closed, raven-proof containers. These shall be regularly removed from the project site to reduce the attractiveness of the area to ravens and other tortoise predators. All litter and garbage will removed to a county approved landfill. The authorized office will be provided with proof of receipts of disposal upon request.

10. Many of the film locations on public land are remote. Permittee shall be responsible for ensuring adequate sanitation facilities for participants is provided. Toilet facilities may be either porta-potties or motorhomes.

11. The Permittee will provide a copy of the film in the form of DVD or video to the Authorized Officer. If still photography, the Permittee will provide either a photo or tear sheet of the photo for the BLM's records. Additionally, the Permittee hereby agrees to the allow the BLM duplicate a segment of the DVD, video or photos for the purpose of promoting public land to the film industry or for internal government training. The BLM will not use the DVD, video or photos for any commercial purpose.

12. The Permittee will provide film credits for movies and television shows. The credits will read as follows for use of public lands.

U.S. Department of Interior
Bureau of Land Management
Tonopah Field Office, Battle Mountain District
Caliente Field Office, Ely District Office
Stillwater Field Office, Carson City District Office
Sierra Front Field Office, Carson City District Office

13. The Permittee shall maintain liability insurance, naming the United States Department of the Interior, as co-insured in the minimum amount of $1,000,000 for the full term of the permit.

14. If vehicles, equipment, materials, etc. are left on site overnight, a caretaker must be present to ensure the security of the property.

15. This permit does not authorize the taking, killing, or collection of any wildlife, vegetation or soils or the introduction of plants or animals at any location authorized by a permit.

16. Filming operations shall be conducted in such a manner as to avoid creating safety hazards to other public land visitors and to the filming crews.

17. The Permittee shall take adequate steps acceptable to the Authorized Officer to rehabilitate any surface disturbed during use under this permit, including areas previously disturbed, to a condition

comparable to their condition prior to the permitted activity. (Examples: smoothing of berms or disturbed soil to natural contour; removal of vehicle ruts; replacement of fences or gates, etc.)

18. Commercial filming activities involving pyrotechnic or explosive devices must be specifically authorized by the BLM on the permit.

19. The Permittee must be in physical possession of this permit to constitute a valid authorization. These documents must be presented to any Federal, state or local law enforcement officer requesting their possession.

20. The Permittee is fully responsible for obtaining any permits or approvals required by state, local, or other Federal agencies. (Examples: county use permits, fire permits, county air quality permits, etc.)

21. The Permittee shall place signs and other warning devices as deemed necessary by the authorized officer to warn of the action taking place.

Cultural Resources

1. Any cultural and/or paleontological resources (historic or prehistoric site or object) discovered by the Permittee, or any person working on his behalf, on public or Federal land shall be immediately reported to the Authorized Officer, BLM. Permittee shall avoid the immediate area of such a discovery. The Permittee shall ensure that there will be no collection of historic or prehistoric artifacts or objects for use in sets or for personal use. Nor will there be any "sanitizing" of the set, i.e. cleaning "litter" from the shot area, or the picking up of historic can or trash scatters or nay other prehistoric or historic objects.

2. The permit holder (or any person working on their behalf) is prohibited from moving, disturbing, and sharing the location of any cultural resource(s); Native American human remains, funerary item(s), sacred objects(s), or object(s) of cultural patrimony; faunal (animal) bones or remains that are indeterminate (not clearly human or non-human); or paleontological resource(s), discovered during the course of activities on federal land.

Wildlife

Desert Tortoise Habitat Stipulations (USFWS 2003), stated above, would also apply to the film permit.

Water Quality

1. No dumping of water, sewage, trash, oil or any other petroleum products is allowed in the area. All wastes must be transported out of the area.

Fire Management

1. Smoking shall be allowed only in designated areas on public land. These areas shall be clearly marked and supplied with proper smoking disposal equipment. Any violation of this stipulation may result in the temporary suspension of the permit until such time that the proponent conducts a safety meeting with BLM fire fighters in attendance. Continuous violations of this stipulation will result in the termination of the permit.

Appendix E – Maps

Figure 1 – Proposed race route.

Figure 2 – Beatty to Dayton.

Figure 3 –Transfer Route

Figure 4 – Desert tortoise habitat

Figure 5 – Greater Sage Grouse Habitat

Figure 6 – Bi-State Sage Grouse Habitat

Figure 7 – Proposed Action CESA

Figure 8 – Beatty to Dayton CESA

Figure 9 – Transfer Route CESA

Figure 10 – VRM Classes for the Proposed Action

Figure 11 – VRM Classes for Beatty to Dayton

Figure 12 – VRM Classes for the Transfer Route

Figure 13 – Proposed Action Course within the Basin and Range National Monument.

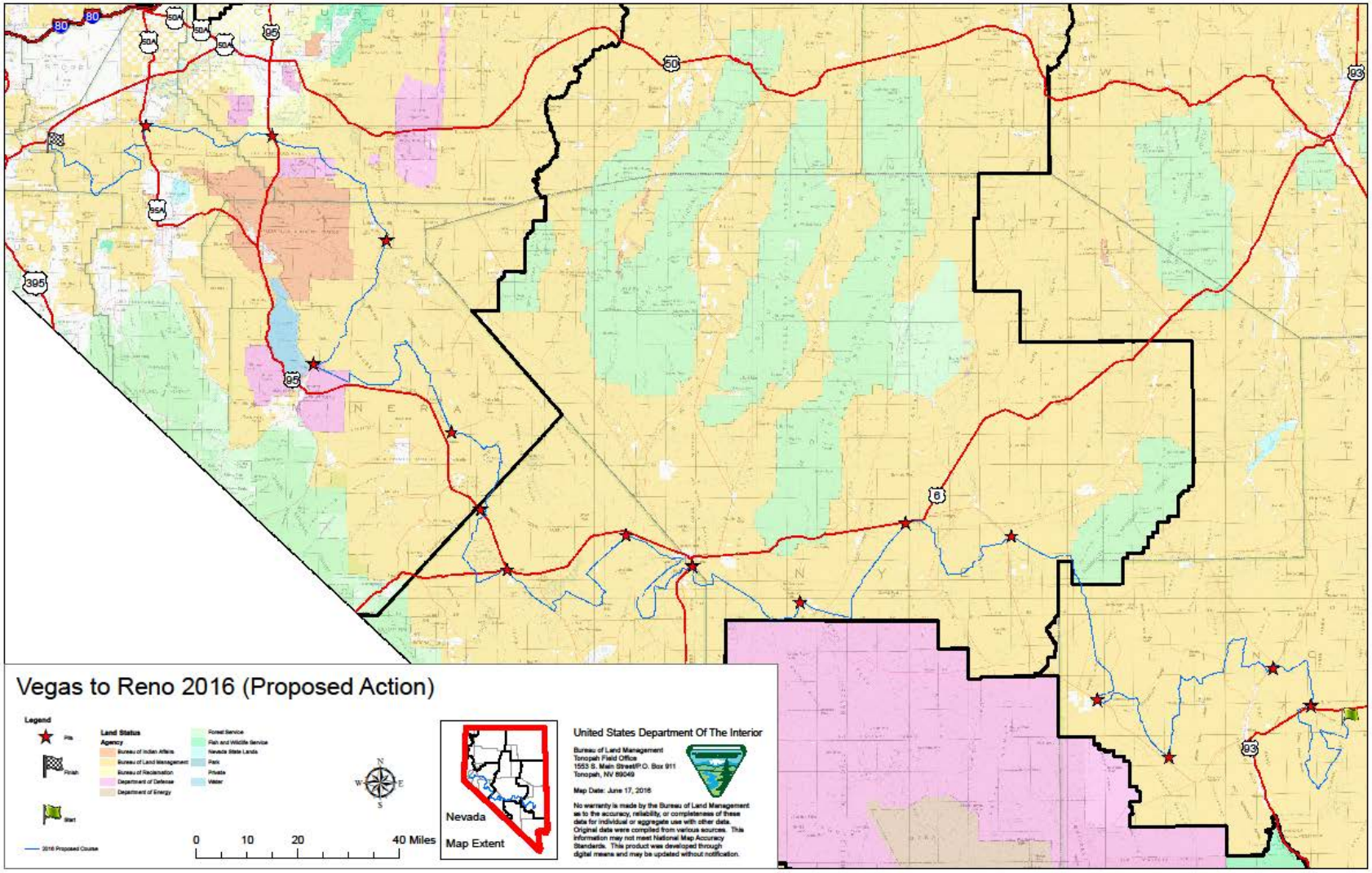

Figure 1. Proposed race route through (east to west) BLM Ely, Battle Mountain, and Carson City districts.

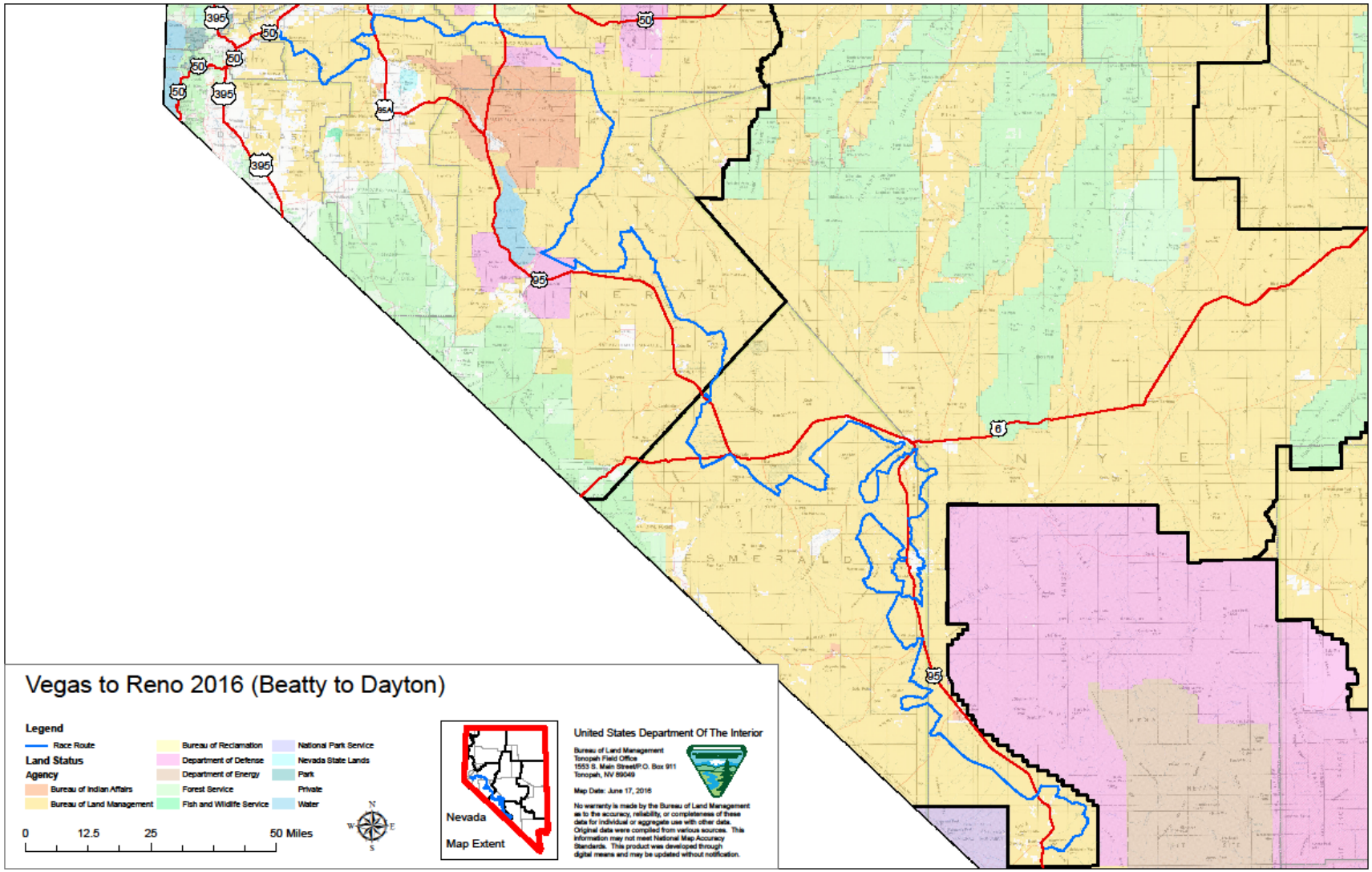

Figure 2. Beatty to Dayton.

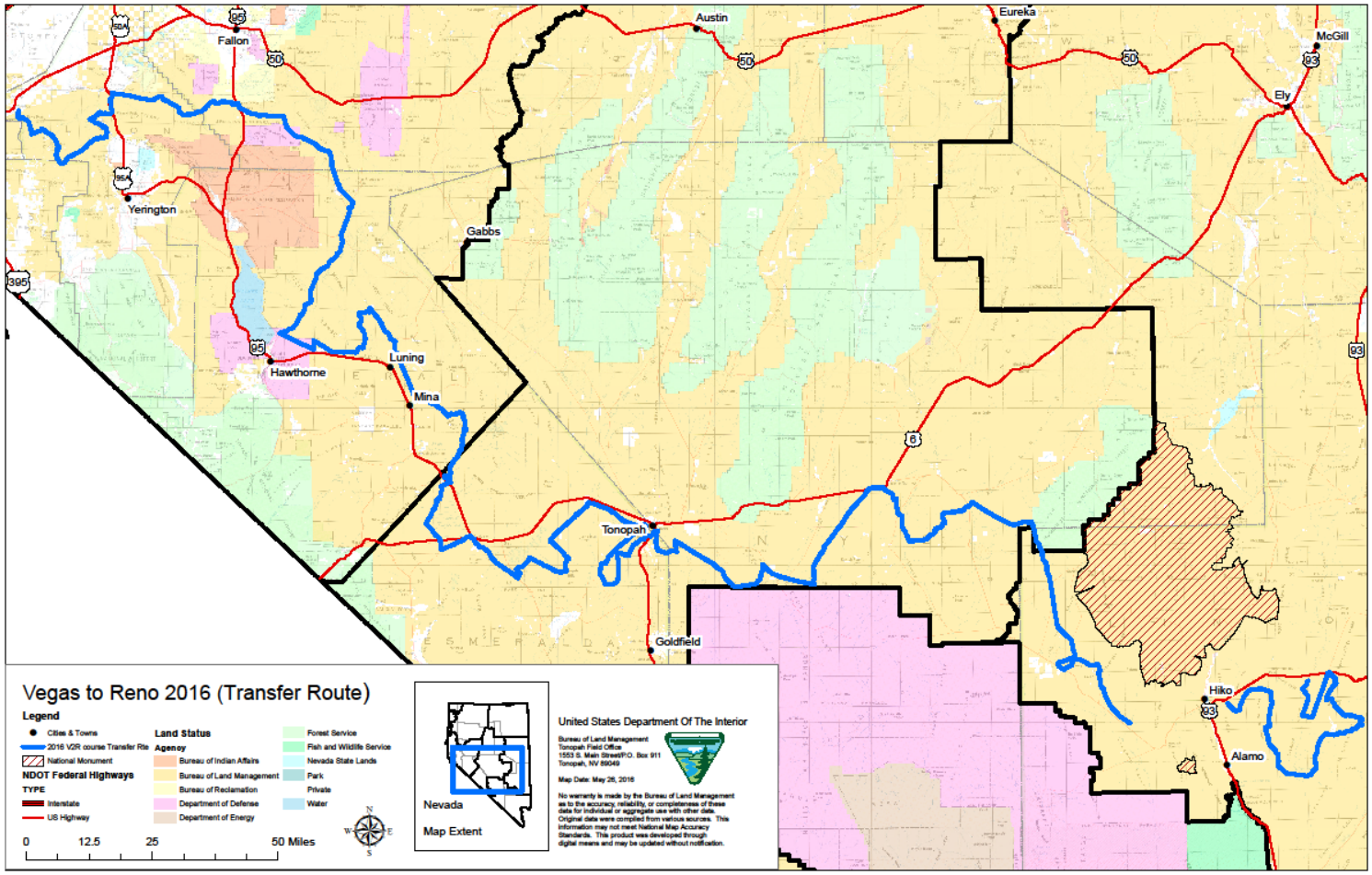

Figure 3: Transfer Route

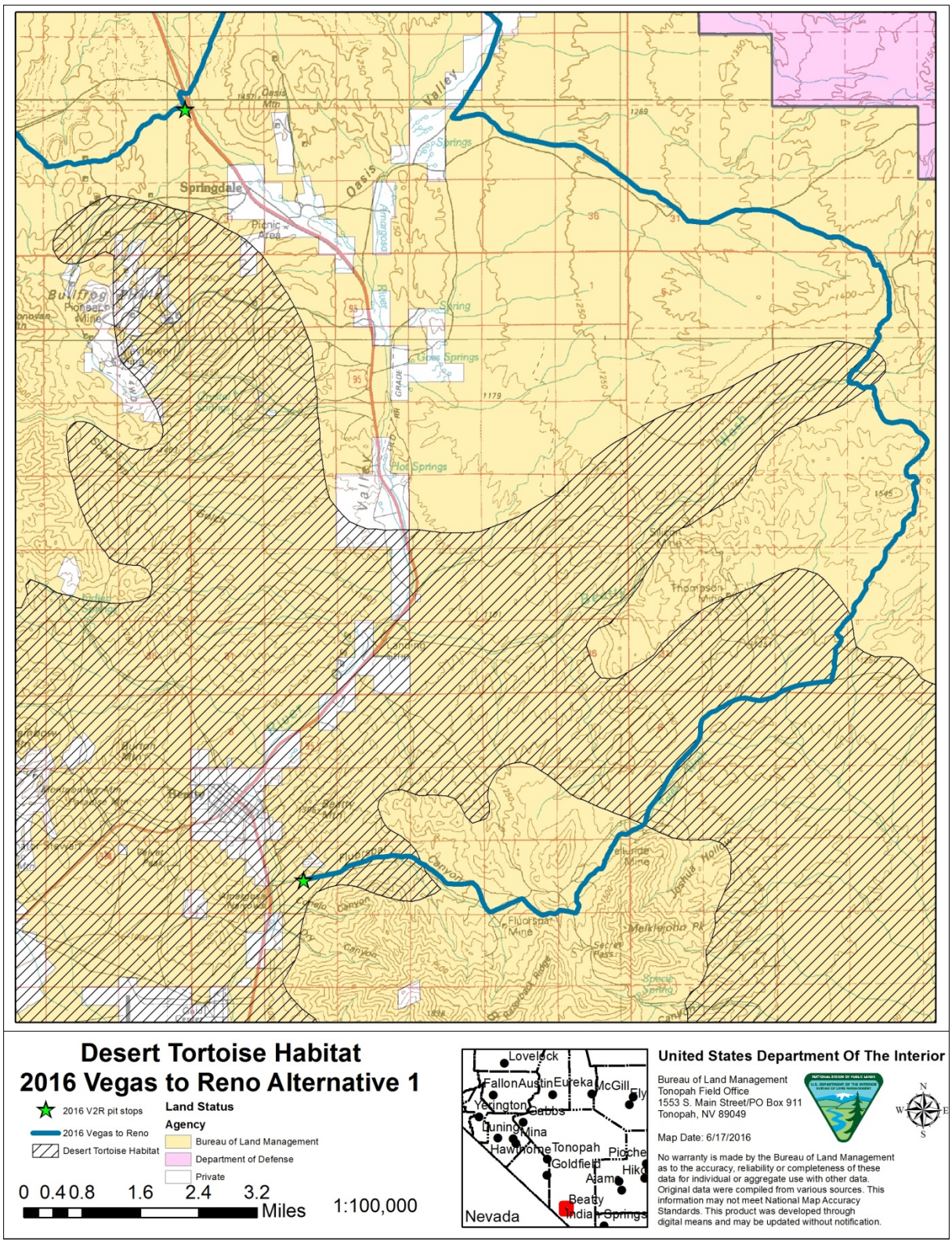

Figure 4. Desert tortoise habitat, Beatty to Dayton.

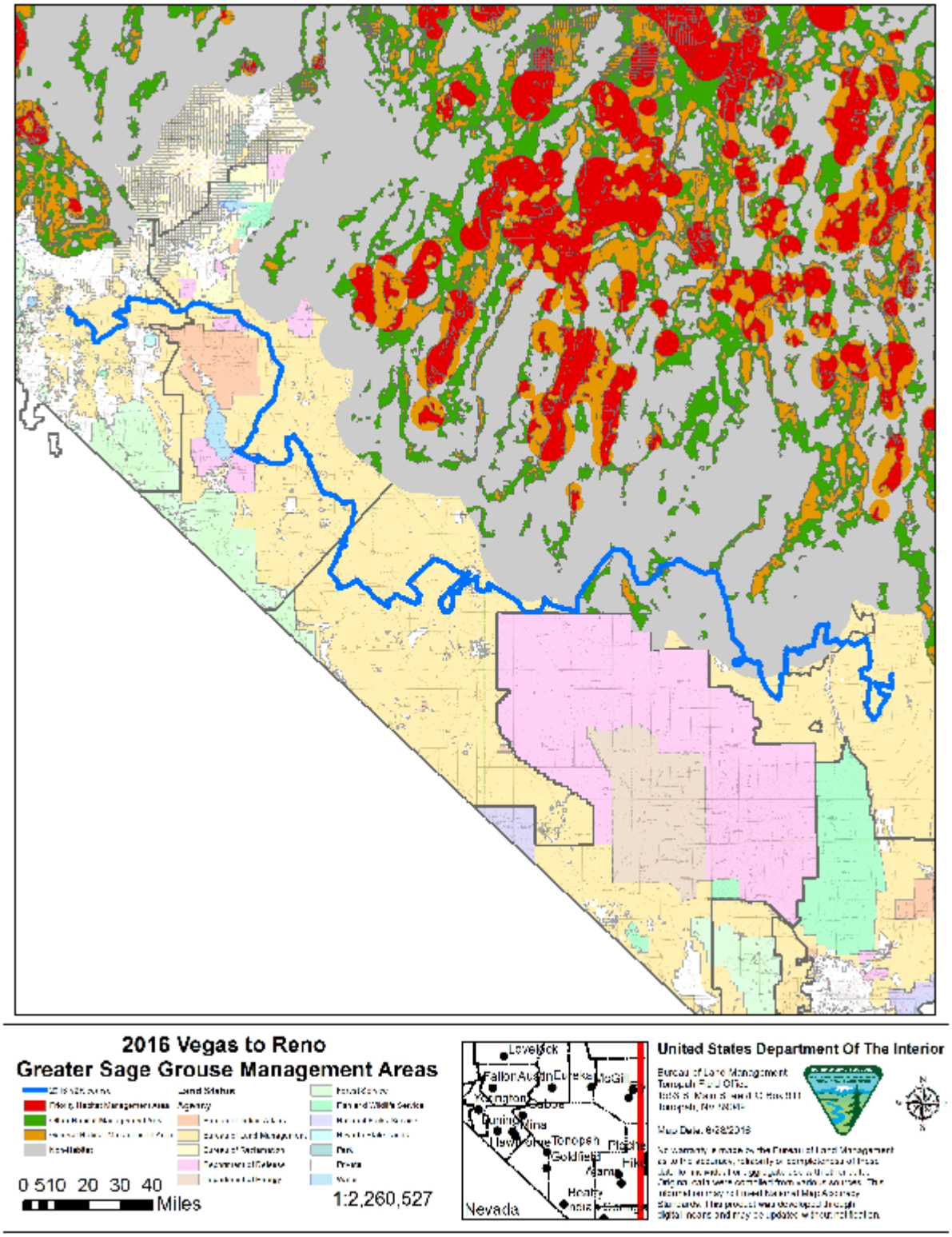

Figure 5. Greater sage-grouse habitat as designated by GRSG Plan Amendment.

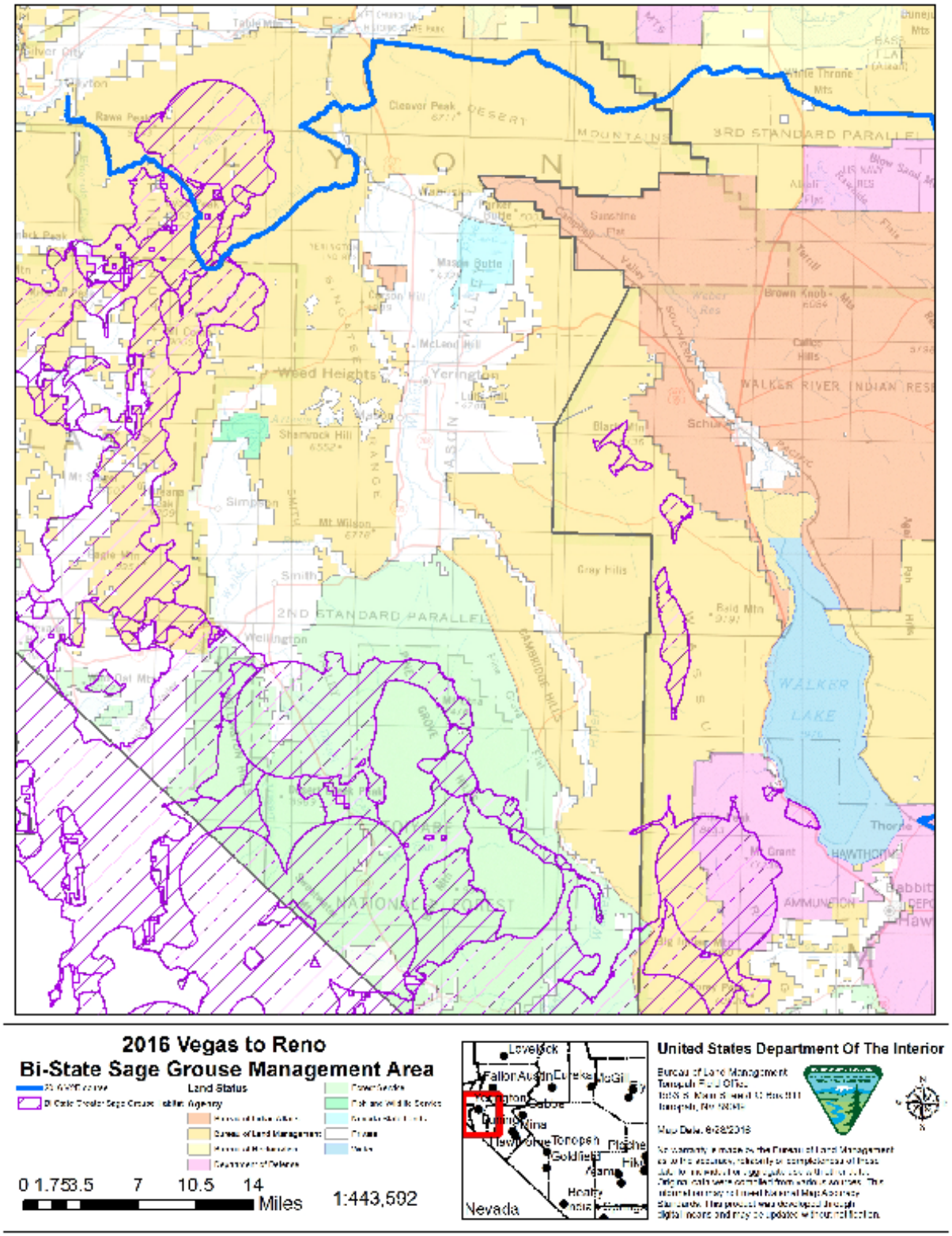

Figure 6. Greater sage-grouse habitat as designated by Bi-State Plan Distinct Population Segment Land Use Plan Amendment.

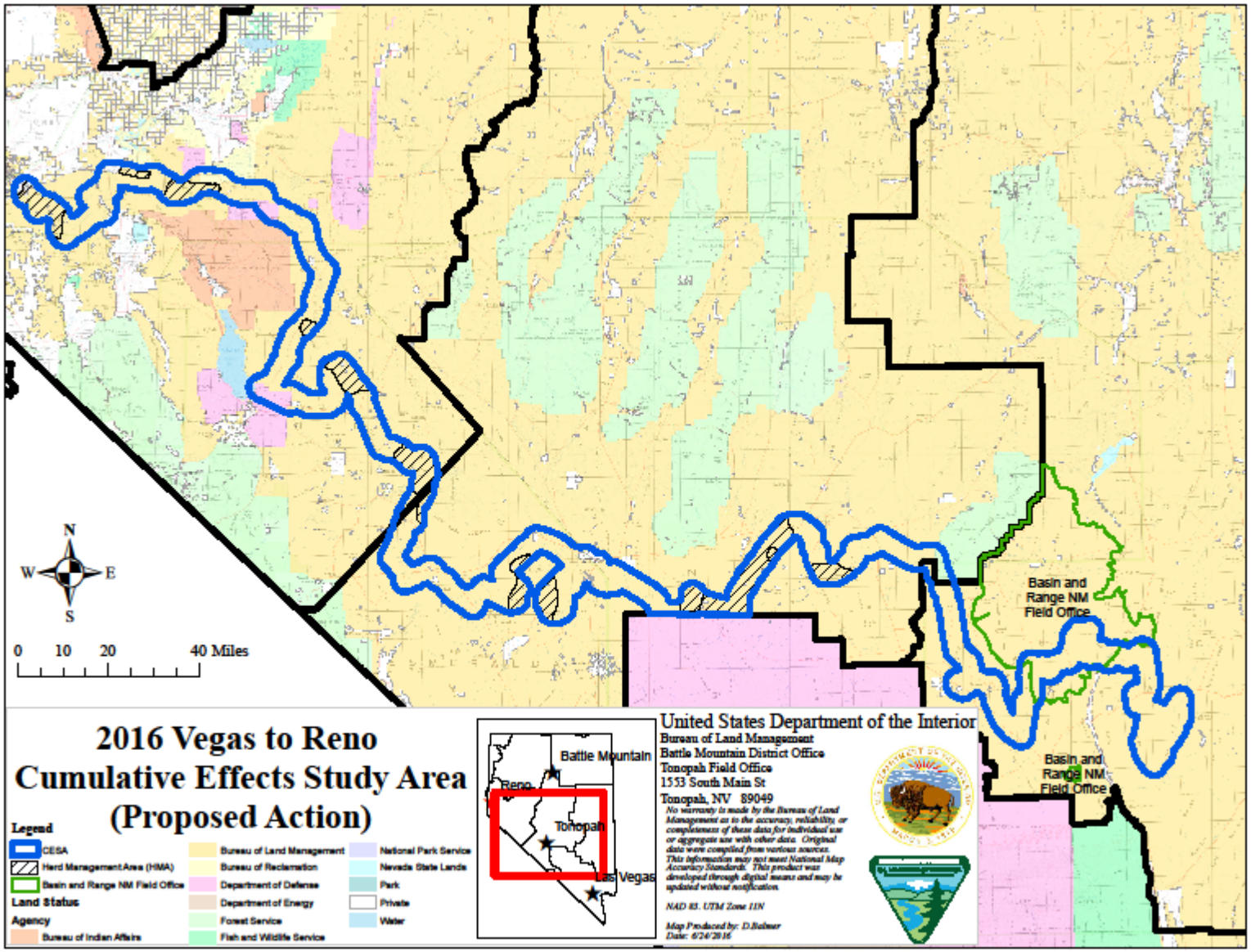

Figure 7. Proposed Action Cumulative Effects Study Area (2.5 miles from either side of route) for noise, soils, vegetation, weeds, grazing management, wild horses and burros, recreation, visual resources. See Chapter 3 for the study areas for other resources.

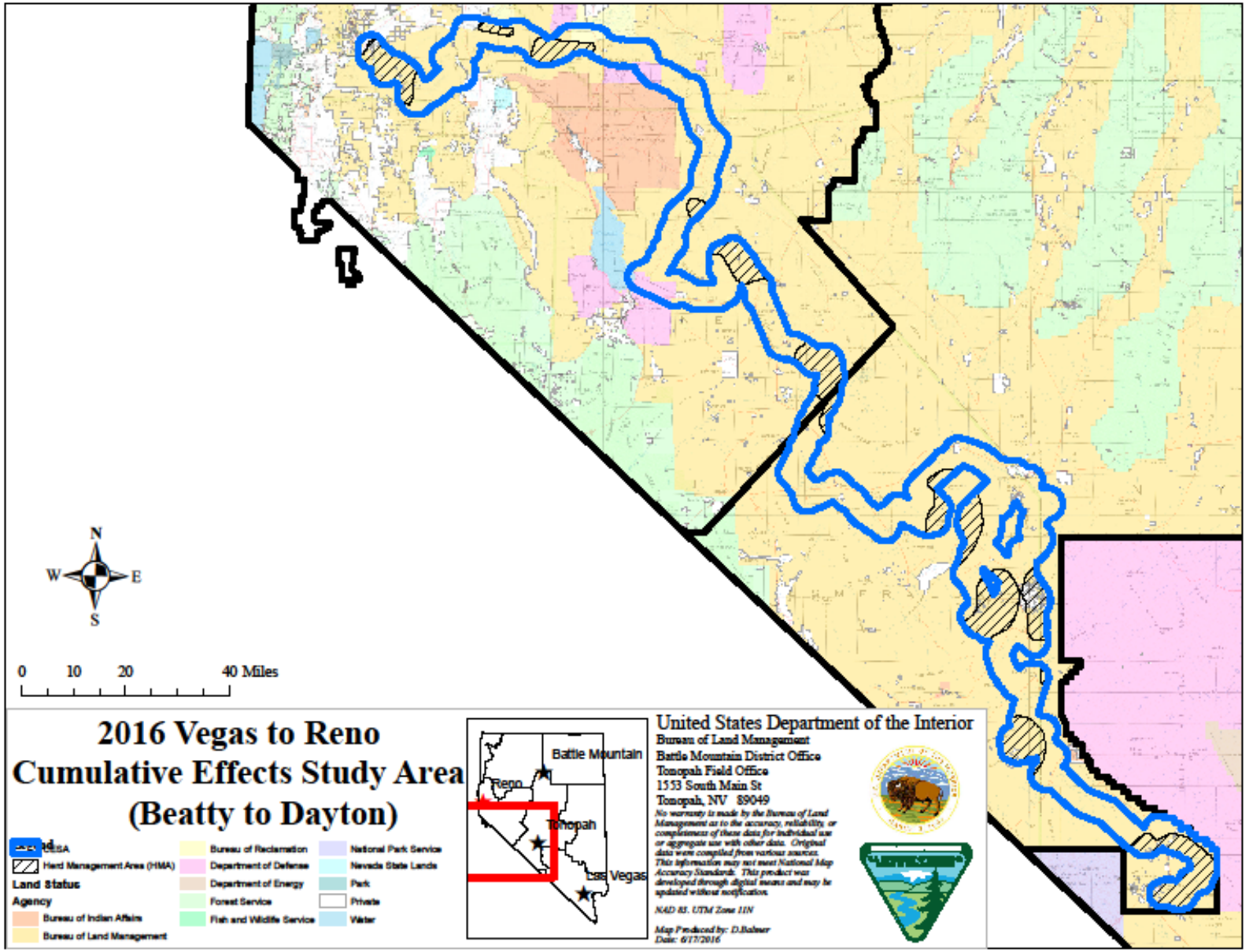

Figure 8. Beatty to Dayton Cumulative Effects Study Area (2.5 miles from either side of route) for noise, soils, vegetation, weeds, grazing management, wild horses and burros, recreation, visual resources. See Chapter 3 for the study areas for other resources.

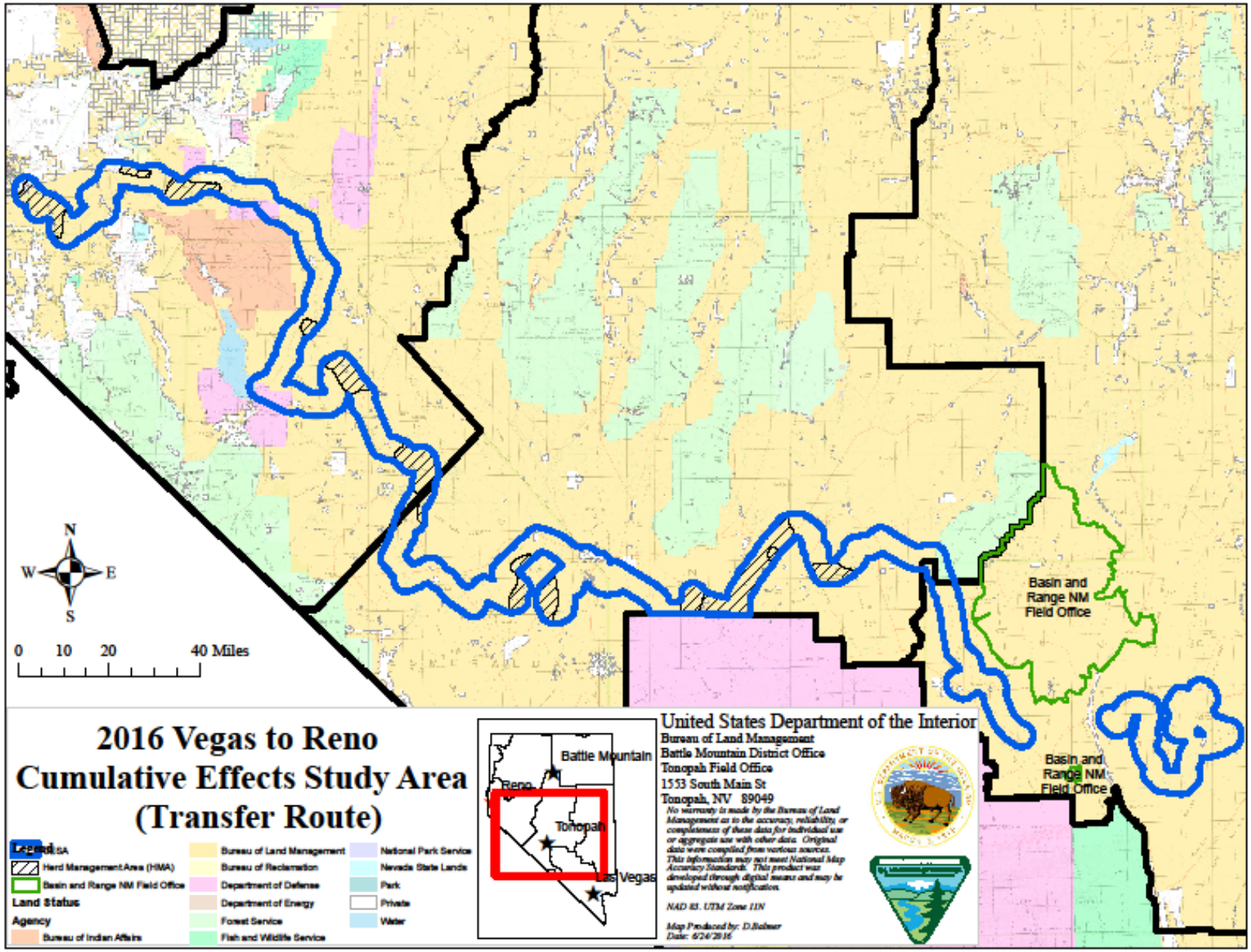

Figure 9. Transfer Route Cumulative Effects Study Area (2.5 miles from either side of route) for noise, soils, vegetation, weeds, grazing management, wild horses and burros, recreation, visual resources. See Chapter 3 for the study areas for other resources.

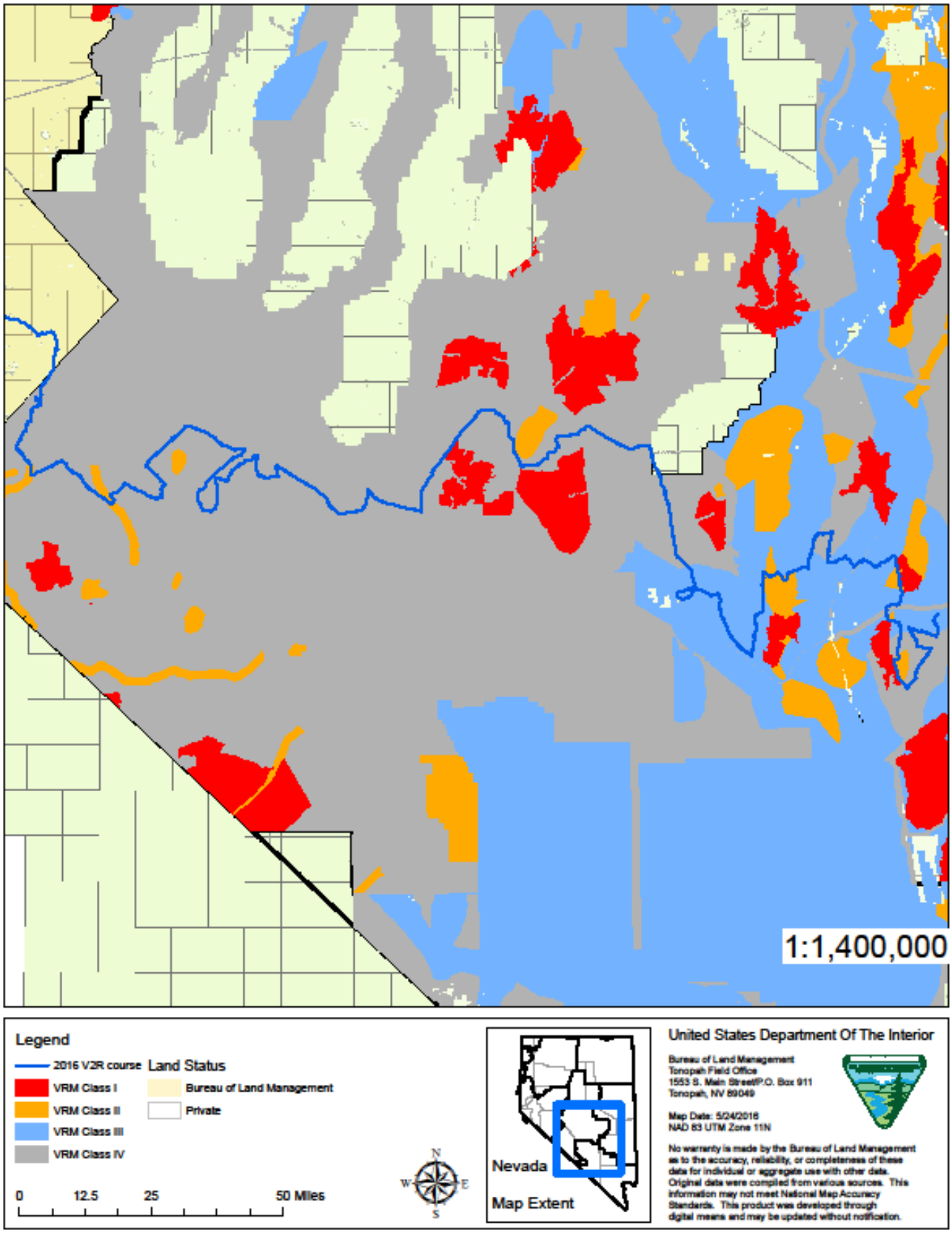

Figure 10. Visual Resource Management (VRM) classes along proposed 2016 Vegas to Reno event route, Ely and Battle Mountain Districts.

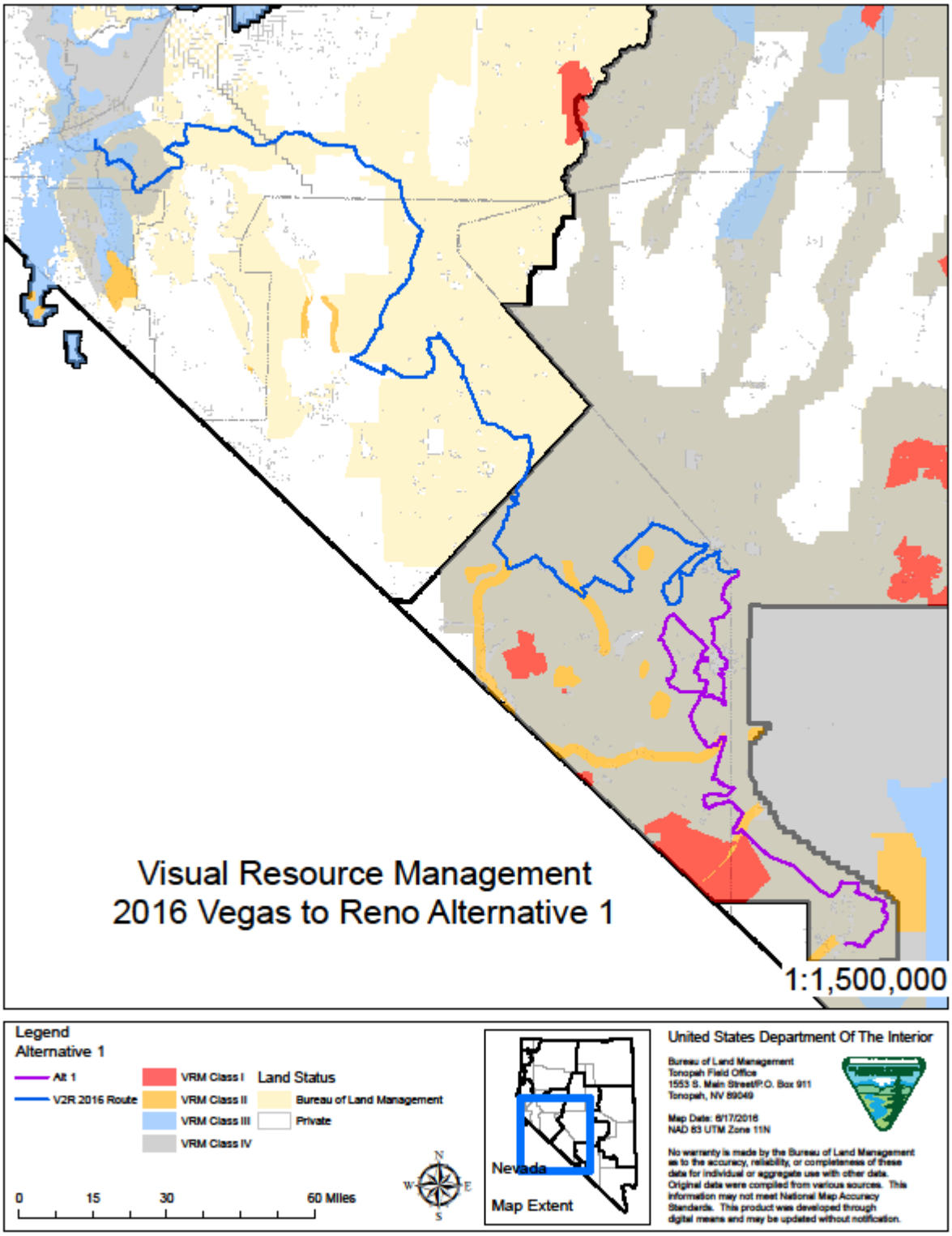

Figure 11. Visual Resource Management (VRM) classes along proposed 2016 Vegas to Reno event route, Carson City District (all alternatives) and the Beatty to Dayton Route in Battle Mountain District.

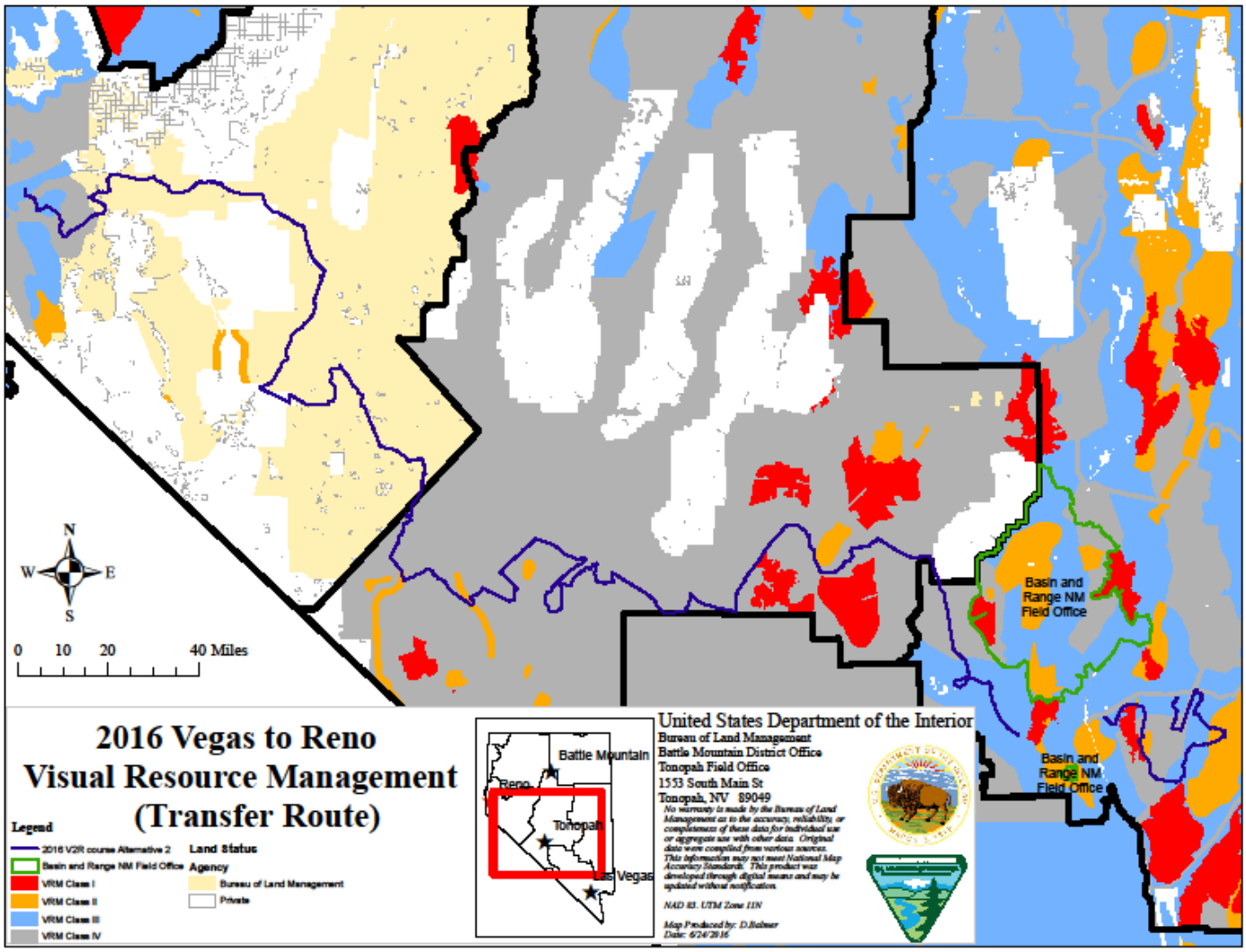

Figure 12. Visual Resource Management (VRM) classes along proposed 2016 Vegas to Reno event route, Transfer Route.

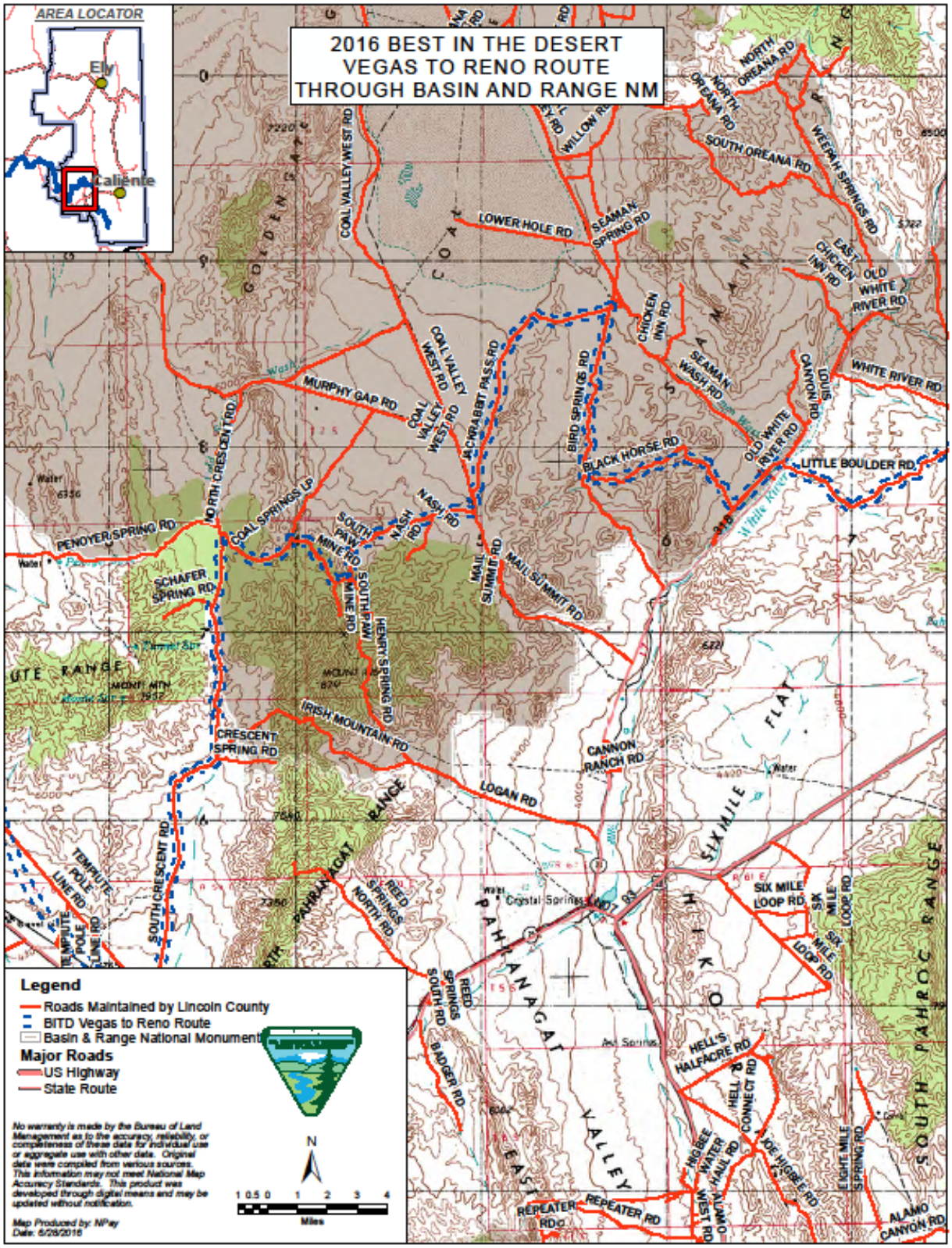

Figure 13. Proposed Action course within the Basin and Range National Monument