

MINUTE ITEM

This Calendar Item No. C17
was approved by Minute Item
No. 17 on 11/21/85 at the
meeting of the Board of Supervisors
on 11/21/85

CALENDAR ITEM

A 61
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C17

11/21/85
W 20177 PRC 6919
Fong

GENERAL LEASE - COMMERCIAL USE

APPLICANT: Sports Committee, District 37
A.M.A., Inc.
25787 Tournament Road
Valencia, California 91355

AREA, TYPE LAND AND LOCATION: -
Portions of two sections of school land in
Section 7, T15N R9E, SBM and Section 36, T16N
R10E, SBM, in San Bernardino County.

LAND USE: Barstow to Vegas Motorcycle Race.

TERMS OF PROPOSED LEASE:
Initial period: Two days being November 30,
1985 and November 29, 1986.

Public liability insurance: Combined single
limit coverage of \$1,000,000,
for each day.

CONSIDERATION: \$500 total rental.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Adm. Code 2003.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing fee has been received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
B. Cal. Adm. Code: Title 2, Div. 3; Title 14,
Div. 6.

AB 884: 09/09/86.

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OTHER PERTINENT INFORMATION:

1. District 37 of the American Motorcyclist Association (AMA) has applied for two mass start, hare-hound motorcycle races to be held on November 30, 1985 and November 29, 1986, following essentially the same course and permit stipulations used for the 1984 Barstow to Vegas race. The lease will be for the 1985 and 1986 Barstow to Las Vegas races, subject to review after the 1985 race. Entry will be limited to 1,200 motorcycles/ATVs for this 162 mile desert race. The race course includes approximately 1.5 miles of State school lands located in Section 36, T15N R9E, SBM and Section 36, T16N R10E, SBM.

The Barstow to Vegas race is a long distance, point-to-point contest, often referred to as Hare-hound race. Participants line up shoulder to shoulder at the start, forming a line approximately one-half mile long (assuming 400 riders per wave). A signal is given and all racers stop their engines. Another signal begins the race. The "wave" of riders aims for the "bomb", which is simply a target three miles away. By the time racers reach the bomb, the faster riders have moved to the front, resulting in a line of riders that rapidly narrows to single file as the race progresses. To minimize the "bunching" effect that could occur if too many started at once and to offer a safer start, three to five waves will be required to accommodate all entrants.

The first racer to reach the finish area near Sloan, Nevada is the overall winner. In addition, trophies are given for the best time in each class of rider and vehicle. As many as 120 trophies could be given out if 1,200 enter the race. No cash prizes or industry-donated prizes are awarded for the Barstow to Vegas races.

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This race was first run on Thanksgiving weekend, 1967 with about 500 entrants. The race was run each year until 1974 with over 3,000 entrants and perhaps 7,000 spectators. The environmental impact of the race was addressed by an Environmental Impact Statement prepared by the Bureau of Land Management (BLM). In 1975 an Evaluation Report for the 1974 race event documented the negative impacts created by the race which led to BLM's decision to deny permits for races between 1975 and 1982.

In 1982, the BLM and AMA worked jointly to reconsider a permitted Barstow to Vegas race with sufficient controls and limitations to avoid the problems that had plagued the event. These discussions led to a 1982 Desert Plan Amendment establishing a race course and use guidelines. The number of entrants was limited to 1,200, pitting was strictly controlled, and spectating allowed only at specific areas along the course. Races following these guidelines were held in 1983 and 1984.

In 1983 the staff of the State Lands Commission determined that no permit was necessary for the running of the race provided that the race was confined to the public roadway and insurance coverage was provided. However, in 1984 staff reconsidered the nature of the Barstow to Vegas race and concluded that such events should be under the permitting process of the State Lands Commission. Due to time constraints staff was unable to process a permit for the 1984 race. A letter of non-objection was issued by staff subject to the provision of insurance coverage and that the race course be confined to the public roadway. Also at that time the applicant was notified that it should apply promptly for a SLC permit for the 1985 race.

A Joint Project Review team consisting of representatives from AMA District 37, BLM, California State Lands Commission, California Department of Fish and Game and San Bernardino County was established in January, 1985 to streamline the environmental review process for this project. AMA leaders were frequently consulted to work out mutually agreeable solutions to problems identified during and after the running of the 1984 race.

An EA/EIR was prepared and adopted for the 1985 and 1986 races by BLM-Needles Resource Area/San Bernardino County. The staff has reviewed this document and believes it complies with the requirements of the CEQA.

FURTHER APPROVALS REQUIRED:

Caltrans Encroachment Permit, San Bernardino County Site Approval and BLM Permit.

EXHIBITS:

- A. Land Description.
- B. Location Map.
- C. Conditions of Approval.
- D. CEQA Findings.

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT AN EA/EIR WAS PREPARED AND ADOPTED FOR THIS PROJECT BY BUREAU OF LAND MANAGEMENT-NEEDLES RESOURCE AREA/SAN BERNARDINO COUNTY AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN;
2. ADOPT THE FINDINGS HERETO ATTACHED AS EXHIBIT "D" IN CONNECTION WITH THE PROJECT IN COMPLIANCE WITH THE CEQA (P.R.C. SECTIONS 2100, ET SEQ.) AND THE STATE EIR GUIDELINES;
3. AUTHORIZE ISSUANCE TO SPORTS COMMITTEE, DISTRICT 37 A.M.A., INC. OF A TWO DAY GENERAL LEASE FOR NOVEMBER 30, 1985 AND NOVEMBER 29, 1986 IN CONFORMANCE WITH APPLICABLE MITIGATIONS AND CONDITIONS AS DESCRIBED IN THE FINAL EA/EIR AND EXHIBIT "D"; IN CONSIDERATION OF TOTAL RENT IN THE AMOUNT OF \$500, WITH THE STATE RESERVING THE RIGHT TO TERMINATE THE LEASE IF THE CONDITIONS STATED IN EXHIBIT "C" ARE NOT SATISFIED FOR USE OF STATE-OWNED LANDS FOR A RACE EVENT ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

EXHIBIT "A"

LAND DESCRIPTION

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Those portions of the "Barstow to Vegas Motorcycle Race" course lying within those parcels of California State school lands described as follows:

Parcel 1

Section 36, T15N, R9E, SBM.

Parcel 2

Section 36, T16N, R10E, SBM.

END OF DESCRIPTION

PREPARED OCTOBER 1, 1984 BY BOUNDARY AND TITLE UNIT.

(CALENDAR PAGE NUMBERS 66.3a-66.3b ADDED 11/21/85)

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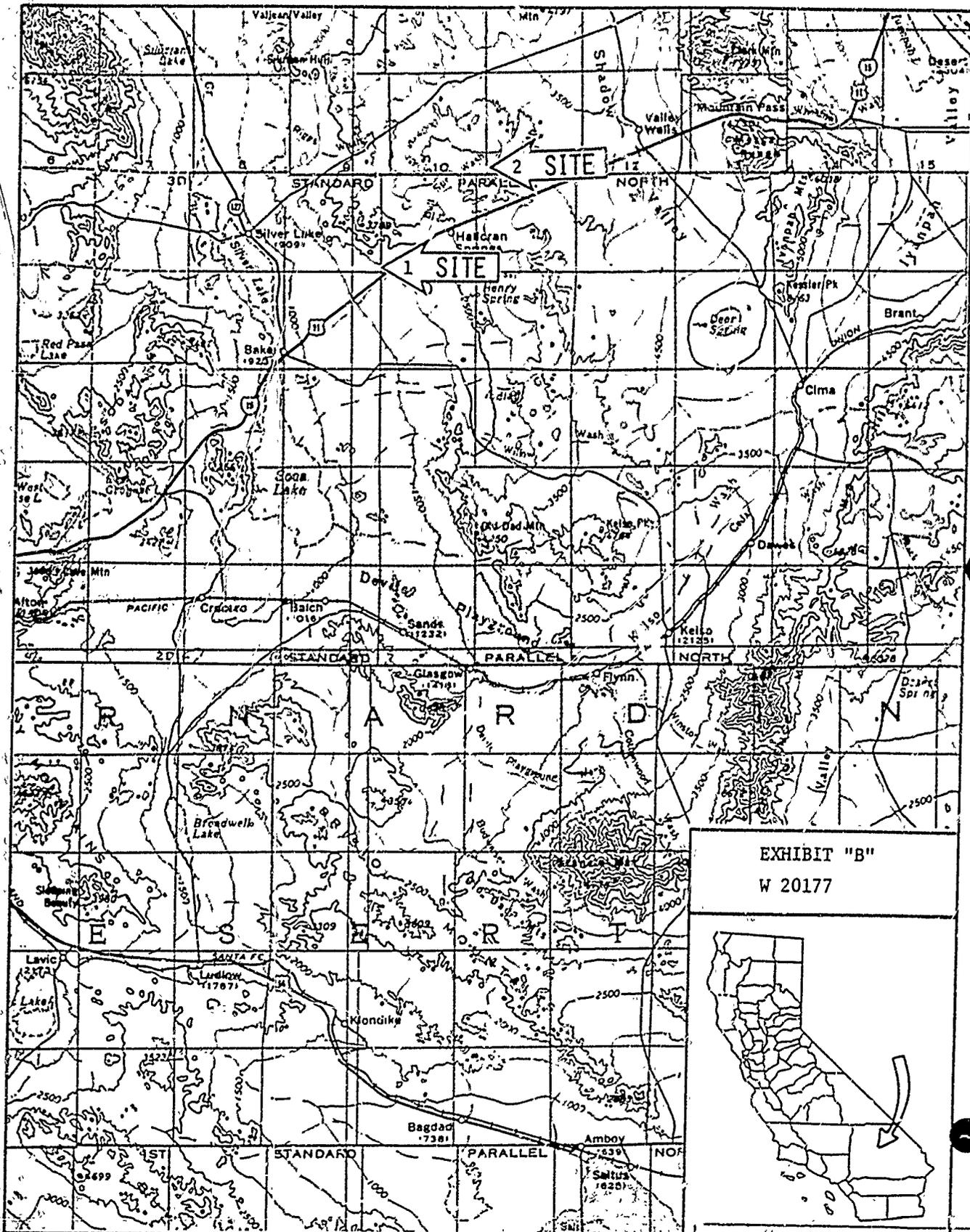


EXHIBIT "B"
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EXHIBIT "C"
1985/86 Barstow to Vegas Race Lease -
Conditions of Approval

1. The lease is subject to review after the 1985 race. Compliance with the conditions and mitigation measures imposed by BLM, San Bernardino County and SLC and the environmental degradation resulting from race effects will be reviewed prior to the 1986 race. Staff may recommend that the lease be revoked based upon the findings of the post 1985 race evaluation.

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EXHIBIT "D"
CEQA Findings

The State Lands Commission (SLC) is a Responsible Agency for this project, and has the responsibility for mitigating or avoiding the environmental effects of those portions of the project under SLC jurisdiction. Pursuant to Sections 15091 and 15096, Title 14, of the California Administrative Code, staff of the SLC has made the following findings for each significant effect of such parts of the project.

Issue: Soils

Impact: Continued and concentrated use of the race course may result in excessive compaction and rutting. This in turn may cause racers and other road users difficulty in maneuvering and could lead to straying off the roadway and traveling cross-country (see also impacts to vegetation and wildlife).

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting Finding:

The race course crosses two Sections of state-owned land on existing dirt road tracks. Impacts due to deterioration of road surfaces by braiding, widening, rutting or compaction can be avoided by both preventative and remedial mitigation measures:

- o Prior to each race event, the applicant shall inspect the course and groom the roadway surface as necessary.
- o If soils are excessively wet from recent precipitation, the race shall be postponed until the ground dries substantially.
- o After each race event, the applicant shall systematically inspect the race course and carefully restore the surfaces as necessary to pre-race conditions.

Issue: Vegetation and Wildlife

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Impact: Straying off the race course could disturb or destroy vegetation, wildlife habitat or populations. Significant impacts could occur from a single event as well as from the cumulative effects of many races.

Finding: Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

Facts Supporting Finding:

Accidental or deliberate straying off the race course can injure or kill individual plants and animals. Off-road travel can also lead to severe soil erosion. Depending upon the amount of damage, the species involved, and the location, significant adverse environmental impacts on desert biotic communities can occur. The effects tend to be long-lasting due to the slow regenerative abilities of most desert habitat types.

The race course through State lands follows established dirt roads. Mitigation measures center on ensuring that race participants remain on the roadways designated for the race. In addition to the conditions listed under the "Soils" issue, the following stipulations should avoid impacts due to off-road travel:

- o The applicant shall ensure that all event participants, including racers, spectators, and support crews, remain on the approved race course, which shall be restricted to the width of the existing dirt road track.
- o The applicant shall be responsible for clearly marking the course by flagging or flagged stakes, placed on either side of the road so that racers can ordinarily see two flags ahead. Turns shall be marked with pennant flagging and, as appropriate, posted before the turn with signs to slow down.

Issue: Sensitive Species - Desert Tortoise

Impact: The race course passes through the Desert Tortoise range. The race events could directly or indirectly cause significant environmental impacts by degrading habitat (see Vegetation and Wildlife Issue) or injuring or killing individual tortoises.

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- Finding:
- a) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
 - b) Some changes or alterations are within the responsibility and jurisdiction of the Bureau of Land Management. Such changes have been adopted by that Agency.

Facts Supporting Finding:

Because the race passes through State lands on pre-existing roadways, the potential for substantial harm to Desert Tortoise populations is regarded as low. In addition, the races will take place during the winter, when the tortoise is hibernating in burrows. However, any burrows on or near the roadways could be damaged, and individual tortoises could be injured or killed. Because of the sensitivity of this species, any impacts must be considered as potentially significant.

The mitigation measures listed previously for the Soils and Vegetation and Wildlife Issues, which are aimed at confining race participants to the race course roadway, should substantially reduce impacts to the Desert Tortoise. In addition, the Bureau of Land Management is requiring the following off-site tortoise habitat protection measure to mitigate impacts for the whole of the project:

- o To provide for off-site mitigation for the Desert Tortoise, the sponsor, AMA District 37, will provide sufficient volunteer services in the Desert Tortoise Natural Area to install a 1 1/2 mile fence needed to complete a protective boundary enclosure. This shall be completed by November 1, 1986, to BLM's satisfaction.

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