

**ATTACHMENT B
MASS GATHERING PERMIT APPLICATION**

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| APPLICATION FOR MASS GATHERING PERMIT | DATE RECEIVED: <u>2-4-26</u> ISSUE DATE: _____ |
|--|---|

This Mass Gathering Permit Application shall be the approved form and shall be fully completed to be considered. Please identify all aspects of an event held in Boise County, as this will further aid in developing an Operating Plan for an event. Depending on the size of your event, some items may not apply. Attach additional pages, if necessary to complete the information.

Due to the size and nature of the mass gathering event, the Mass Gathering Coordinator may reasonably require additional resources as required in this application to comply with the purposes of the Boise County Mass Gathering Permit.

Section I – GENERAL INFORMATION

- A. On site agent name: **Robert Evans**
- i. Phone number: **208-780-9568**
 - ii. Email address: **r.evans@cyclingquests.com**

B. Dates: **7/12/2026**

C. Name & description of mass gathering event:

Bogus Basin Hill Climb Cycling Event
www.bogusbasinhillclimb.com

D. Location: **Bogus Basin Road and Bogus Basin Resort Area**

- i. Attach Map with following depictions: Yes No
1. Area that attendees of the mass gathering event will occupy;
 2. Access routes and width of each;
 3. If street event or rally, course of the mass gathering event;
 4. Location of garbage containers;
 5. Location of each toilet unit and shower unit;
 6. Location of each food vendor;
 7. Fire lanes;
 8. Escape lanes;
 9. Location to store cleared fuel ladders and ground fuel; and

10. If using flaggers, intersections at which flaggers will be stationed.

E. Size of footprint needed for mass gathering event.

i. For stationary event, number of acres needed:

ii. For street event, number of miles needed:
4 miles of public ROW in Boise County

F. Planned number of participants (minimum and maximum): **200-400**

G. Number of spectators anticipated (minimum and maximum): **50-100**

H. Tickets sold: Yes No

i. Tickets sold are not to exceed planned number of participants and spectators.

I. Duration of event (including pre/post event set-up days): **6 Hours**

J. Overnight area needed: Yes No

i. If yes, describe:

K. After hour activities for multiple-day mass gathering event (music, food, etc.):

N/A

L. Notification of landowners on parcels immediately adjacent to stationary event:

Yes No

M. Insurance.

i. If mass gathering event is not a rally or spontaneous event as defined by the Boise County Mass Gathering Ordinance, the applicant shall provide an insurance certificate (attach to this application) underwritten by an insurance company licensed to do business in the State of Idaho, in an amount of one million dollars (\$1,000,000) per single claimant and incident, and two million dollars (\$2,000,000) for all claimants arising from a single incident. The insurance policy shall indemnify and hold harmless Boise County, or any of its agents, officers, servants, and employees from any liability or causes of action related to the mass gathering event. The insurance certificate shall include the policy start and end dates.

N. List of permits required and coordination or cooperating agreements (attach executed copies): **See attachment A**

O. Food or beverages to be provided for sale: Yes No

i. If yes to O., is food or beverage included in price of admission:

Yes No

ii. If yes to O., list of agreements with vendors and caterers (attach executed copies): **Bogus Basin Resort area is selling food to participants**

iii. Alcohol for sale: Yes No

iv. If yes to iii., vendor obtained State & local permits: Yes No

v. If yes to iii., list of Insurance coverage for alcohol:

P. List any non-consumable products for sale (t-shirts, hats, ice, souvenirs, etc.):

N/A

Q. List any equipment for rental (snowmobiles, skis, boards, jet-skis, rafts, kayaks, etc.): **N/A**

R. List any other third party agreements not expressly required, but otherwise related to the mass gathering event (attach executed copies):

Section II – ADVERTISING

A. Description of event advertising (flyers, radio, television, social media, other internet): **Social Media, television, traditional media, internet news outlets**

B. Target audience (local, regional, national or membership group):

**primarily local, participants in 2025 from 14 different states
making up 19% of the registrations**

C. Planned filming (land, air, water):

N/A

D. Reason for filming (advertising, promotion):

N/A

E. Type of advertising proposed for the event (banners, signs, posters, commercial vehicles): **SEE Section II:A**

F. Time frame to remove all facilities and garbage after the mass gathering event (including removal of signs, advertising flagging, route markers):

One Hour after last rider finishing

Section III – ACCESS/PARKING

A. Whether the mass gathering event requests slowing or stopping traffic during a portion or all of the event: Yes No

i. If yes to A., describe the roads, times, and type of traffic control requested:

Please see attached overview

B. Signage to direct access to the event or to direct route of event:

Please see attached overview

C. The mass gathering event shall have no less than two access routes of less than twelve feet in width, unless there is one drivable access to property that is sixty (60) feet or more in width: Yes No

i. At least one access route is posted and reserved for emergency vehicle(s) ingress and egress: Yes No

ii. Access route for emergency vehicles to be maintained clear for emergencies: Yes No

D. As parking on State or Boise County roads are prohibited, the mass gathering event shall provide one (1) parking space for every two (2) attendees, and every parking space shall be a minimum of nine (9) feet wide and a minimum of eighteen (18) feet long, where aisles between rows of parking spaces must be a minimum of twenty-four (24) feet: Yes No

E. Amount of parking needed (number of spaces, acres, include disabled parking):

Bogus Basin Ski Area Parking Lots

F. Accommodations for disabled visitors: **Text**

Handicapped spaces at Bogus Basin Ski Area parking lots

G. The mass gathering event site has sufficient space for parking at the event:

Yes No

i. If no, the mass gathering event shall provide a shuttle service. Provide description of the shuttle service (type, when, and where used):

H. Parking attendants and locations used (parking direction, whether is a "lot full" posting, information):

Signs, but not enough vehicles to worry about lot full issues

I. Parking lot security (overnight parking, whether using remote lots): **N/A**

Section IV – MEDICAL/FACILITIES

A. Description of measures the mass gathering event shall take to prevent attendees from encroaching on surrounding private properties, impeded on public rights-of-way, or interfere with other public activities or events:

Please see attached overview

B. Provide a medical plan, with the following, to mass gathering event staff (attach copy): **Please see attached overview**

- i. Access for emergency vehicles
- ii. Number and location of medical facilities;
- iii. Names and qualifications of any medical staffing; and
- iv. List of emergency phone numbers and closest hospitals/clinics.

C. The mass gathering event shall require at least two (2) EMT's, which shall be duly licensed, and be affiliated with the mass gathering event or have written permission from the affiliated EMT's supervising medical director, to staff on full time basis a medical facility, whether it be a designated medical tent, vehicle, or other structure, which has an automatic electronic defibrillator (AED) device: Yes No

D. The mass gathering event with attendees in excess of five-hundred (500) attendees to one thousand (1,000) attendees shall require one (1) ambulance:
Yes No

E. The mass gathering event with attendees in excess of one thousand and one (1,001) attendees to two thousand (2,000) attendees shall require two (2) ambulance:
Yes No

F. The mass gathering event shall provide a minimum of one (1) gallon of water per one (1) attendee per day, where the water must meet applicable requirements of

the Safe Drinking Water Act, Central District Health, or Idaho Department of Environmental Quality: Yes No

G. Describe provisions for drinking water (quantity, locations, bottled or truck, etc.):
See attached overview

H. The mass gathering event shall provide toilets that are supplied with toilet paper, and either hand sanitizer or potable water hand-washing stations that have soap and paper towels, where any event that continues beyond twenty-four (24) hours past its start time shall have a licensed vendor service and maintain all toilet units within a twenty-four (24) hour period where such number of toilet units shall be as follows: Yes No

Table 1: Toilet facility matrix

| Estimated number of attendees | Number of hours of the mass gathering event | | | | | | | | | |
|-------------------------------|---|---|---|----|----|----|----|----|----|------------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 or more |
| 0-500 | 2 | 4 | 4 | 5 | 6 | 7 | 9 | 9 | 10 | 12 |
| 501-1,000 | 4 | 6 | 8 | 8 | 9 | 9 | 11 | 12 | 13 | 13 |
| 1,001-2,000 | 5 | 6 | 9 | 12 | 14 | 16 | 18 | 20 | 23 | 25 |

I. Amount of toilet facilities needed: 5

J. Description of toilet facilities: **See attached overview**

K. The mass gathering event must provide one (1) fifty (50) gallon trash container for every one hundred (100) attendees, and one (1) fifty (50) gallon trash container for every twenty five (25) motor vehicles: Yes No

L. Total amount of fifty (50) gallon trash containers required:

B. Describe the methods of communication with the manner of which Boise County Dispatch may immediately contact the mass gathering event:

See attached event overview

C. The mass gathering event shall contract with the Boise County Sheriff's Office for law enforcements services beyond the boundary of the event site, based upon the following matrixes as best defined by the event type, where if the mass gathering event falls within two or more categories the higher number shall be required, as follows:

Table 2: Law enforcement staffing matrix by event type by estimated attendance

| Estimated number of attendees | Mass gathering event type | | |
|-------------------------------|---|-----------------------------------|-----------------------------------|
| | Speakers, conferences, ceremonies, non-moving rally | Fairs, festivals, sporting events | Concerts, raves, music, festivals |
| 0-200 | 0 officers | 0 officers | 0 officers |
| 201-500 | 0 officers | 2 officers | 2 officers |
| 501-1,000 | 3 officers, 1 dispatcher | 4 officers, 1 dispatcher | 4 officers, 1 dispatcher |
| 1,0001-2,000 | 4 officers, 1 dispatcher | 6 officers, 1 dispatcher | 6 officers, 1 dispatcher |

Table 3: Law enforcement staffing matric by event type by miles

| Number of road miles covered | Mass gathering event type | |
|------------------------------|---|---|
| | Races, rides | Moving rally |
| 0-.5 | 1 officer | 2 officers |
| .5-3 | 1 officer | 3 officers |
| 3-10 | 2 officers | 3 officers plus 2 officers for each additional 500 attendees over 500 attendees |
| 10-30 | 3 officers | |
| 30-100 | 3 officers | |
| 100+ | 3 officers plus 1 officer to ten (10) miles | |

D. Amount of officers required based upon mass gathering event type and table:
 Moving rally 3+2. MOU between ACSO and BCSO

- E. The mass gathering shall contract with a security services company and provide security guards that are identifiable by a fluorescent and/or reflective shirt or vest, for security services inside the boundary of the event site, based upon the following matrixes as best defined by the event type, where if the mass gathering event falls within two or more categories the higher number shall be required, as follows:

Table 4: Private security staffing matrix by event type by estimated attendance

| Estimated number of attendees | Mass gathering event type | | |
|-------------------------------|---|-----------------------------------|-----------------------------------|
| | Speakers, conferences, ceremonies, non-moving rally | Fairs, festivals, sporting events | Concerts, raves, music, festivals |
| 0-200 | 0 guards | 0 guards | 0 guards |
| 201-500 | 0 guards | 2 guards | 4 guards |
| 501-1,000 | 2 guards | 4 guards | 6 guards |
| 1,001-2,000 | 6 guards | 8 guards | 8 guards |

Table 5: private security staffing matrix by event type by miles

| Number of road miles covered | Mass gathering event type | |
|------------------------------|---------------------------------|---|
| | Races, rides | Moving rally |
| 0-.5 | 0 guards | 0 guards |
| .5-3 | 0 guards | 0 guards |
| 3-10 | 1 guard | 3 guards plus 2 guards for each additional 500 attendees over 500 attendees |
| 10-30 | 2 guards | |
| 30-100 | 5 guards | |
| 100+ | 1 guard for every ten (10) mile | |

- F. Amount of security guards required based upon mass gathering event type and table: Law Enforcement On-Site Shall also act as security as needed
- G. Describe a safety plan to close the mass gathering event in case of emergency:
See attached overview

Section VI – OTHER LAW COMPLIANCE

- A. The mass gathering event shall comply with the Boise County Noise/Disorderly Home Ordinance #2021-01, and its successors: Yes No
- B. The mass gathering event shall comply with the Boise County Preventative Burn Ordinance #2017-01, and its successors: Yes No
- C. The mass gathering event shall comply with all requirements of the Central District Health Department as it pertains to sanitation, solid/human waste, and catering services: Yes No
- D. The mass gathering event shall comply with all requirements of the Idaho Transportation Department: Yes No
- E. The mass gathering event shall comply with all requirements of the United States Forest Service in land and road use permitting: Yes No
- F. The mass gathering event shall comply with all requirements of the Bureau of Land Management in land and road use permitting: Yes No

Section VII – MITIGATION AND CLEAN-UP

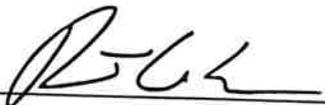
- A. The mass gathering event shall clean-up and remove any equipment and solid waste within forty-eight (48) hours after the end time of the mass gathering event, by either a statement of the landowner of the event site will provide clean-up (attach statement), or a plan of individuals who will be hired to perform the work, including an hourly wage, and the total amount expected to be spent on the work, where failure to perform these duties may result in Boise County performing such duty and charging the Applicant: see attached overview

B. Mitigation plan to rehabilitate resource damages (dirt road surfaces, vegetation, etc.): see attached overview

C. Timeframe to complete mitigation plan: see attached overview

NAME OF PERSON(S) WHO WILL SIGN ON BEHALF OF THE EVENT

I certify (or declare) under penalty of perjury pursuant to the law of the State of Idaho that the foregoing is true and correct to the best of my knowledge and that this is an application only, and that the use and occupancy of Boise County is not authorized until an authorization is signed and issued by the Mass Gathering Coordinator or Boise County Board of Commissioners.

Printed Name: Robert C. Evans Signature:  Date: 1-22-2026

Printed Name: _____ Signature: _____ Date: _____

APPLICATION AND FEES

Boise County fees shall be \$300.00 for this application, where the application fee is to be paid to the Boise County Clerk's Office, at the time of turning in the application to the Boise County Mass Gathering Coordinator and Boise County Clerk.

Bogus Basin Hill Climb Overview and Comms

For Sunday July 12th, 2026

Prepared by: Robert Evans
r.evans@cyclinqquests.com
678-871-9464 cell

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Race Overview

The Bogus Basin Hill Climb is a bicycle ride traversing 16.5 miles of Bogus Basin Road from near the intersection of Hill Road in Boise, ID which sits at about 2,800 feet in elevation to the Bogus Basin Ski Area and inside the ski area another 2.5 miles to the Pioneer Lodge which sits at about 6,800 feet in elevation.

There are eight identified trailheads and nine houses with five driveways along the route. The goal of the Hill Climb is to place a "course marshal" at the trailheads to help facilitate safety of the ride and keep trail users and homeowners informed about the progress of the riders while allowing access to their homes and trailheads as well. In addition to the course marshals we will have a follow vehicle with a digital sign board to inform motorists as they travel up the mountain and a Boise PD and Ada County Sheriff's office police escort through their respective jurisdictions.

This will be our third year implementing this specific traffic plan with the Bogus Basin Hill Climb. We have been involved in the execution and planning of professional racing level cycling events with many decades of experience outside of Idaho, and have worked on traffic control plans for these events with agencies around the country. The Bogus Basin Hill Climb presents a unique challenge in keeping access to the ski area for summer operations, resident access, but also allowing cyclists to have a time-limited, full lane closure for both their safety and that of motoring public.

In a meeting with Boise's Emergency Preparedness group, Sgt. Craig Durrell of the Ada County Sheriff's Office and myself worked out an acceptable traffic control plan that will fit the requirements of the Ada County Highway Department, Bogus Basin Ski Area, and reduce headaches to the nine resident houses on the mountain above Corrals Trailhead.

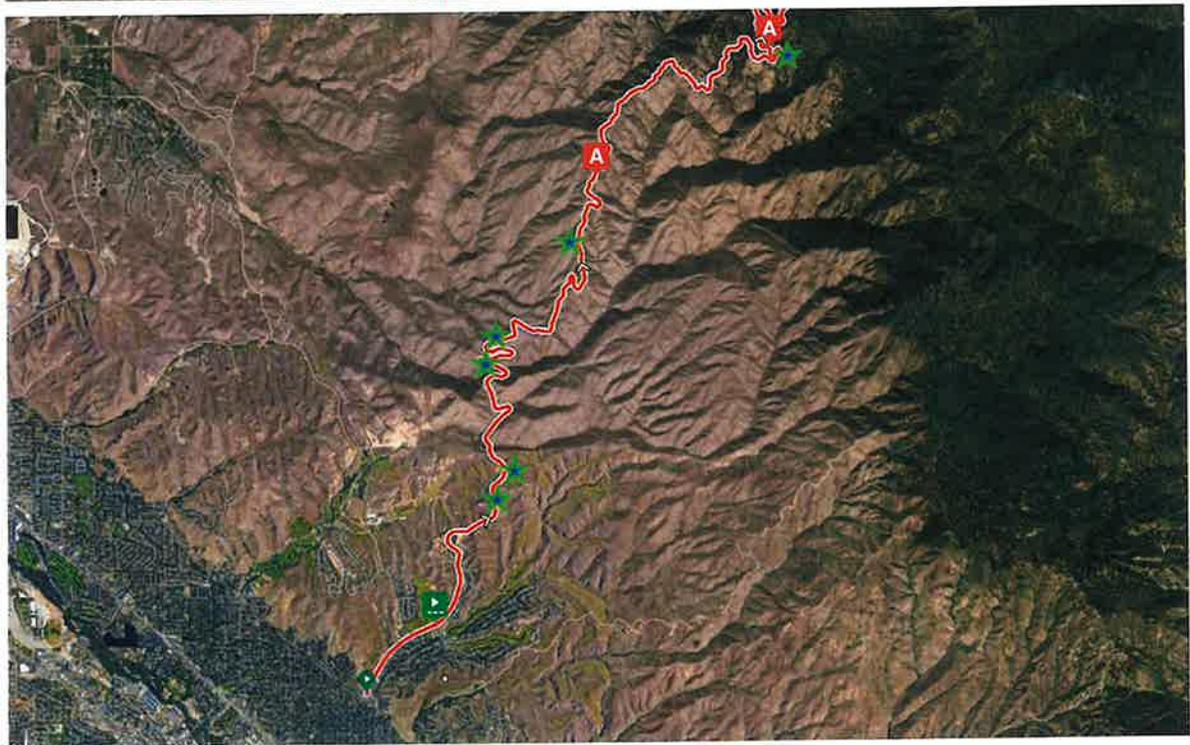
Cooperating Agencies:

Boise City Special Event Management Committee
Ada County Highway Department
Ada County Sheriff's Office
Boise City Police
Boise City Fire
Ada County Paramedics
Boise County
Central District Health Department
Bogus Basin Ski Area
Ridge to Rivers (no permit need, just notification)
U.S. Forest Service (no permit need, just notification)

Course Overview:

Course Marshals will be assigned assigned at Trailheads and parking areas on the mountain (foothills) in the reverse order (up mountain to down)

Bogus Basin Parking Lot: ACSO Officer 7am on station (Auto 1)
Pat's Trailhead: 7:15am on station
FS275: 7:15am on station
Upper Stack Rock Parking: 7:20am on station
Lower Stack Rock Parking: 7:20am on station
Dirt Road Loop below Lower Stack Rock: 7:20am on station
Hawkins Reserve Trailhead: 7:20am on Station
Upper Dry Creek Trailhead: 7:30am on station
Lower Dry Creek Trailhead: 7:30am on station
Miller's Gulch: 7:30am on station
Corral's Trailhead: 7:40am on station
Map overview of station locations:



Station times are calculated based on the amount of time it would take a driver to travel from that point down to the Boise City Limits. Rider estimate times can be found in Appendix A.

Course Marshals at trailheads will check in when they arrive and hand out flyers or put on cars already parked. There will also be notices on trailheads put up on Friday PM alerting trail users to the hill climb and times.

At ACSO direction, all vehicle traffic down should be stopped after personnel are on station. Any vehicles on the road will be reported by course marshals as traffic comes downhill if there is any to race command, race command then reports those to the special events channel group as a whole.

The participants will roll out of Greenwoods Ski Haus 2400 Bogus Basin Rd at approximately 7:50am and will ride at parade pace up the first rise of Bogus Basin Rd. Once cresting this rise, participants will pick up speed, and will roll without stopping through the stop sign at Curling Dr. at approximately 8am. Curling Dr. is the start point of the timed segment. All other traffic is stopped at Curling.

The law enforcement vehicles supporting the ride in 2024 were:

Three (3) Boise PD Motorcycles

Two (2) Ada County Sheriff's Office Motorcycles (Lead 1 and Lead 2)

Two (2) Ada County Autos Auto 1 and Auto 2

One (1) Ada County Supervisor

Event Vehicles:

One Pilot Car (Pilot)

One Pickup truck with reader board (End of Caravan / EOC)

Once the race passes Curling Dr. BPD will help control egress from the immediate neighborhoods above Curling Dr. with a ACSO motor leading out the front of the riders.

Once the riders get to Corrals Trailhead the Lead ACSO moto (Lead 1) will pull to the left at the Corrals Trailhead. ACSO second moto (Lead 2) after helping to control intersections, will take position next to ACSO Auto 2 (Auto 2) in the downhill Lane. Pilot car will take position behind Lead 2 and EOC will take position behind Auto 2.

EOC Reader board will show: "Do Not Pass - Follow Pilot Car When Directed"

Auto 2 and EOC will follow behind the last rider no closer than 30 meters, but no further than 60 meters.

As the EOC approaches Corrals, Lead 1 will take up position in front of Lead 2 in the downhill lane. At around the Miller's Gulch Trailhead, or approximately 8:20am, Lead 1 will move forward in the downhill lane to approximately 1 to 1.2 kilometers (.8 miles) in front of Lead 2 with the express purpose of sweeping the road in case there is any downhill traffic.

Downhill traffic will be directed to the nearest pull out and then to wait.

Lead will then move ahead of Pilot car by about 100 meters (100 yards) and catch traffic again. At this point, the pilot car will then lead up civilian and non-associated race vehicles to clear out any traffic gathered behind EOC. The pilot car will lead these vehicles uphill in the downhill lane. We anticipate between 30 and 40 vehicles headed up with the pilot car.

Civilian cars are allowed to pull into trailhead parking.

Estimated time to clear the houses on Bogus Basin Road 8:50am

Once the last civilian car has cleared each trailhead, house and driveway, the road is open below that point with no restrictions.

Once the pilot car and civilian car caravan reach the parking lot at Bogus Basin Ski Area Auto 1 directs traffic to allow for the cyclists to travel into and ultimately through the parking lot safely. (See appendix C). Once the last civilian car has reached the lot, Auto 1 may then proceed down the mountain as well as Lead 1 and Lead 2 at intervals after. They are released once they pass Auto 2 and EOC.

After the Pilot car departs. Traffic after this point will be collected behind Auto 2 and EOC with the reader on the back of EOC reading "Do Not Pass - Temporary Delays". Auto 2 and EOC will continue uphill at the pace of the last rider on the road.

After about 20 mins Auto 2 and EOC will pull over into a pull out and enact a metering system to allow vehicles up the mountain. The metering system will allow 2-4 cars to proceed uphill spaced out in 2-3 minute increments. This should allow more even spacing across the road.

The reader board on EOC at this point will be changed to "Metering in Effect - Bicycles on Road - Please Drive Carefully"

Sometime around 9:15am metering will end and the road will be open uphill with no restrictions.

ACSO personnel are released upon command and ACSO supervisor approval.

Appendix A

Public Link:

<https://docs.google.com/spreadsheets/d/1pABQIEX8GZ-rtvjzokLX1Sy6bEtwPm0iLr0Oe48FqK4/edit?usp=sharing>

| ETA @ 4 MPH | ETA @ 6 MPH | ETA @ 8 MPH | ETA @ 10 MPH | ETA @ 12.5 MPH | ETA @ 15 MPH | Incr. | Miles Ridden | Mile to Go | KM Ridden | Action Taken | Location | Turn From | Notes |
|----------------|----------------|----------------|--------------------|----------------------|--------------------|-------|-----------------|------------------|--------------|-----------------|------------------------|------------------------|------------------|
| 8:00 AM | 8:00 AM | 8:00 AM | 8:00 AM | 8:00 AM | 8:00 AM | 0.00 | 0.00 | 18.40 | 0.0 | ST | Start/Finish | Green woods | |
| 8:01 AM | 8:01 AM | 8:00 AM | 8:00 AM | 8:00 AM | 8:00 AM | 0.10 | 0.10 | 18.30 | | RT | Bogus Basin Rd | Green woods | |
| 8:15 AM | 8:10 AM | 8:07 AM | 8:06 AM | 8:04 AM | 8:04 AM | 0.90 | 1.00 | 17.40 | | ST | Curling | No Turn | Timing Starts |
| 8:42 AM | 8:28 AM | 8:21 AM | 8:16 AM | 8:13 AM | 8:11 AM | 1.80 | 2.80 | 15.60 | | ST | Corrals TH | No Turn | |
| 8:46 AM | 8:31 AM | 8:23 AM | 8:18 AM | 8:14 AM | 8:12 AM | 0.30 | 3.10 | 15.30 | | ST | Miller Gulch TH | No Turn | |
| 9:10 AM | 8:47 AM | 8:35 AM | 8:28 AM | 8:22 AM | 8:18 AM | 1.60 | 4.70 | 13.70 | | ST | Dry Creek TH | No Turn | |
| 9:34 AM | 9:03 AM | 8:47 AM | 8:37 AM | 8:30 AM | 8:25 AM | 1.60 | 6.30 | 12.10 | | ST | Lower Summit St | No Turn | |
| 9:48 AM | 9:12 AM | 8:54 AM | 8:43 AM | 8:34 AM | 8:28 AM | 0.90 | 7.20 | 11.20 | | Aid | Hawkins Reserve | No Turn | |
| 9:55 AM | 9:17 AM | 8:57 AM | 8:46 AM | 8:36 AM | 8:30 AM | 0.50 | 7.70 | 10.70 | | ST | The Stark Mansion | No Turn | Aid Station |
| 11:04 AM | 10:03 AM | 9:32 AM | 9:13 AM | 8:59 AM | 8:49 AM | 4.60 | 12.30 | 6.60 | | Aid | Lower Stack Rock | No Turn | Aid Station |
| 11:18 AM | 10:12 AM | 9:39 AM | 9:19 AM | 9:03 AM | 8:52 AM | 0.90 | 13.20 | 5.70 | | ST | Upper Stack Rock | No Turn | |
| 12:00 PM | 10:40 AM | 10:00 AM | 9:36 AM | 9:16 AM | 9:04 AM | 2.80 | 16.00 | 2.90 | | LT | Simplot Lodge PL | BB Rd | |
| 12:07 PM | 10:45 AM | 10:03 AM | 9:39 AM | 9:19 AM | 9:06 AM | 0.50 | 16.50 | 2.40 | | RT | Pioneer Lodge Rd | Parking Lot | |
| 12:37 PM | 11:05 AM | 10:18 AM | 9:51 AM | 9:28 AM | 9:14 AM | 2.00 | 18.50 | 0.40 | | Finish | Pioneer Lodge PL | Pioneer Lodge Rd | Finish |

Appendix B



Communications Overview:

- Race Hotline 208-780-9568
- Command Cell (Internal) 678-871-9464
- Additional Numbers: 323-363-2249 Linda Lloyd Race Owner
- Additional Numbers: 931-212-3004 Allyson Petrilla Production Manager
- Additional Numbers: 208-271-6654 Samson Large Race Assistant

Communications Structure and Times:

- Race Director / Command
- Pilot Car will have a passenger to help communicate with cell and radio as needed and direct by LE and/or Command
- LEO in proximity to Command to communicate with the other LEOs assigned on their channels
- End of Caravan/Message Vehicle
- EMS Medical Arrives at 7:30am for check in at the bottom and then is dispatched to their Station - Station should be at the top within proximity to Command when they arrive.
- Course Marshals and Aid Stations arrive at Check-in 7:00am
- Course Marshals dispatched to their assigned Stations 7:20am
- Course marshals check in via Text Message and/or WhatsApp Group when they have arrived on Station.
- Final instructions to riders apx 7:45am
- Neutral Roll Out from Greenwoods apx 7:50am
- Rolling Start through Curling apx 8:00am
- End of Caravan communicates location of last rider to Command at each mile point and if rider is stopping at aid stations.
- Timing company has additional hard checkpoints using a read of the digital chips embedded in riders numbers to track progress of all riders - Command will have a link to the hard data of the checkpoint.
- Once End of Caravan has crossed a control point/course marshal, those resources are released by Command at notification.
- For the purposes of a Pilot Car rotation, homeowners and trailhead users are encouraged to communicate with Command directly their desire to travel downhill or with the course marshal at their station. Estimated time of Pilot Car will be communicated back directly, or two course marshal on the next round of the Pilot Car. Pilot Car jump seat will continuously update location with command by location sharing app or by mile marker.
 - Homeowners along the route were reached out to in person on June 20th. Two residents were spoken to in-person and expressed that they would help reach out to the other homeowners in that area of the mountain. Protocol for the houses not

reached in person was a note left on the door or their call box or gate. This made note of how to contact the race organization on the day of.

- In the event of a medical emergency, please refer to the medical communication protocol below.
- Riders have a race hotline to call in case of a medical need or mishap out on course. They are encouraged to call the hotline should they have a medical need, a mechanical need or should they wish to retire from the ride and turn around and head back down the mountain. If there is a medical need further down the mountain EMS on Station will be directed down the mountain. Dropping Pin on google maps and What Three Words have been communicated to the riders as appropriate ways to identify their location.
- Any riders behind the End of Caravan vehicle after the start at Curling should be assumed to not be a part of the Hill Climb unless they have a number plate under the saddle on their bike. We cannot control third-party riders climbing the mountain and there are several each year.



Technical Comms Overview

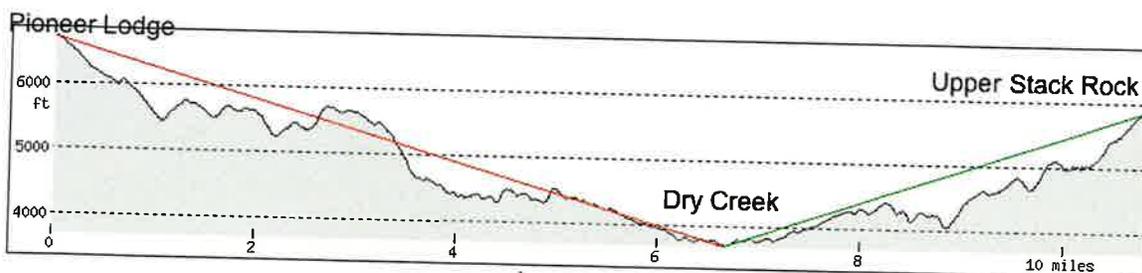
With the challenging nature of events in mountainous areas there is no one size fits all solution to communications for an event. Luckily with the Bogus Basin Hill Climb, the road follows the "Boise Front" up its terminus at the Pioneer Lodge at Bogus Basin Ski area.

The Front allows better than average communications with some exceptions. In particular, while cell service is not continuously available, signal strength tracking from most major carriers has been carried out on Bogus Basin Road. Those signal strength tests will be shown along with active signal testing on both AT&T and Verizon Networks (GSM and CDMA/LTE radio protocol) at the sites of our Course Marshal and SAG personnel as well as any potential alternative sites and their distance if applicable.

In 2024 a municipal special events radio network channel was activated to support additional communications. This worked well and there were no "drop zones" that we were aware of. This was used again in 2025 and we anticipate a channel being opened again in 2026.

Notes from 2024 about civilian commercially available radio comms. Civilian Commercial radio usage is anticipated to be not as good as either municipal/government radio or cell service at the intended locations as there are ridges and crests that block signal from traveling downhill along line of sight. Cell service does not struggle with this due to the nature of overlapping towers and "meshing."

Titan TRX4 commercial radios have an outdoor range of five miles. Higher on mountain tops. We will have a repeater station set up in the Upper Stack Rock parking lot to extend that range, and "jump" the ridgeline as shown below in our graph, however there still may be interference down to the Dry Creek hollow.



Since there are concerns with the line of sight nature of radios, any commercial radio supplementing will be a complementary communication tool along with cellular signal. In the above graph a radio at Pioneer Lodge (red line) must clear multiple ridges and crests, the repeater at Stack Rock helps reduce this both down mountain and back across some of the additional "hollows" up mountain.

Radios will be placed with command, pilot car, Aid Stations and our end of caravan vehicle.

Cellular signal strength is categorized in the following legend:

Lighter is stronger signal, darker is weaker signal.

| Signal | Colour |
|------------------|--------------|
| -40 to -85 dBm | Light Green |
| -85 to -95 dBm | Medium Green |
| -95 to -105 dBm | Dark Green |
| -105 to -115 dBm | Brown |
| -115 to -140 dBm | Red-Orange |
| < -140 dBm | Red |

Corrals

Mile 2.8



Event Field Tests (1. ATT 2. Verizon)



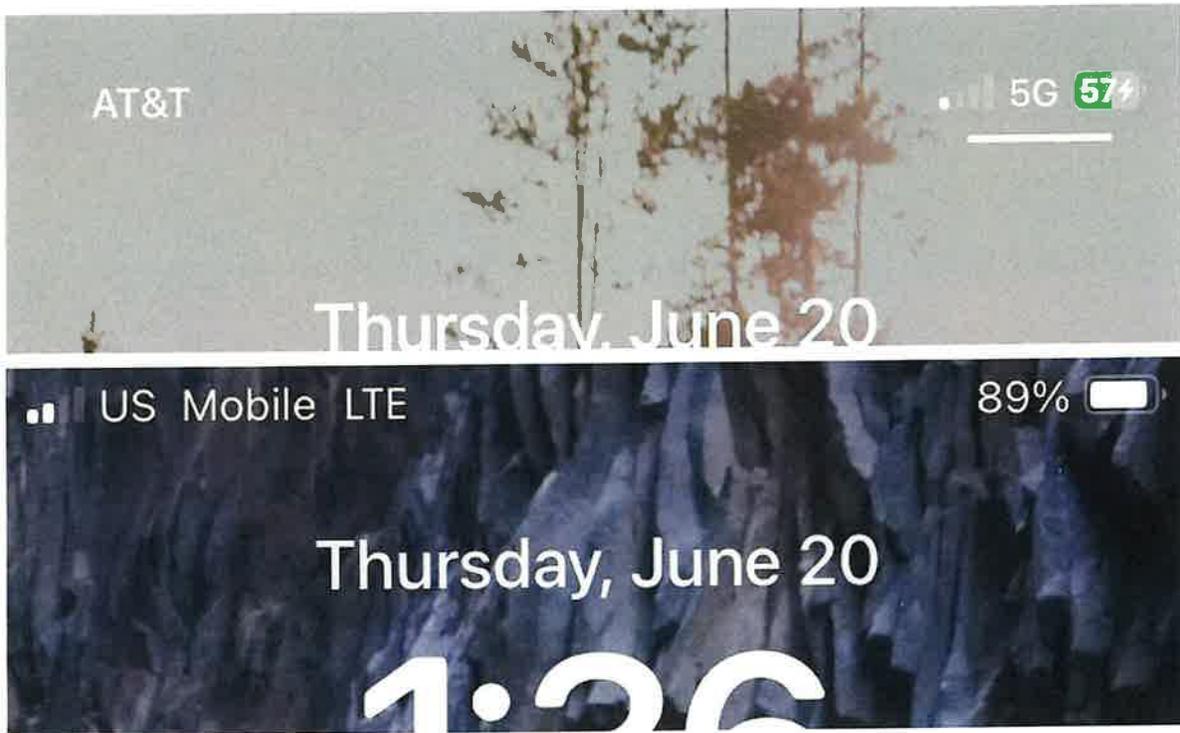
Miller's Gulch

Mile 3.1

Miller's Gulch is a point of concern because it is in a saddle and generally has bad reception. The course marshal stationed here lives across the street from the trailhead and was also a network engineer for a cell company years ago. My actual tests show service available despite the formal signal tests showing poor signal. The course marshal said he knows where to stand to get cell coverage and also can go inside his house to make a call on a landline which is 150ft from the trailhead parking lot. We also cross this location with all riders by 8:20am.



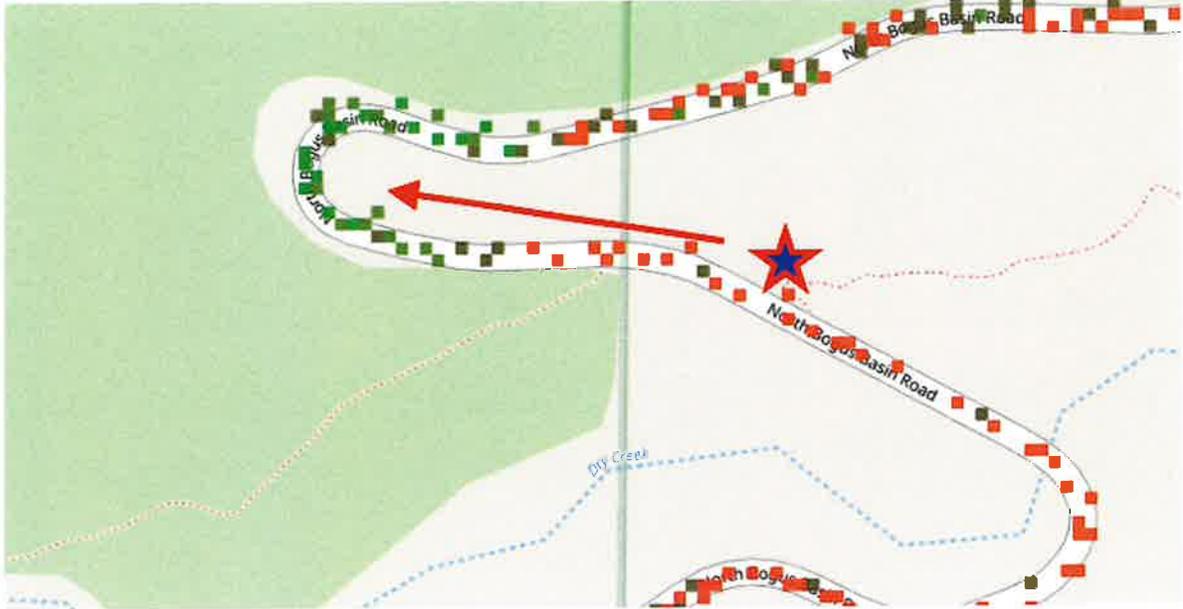
Event Field Tests (1. ATT 2. Verizon)



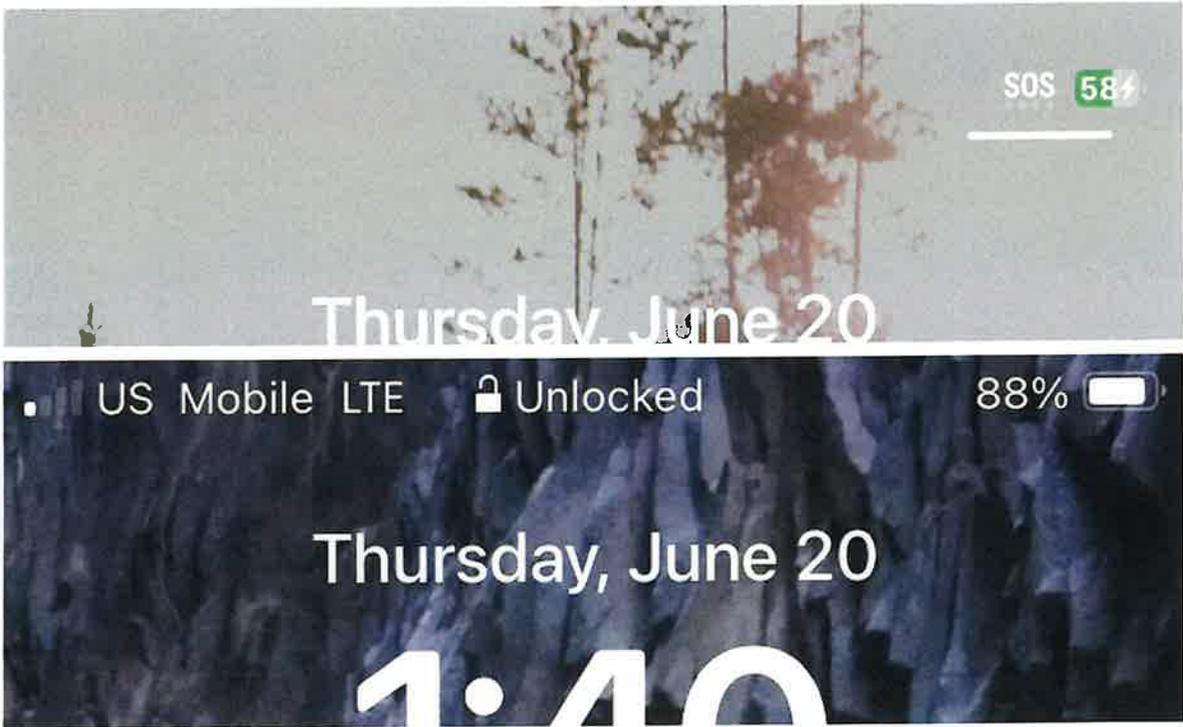
Lower Dry Creek

Mile 4.7

This is another of our challenging locations in a gulch or canyon. Here, however, the course marshal can walk uphill 50-100 feet and cell reception improves significantly. This location is also a bad candidate for a radio.



Event Field Tests (1. ATT 2. Verizon)

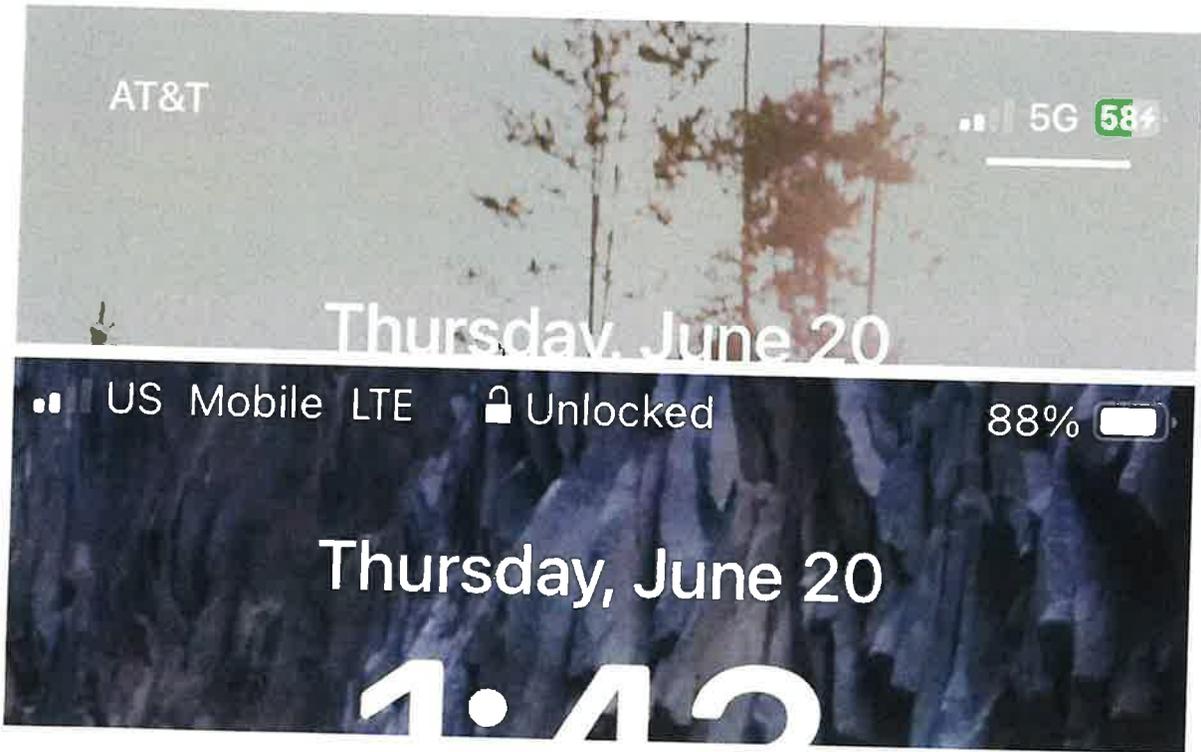


Upper Dry Creek

Mile 5.7



Event Field Tests (1. ATT 2. Verizon)

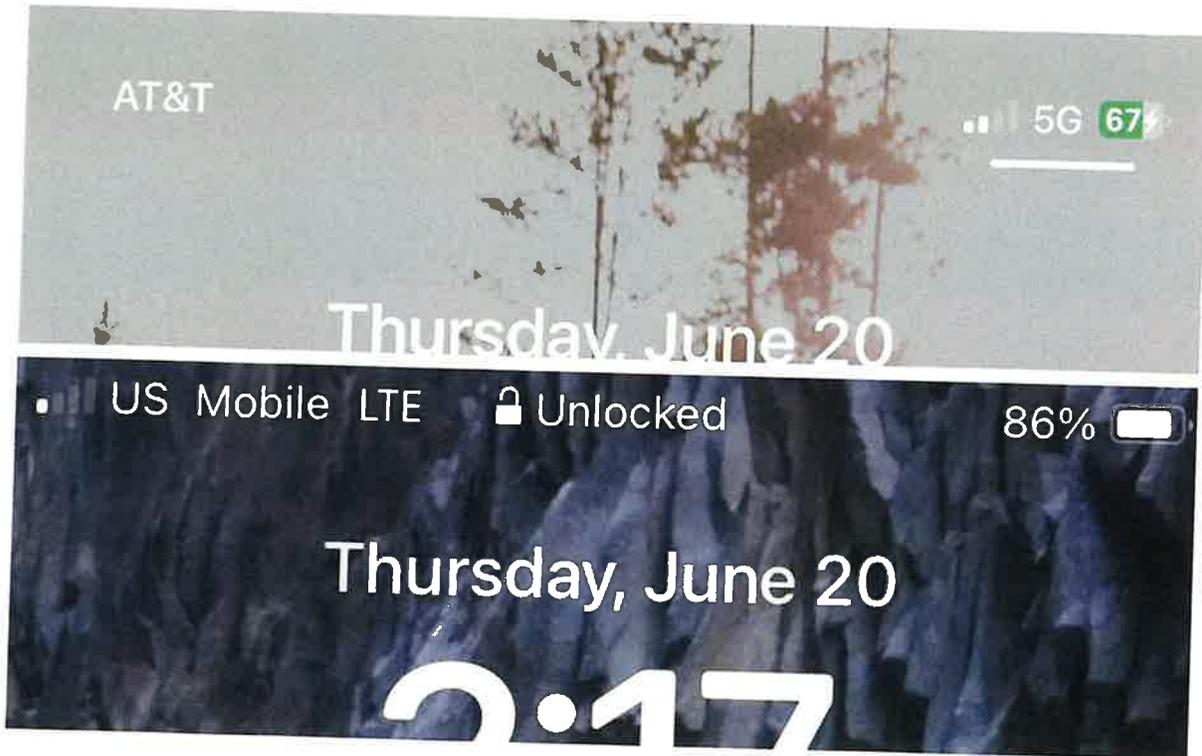


Hawkins Reserve

Mile 7.7

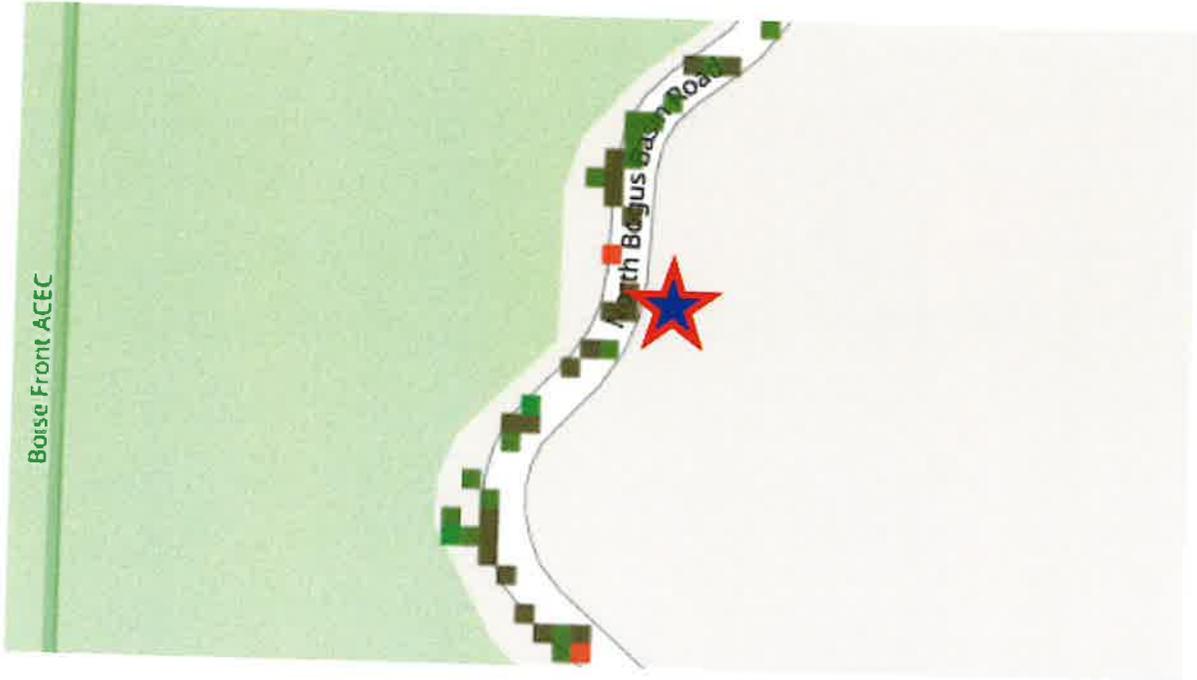


Event Field Tests (1. ATT 2. Verizon)

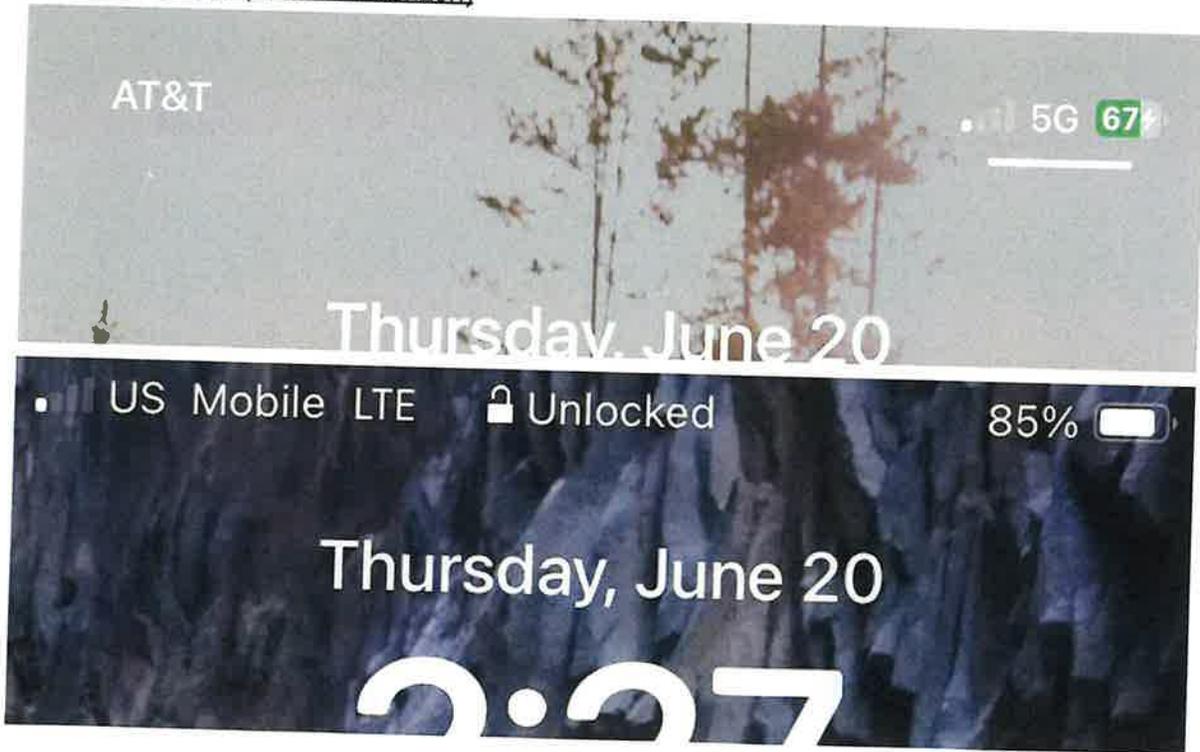


Aid Station 1

Mile 8.2

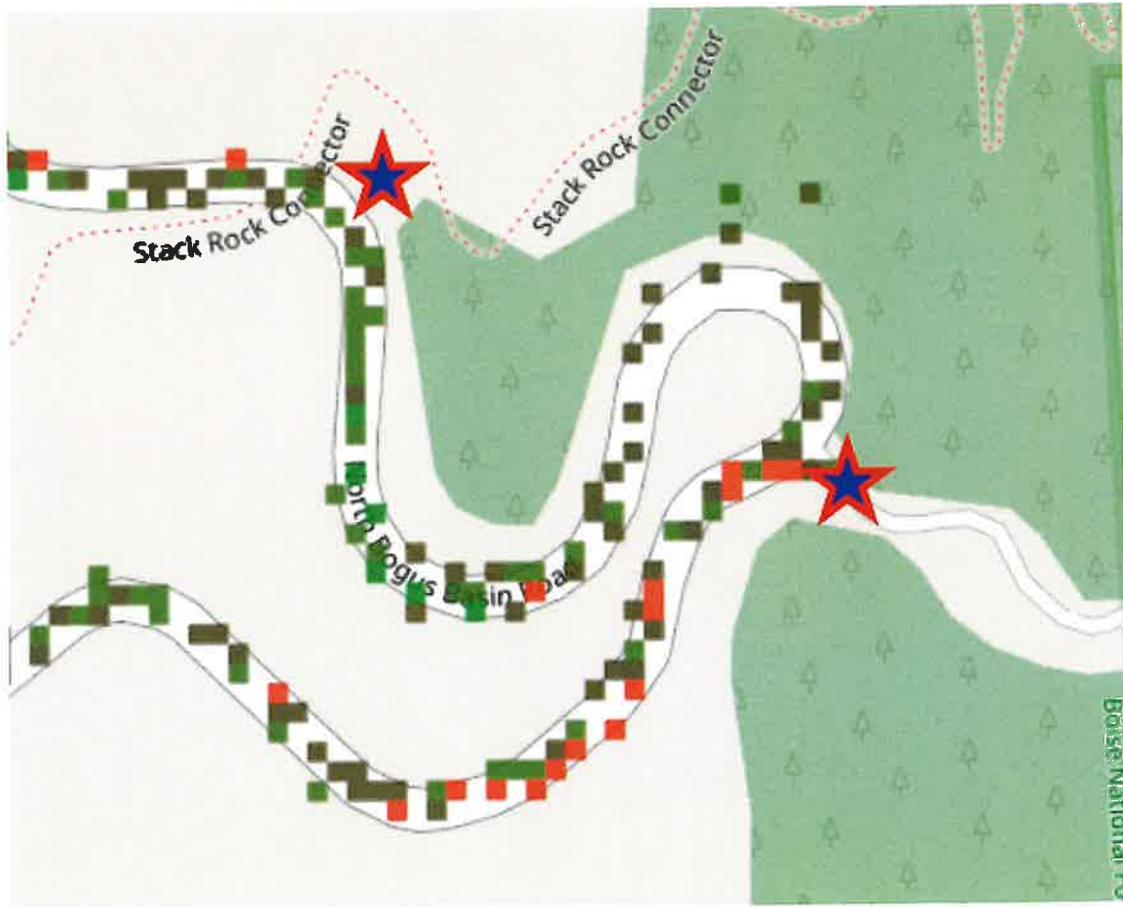


Event Field Tests (1. ATT 2. Verizon)

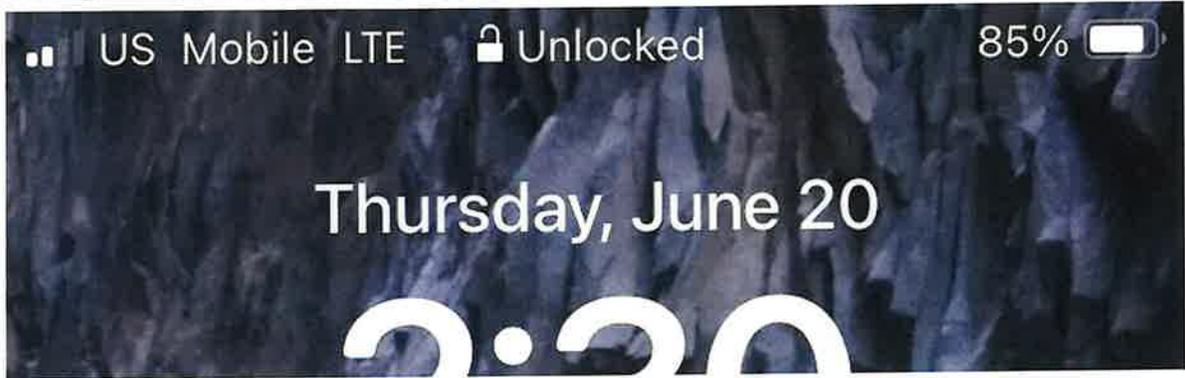


Dirt Road Below Lower Stack Rock

Mile 12.1

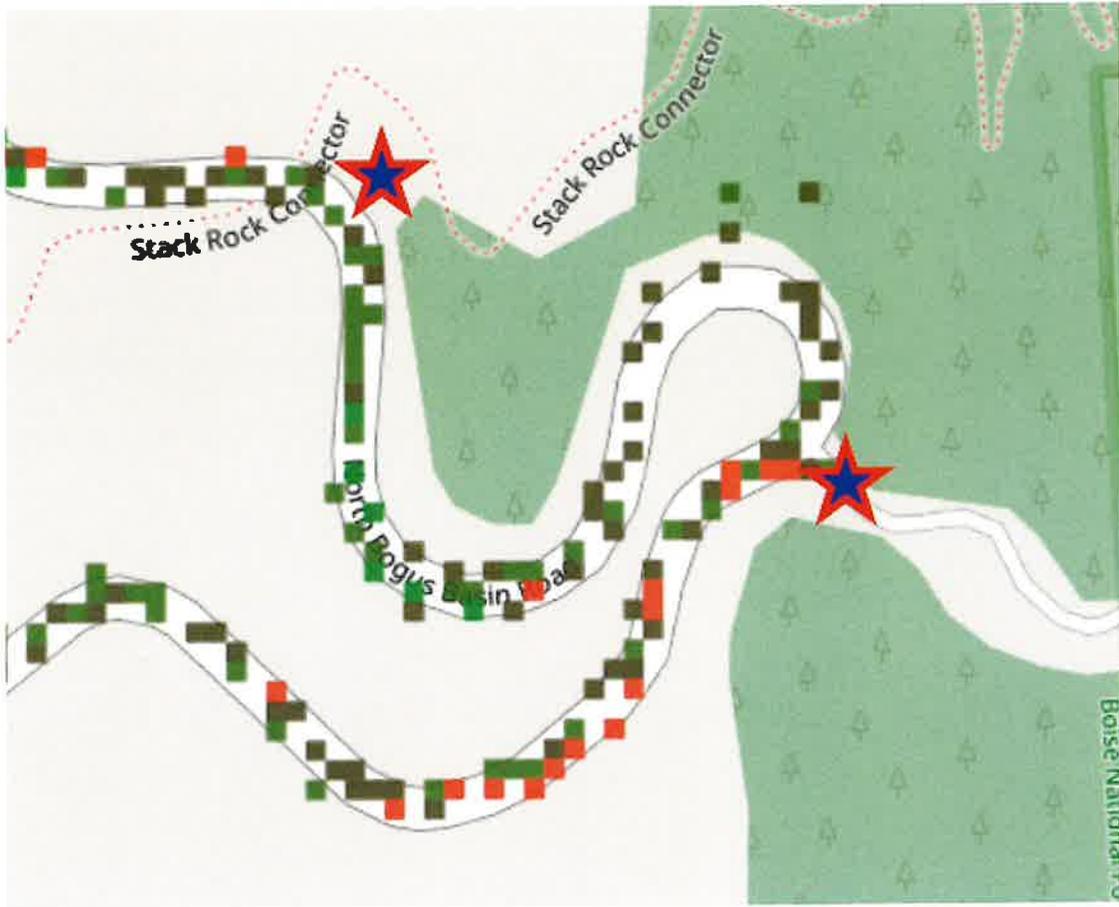


Event Field Tests (1. ATT 2. Verizon)

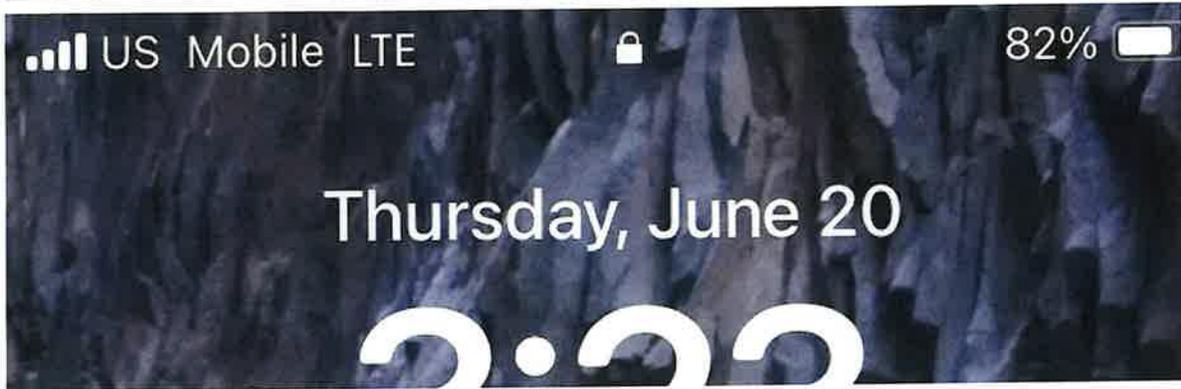


Aid Station 2

Mile 12.3



Event Field Tests (1. ATT 2. Verizon)

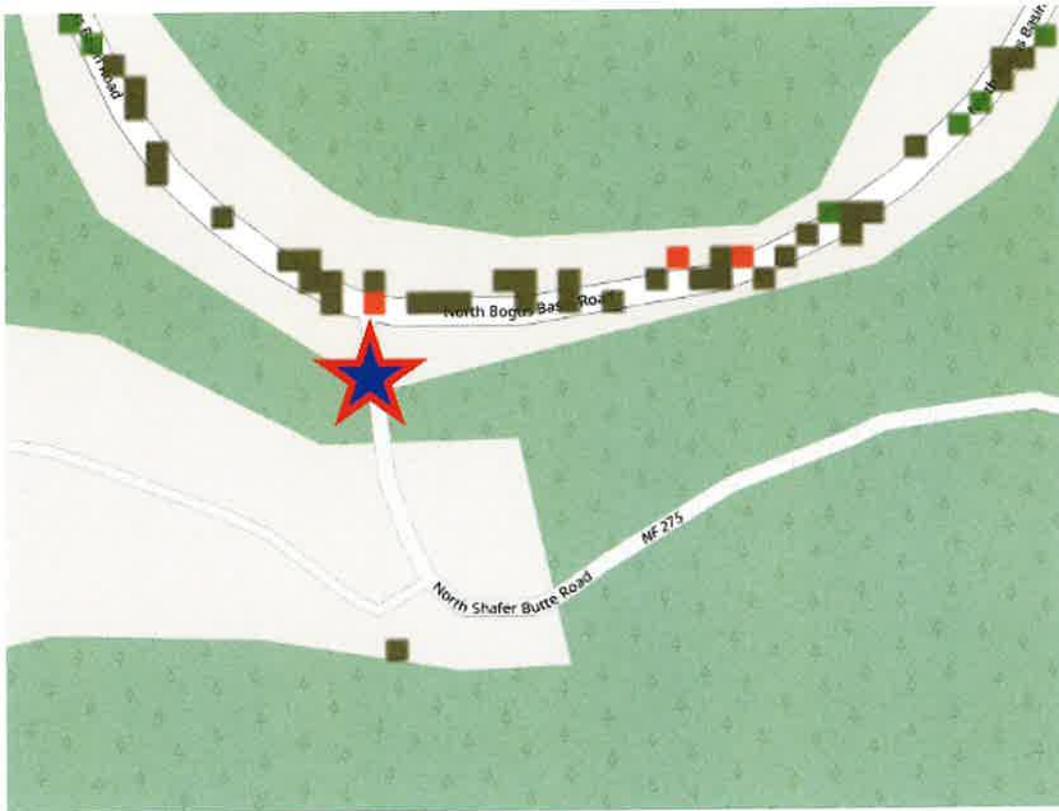


Upper Stack Rock



Event Field Tests (1. ATT 2. Verizon)

FS 275



Event Field Tests (1. ATT 2. Verizon)





Pat's Trailhead

Event Field Tests (1. ATT 2. Verizon)



Medical Comms Protocol:

EMS Provider: Victory EMS

Day of personnel:

1 ALS + 1 BLS, with 1 ambulance stationary.

1 ALS Mobile (non-ambulance)

Race Medical Consultant (not on site):

Dr. Christopher Fly

Assistant Dean for Curriculum - Enrichment

Medical College of Georgia

Course and Aid Stations:

We've identified where a technician base could/should be established and/or follow the event. These places are sited as there is known cell phone coverage at those locations.

Course is up Bogus Basin Rd from 2400 Bogus Basin Road in Boise City to the Pioneer Lodge in Bogus Basin Ski Area

Notes: Paramedic staff will be stationed at the finish line to address any asthma or respiratory needs at the finish. They will move to respond to a need at the direction of race command. We are striving for people to be self-sufficient, but we will not transport anyone back to start-finish unless they are physically or mechanically incapable. To be physically incapable isn't just being tired, but they are in medical danger of continuing. If in imminent medical danger they should be transported to local hospital via local Emergency Services once stabilized.

Two aid stations shall be staffed and be able to provide water and nutrition for at least 50 riders. These riders are primarily riders finishing in the two hour to four hour range and account for less than 20% of participants out of 300 riders. 80% of participants finish within two hours and 50% finish within an hour and 45 minutes. These riders do not generally stop at the aid stations.

Water is in 5 gallon spigot coolers as well as ice chests with bottled water and an assortment of soft-drinks, carbonated waters and isotonic solution for riders to mix into water. Water needs are calculated on a formula of 24oz per hour per rider with approximately five water servings per gallon. In addition a total of 80 gallons of water, plus additional isotonic, soft drinks and carbonated water will be available at the top of the mountain. Based on this formula and historic usage numbers from previous events shall cover our needs.

Evacuation Points:

Ambulance vehicles can access every point of the course. This should suffice for transport if needed.

In critical transport we have identified the following landing areas for helicopter transport for critical cases to be transferred at:

- Helicopter landing pad Bogus Basin Ski Area
- Transports to St. Lukes or St. Alphonsus

Communications:

We anticipate for communication that all medical vehicles will be near command at the finish line to be directed. Course marshal and/or commercial radio communicators and trackers, based on cell coverage and radio maps. Any mountain tops or tops of ridges will have clear cellular coverage with the previous locations identified in signal strength and ability to communicate by cell and radio with Pilots, Marshals and Rest Stops.

Communications Protocol:

In an incident, no names, only race numbers will be used in communications to comply with HIPPA and privacy requirements. If an incident is called into the event Hotline, command will take it, determine who is closest and the best route to that location. Once on location, event paramedic will stabilize if necessary and communicate severity with Command. Any feedback and treatment protocol will be determined by medical personnel and whether to escalate to local emergency services. Command will also have a communication protocol set up with local EMS, so if a 911 call is received Command can be aware and dispatch our EMT staff to scene in advance of local EMS. All participants will be advised to call 911 first, then hotline in an emergency, and/or advise the nearest aid station or course marshal in the event of a minor incident.

Emergency Numbers:

Any Emergency: 911

Event Hotline: (208) 780-9568

ADA County Non-Emergency: (208) 287-2962

St. Lukes Hospital: (208) 381-2222

Supplies:

EMTs will have supplies to support any road rash abrasions or stabilize any potential sprains or fractures, AED Devices, stabilizing boards and CPR equipment.

Air Quality Index and/or Wildfire:

Acknowledging that this event happens in the first few weeks of what is typically wildfire season in the Upper Mountain and Pacific Northwest, promoters will follow local guidance and NWS forecasts. To protect the health of participants promoter will discuss with all local stakeholders (Government, LEO, Event Owner) should the average AQI of monitors across the Treasure Valley and atop Bogus Basin Simplot Lodge be an index value number above 150 of the fine inhalable particles (PM) of 2.5 microns or smaller. If the average index value is over 200 the event shall be canceled for public health reasons both to participants as well as staffers.

Should an actual wildfire be a potential hazard to navigate without an AQI issue, promoter will again work with local stakeholders as well as informing and incorporating National Interagency Fire Center guidance into the decision making. If authorities shut down the road, plan to, or otherwise deem there is a risk to life and property, promoter shall cancel the event.

Should a wildfire event begin while the event is in progress, the promoter shall stop all forward progress of the event and have riders turn around and return to the start while yielding to emergency vehicles. Should there be no route to turn around participants shall continue to a safety point for vehicle evacuation and/or a different route off of the mountain.

Severe Weather:

Severe weather is not anticipated in the region during the time of year or hours of the event. Historically, one has not happened. Just rain is not considered a weather event in cycling terms. Should a severe weather event happen, or be anticipated to happen the following protocol may be implemented.

A delayed start dependent on anticipated timing of the weather event if known.

If the ride has started and a weather event becomes known, adjudicate the time it takes for riders to safely complete the course and seek shelter in hardened buildings at the top. If participants' forward progression average to that point suggests they will not make it in time, turn the rider around to retire to safety before the weather event arrives.

If a sudden and unexpected weather event takes place, or riders cannot complete nor retire in time, riders will leave the course at each designated trailhead with volunteers to assess severity of that location and send vehicles to pull participants out of the weather.

Remediation of Damages:

The Hill Climb is a cycling event that sticks to paved surfaces and roads of Bogus Basin Rd and Bogus Basin Ski Area. Remediation of damage to natural resources is not an anticipated need

as no natural resources should be disturbed. However, should damage be identified to have occurred it will need to be attributable to the Hill Climb with the following protocol effected.

1. Identification of possible damage to event promoter.
2. Promoter has 24 hours to inspect the site where damage is alleged to have occurred accompanied by a representative of the claimant.
3. Damage must be attributable to the event with witness statements or other identification that a participant or staff of the event caused said damage.
4. If environmental hazard is alleged to be present, and is attributable, event promoter shall within 24 hours secure the services of an environmental hazard remediation firm to assess and begin the clean up process.
5. If no environmental hazard is present, promoter and other stakeholders will work with insurance adjusters on a course of action and time frame to complete remediation.

Concussion Awareness:

Concussion protocols are incredibly important when checking out riders who have had an incident. Any disorientation, even temporary, should be treated with concern that the rider has hit their head. Concussion protocols will be implemented and riders demonstrating symptoms of a concussion will not be allowed to continue.

Pandemic Type Protocols:

If necessary pandemic type protocols should be viewed as a starting point, but not a definitive point as to guidelines that could be put into place in the future dates of this event. Cycling Quests will make good faith efforts to monitor guidelines and adapt accordingly. Cycling Quests will follow all state mandates regarding group sizing and take into consideration before proceeding with the event. Should the guidance not require such caution pandemic type protocols will be reduced or removed.