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## ***EAST PARK RESERVOIR BOAT LAUNCHING FACILITY FEASIBILITY REPORT***



***Boat Launch Area***



***Unpaved Turn-Around Area***

**Bureau of Reclamation  
\$2,000,000 Contract  
Waterways Connection Initiative (WCI)**

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### ***SUMMARY***

The Boating and Waterways Commission (Commission) is being asked to provide Advice and Comment on the Bureau of Reclamation's (BOR) request for a \$2,000,000 construction contract to construct the East Park Boat Launching Facility (BLF) at East Park Reservoir.

The proposed construction contract would fund the construction of a single-lane v-groove concrete boat launch ramp, a cable-guided boarding float, a solar light near the top of the boat ramp, a boater parking area, accessible path of travel, information kiosk, directional signage, animal resistant trash receptacles, and a project credit sign.

There are no expected problematic financial, engineering, permitting, stakeholder or public access issues associated with this project. If approved, construction is expected to be complete by February 1, 2026.

California State Parks, Division of Boating and Waterways (DBW) seeks Commission Advice and Comment on this proposed \$2,000,000 construction funding to the Bureau of Reclamation for the East Park BLF described in this October 1, 2024 Feasibility Report.

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### **GRANT APPLICANT AND PREVIOUS COMMISSION ACTION**

#### **Grant Applicant**

The applicant for the proposed project is the Bureau of Reclamation. The BOR owns the East Park Dam and the Orland Unit Water Users Association, a private non-profit corporation, has operated and maintained the reservoir since 1954 for the purpose of providing irrigation to landowners who have been issued water rights. Colusa County (County) manages the recreational facilities at the reservoir through a management agreement.

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### Commission Site Visit

Boating and Waterways Commission members are expected to complete an official visit to the proposed boat launching facility site on October 1, 2024, as part of the Commission tour.

### Previous Commission Action

In FY1978/79, the Commission approved a grant of \$135,000 but the project was canceled, and no state funding was expended.

In FY1987/88, the Commission approved a grant of \$513,000 but the project was canceled, and no state funding was expended.

In FY2017/18, the Commission approved a planning grant of \$150,000 that completed the design, permits, and established an engineer's estimate of probable construction costs.

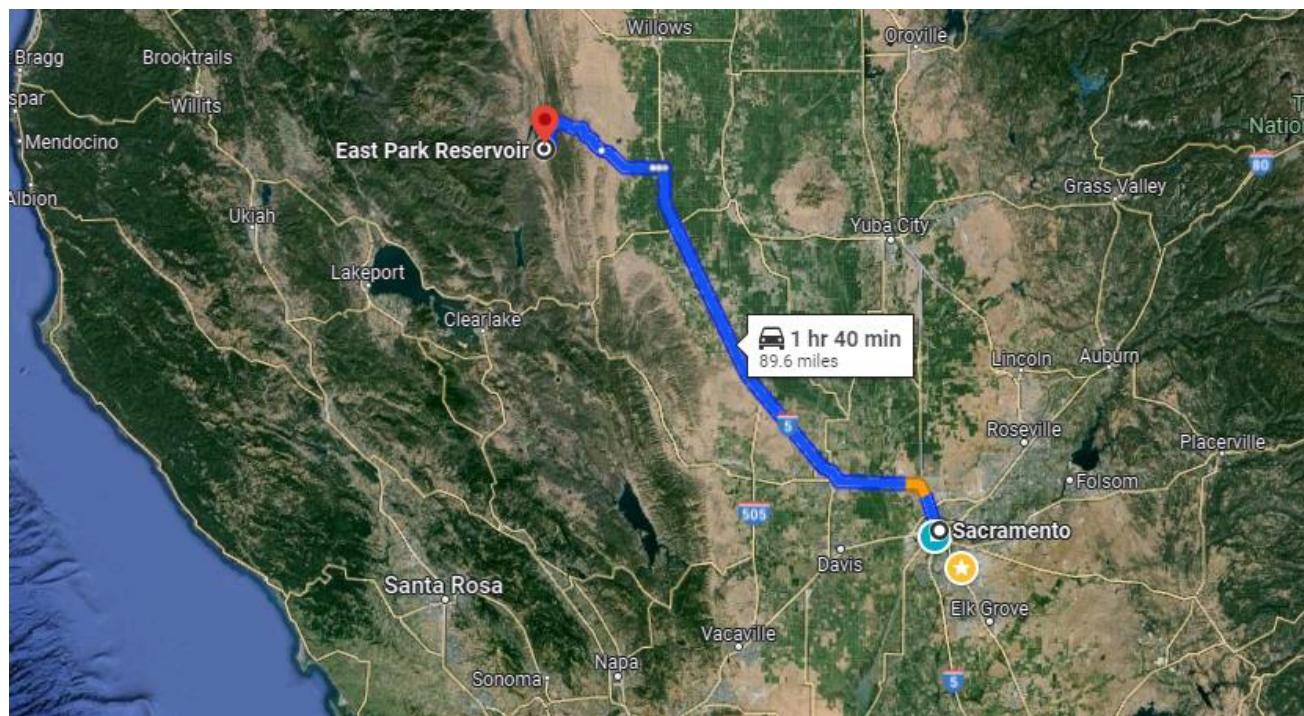
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### GENERAL LOCATION AND AREA

**Address:** East Park Reservoir is at 4415 Sites Lodoga Road, Stonyford, CA 95979.

The proposed project site is in Northern California in the northwestern portion of Colusa County, approximately 35 miles northwest of the City of Colusa, and 81 miles northwest of Sacramento International Airport.

From Sacramento International Airport, travel north on Interstate 5 for nearly 58 miles, then exit at Maxwell Colusa Road. Travel west on Maxwell Sites Road, which becomes Sites Lodoga Road, for 23 miles to the main entrance gate of East Park Reservoir. Follow the directional signage for 1.5 miles to the fork in the road, and merge left. Travel north on this unnamed road for nearly one-half mile, staying to the right you will arrive at 4415 Sites Lodoga Road, Stonyford, CA 95979.



Source: Google Earth



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## Area

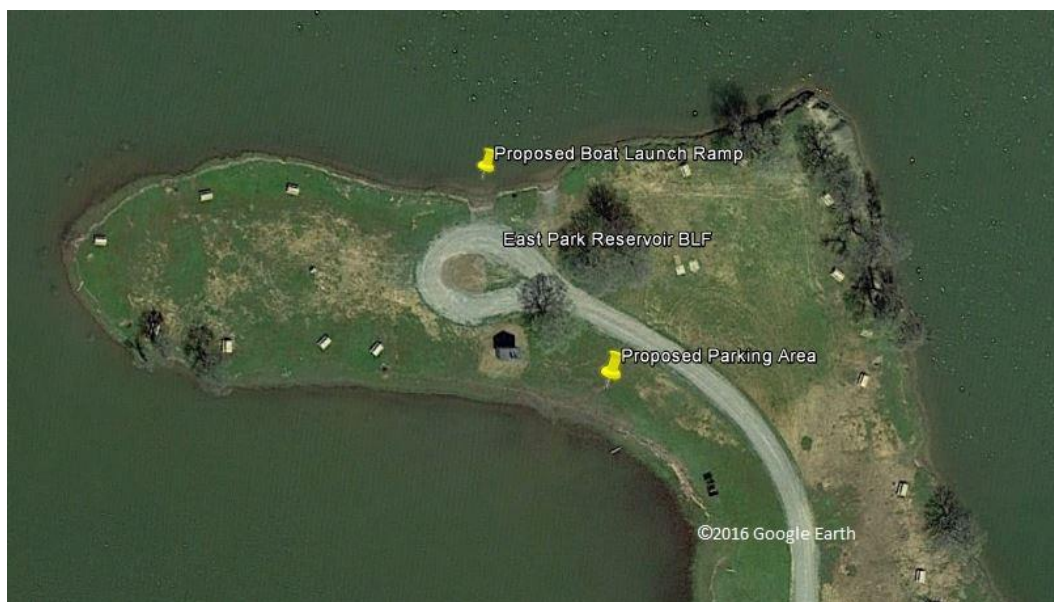
The project is in the hills outside the Mendocino National Forest, an area that has lakes and reservoirs including Black Butte Reservoir, Stony Gorge Reservoir, Lake Pillsbury, and Indian Valley Reservoir. These four bodies of water feature boat launch facilities and the general area is popular with outdoor enthusiasts who enjoy camping, cycling, and hiking. The area surrounding East Park Reservoir is rough, rural terrain. East Park Reservoir is the closest reservoir/lake with boating access to the cities of Colusa and Yuba City, which are 35 miles and 60 miles away, respectively. The small town of Stonyford is approximately three miles northwest of the subject site and the smaller community of Lodoga is just over two miles south. The next closest public boat launch facility is Skipper's Point at Stony Gorge Reservoir, which is 30 miles north of the proposed site. The Sacramento River is the only other waterbody in Colusa County and is approximately 35 miles to the south of East Park Reservoir.

## History

East Park Dam was completed in 1910 as part of the Bureau of Reclamation's Orland Water Project, which formed East Park Reservoir. The reservoir stores irrigation water for the Orland Unit Water Users Association from Stony Creek, Little Stony Creek, Squaw Creek, and Little Indian Creek. It has a capacity of 52,000-acre feet of water and is 2.7 miles in length. The reservoir has 25 miles of shoreline, ten of which are used for recreation purposes. The BOR owns the reservoir and would be responsible for maintaining the project site and improvements at no cost to the State for the duration of the contract term.

## Usage

East Park Reservoir is open from April 1 through September 30 and hosts approximately 32,000 visitors per year. Currently, there are no improved boat launch facilities on the reservoir, yet motorized and non-motorized vessels are launched from the shoreline regularly. The annual total of motorized launches is approximately 2,000 with 300 annual non-motorized launches. The reservoir's visitors enjoy boating, camping, hiking, and wildlife viewing. In June, East Park Reservoir hosts an annual boat building contest and campout. Of the reservoir's 193 campsites, 170 of them are found on the east side of the reservoir, many with picnic tables, fire rings, and nearby restrooms.



Source: Google Earth

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## Existing Conditions

The current condition of the proposed site features an unpaved, gravel access road that leads to the proposed launch ramp location. The gravel road is not passable year-round due to muddy conditions during the winter months. The County plans to pave the access road once the boat launch ramp is complete, allowing year-round access. Boat ramp usage is expected to increase during the winter as a result of this improvement. Vessels currently launch from a gravel slope cut into the shoreline at the north side of the peninsula. This primitive launching access is a significant barrier to boaters without robust vehicles with high traction tires as they can lose traction on loose dirt. The facility is also not accessible to those with disabilities and only able-bodied people can get into their boats after launching because the facility does not have a boarding float to assist. This location allows for launching during periods of low water. The BOR recently added a new ADA, two-unit vault restroom which is located on the south side of the peninsula. Campsites are located to the west, east, and south of the proposed BLF location. These campsites contain picnic tables and fire rings. It is an open area with few trees or foliage.

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## PROJECT DESCRIPTION

### Proposed DBW Scope

If approved, DBW would contribute up to \$2,000,000 for the construction of the following improvements:

#### **Boat Launch Ramp**

Construct a new single-lane, v-grooved concrete ramp in place of the unimproved shoreline currently being used to launch vessels. This ramp would provide all boaters with safe access to the lake including during low water events.

#### **Boarding Float**

Install a 60' cable-guided boarding float on the west side of the launch ramp.

#### **Parking Area**

Construct an asphalt parking area consisting of 16 vehicle/trailer parking spaces, one accessible vehicle/trailer parking space, three single vehicle parking spaces, and one accessible single vehicle parking space.

#### **Accessible Path of Travel**

Construct the accessible path of travel connecting the accessible parking stalls, to the existing BOR funded restroom, and the top of the boat launch ramp.

#### **Additional Features**

Install an information kiosk, directional signage, animal resistant trash receptacles at the facility, and a solar light at the top of the ramp.

#### **Project Signage**

A new concrete project credit sign would be installed at the facility giving credit in part to the Waterways Connection Initiative and the Harbors and Watercraft Revolving Fund for funding the project and BOR for operation and maintenance of the facility.

## Cost Estimate

The total estimated project cost for construction and inspection is approximately \$2,000,000 (see Table 1: East Park Reservoir BLF Project Cost Estimate). This estimate includes a 10% construction contingency allocation reserved for any unforeseen overages affecting the approved scope items that may occur during the construction process and is current as of January 2024.

## Construction Variance

Due to the recent extreme escalation in construction costs in California, it is difficult to establish an accurate estimate of construction costs. Therefore, DBW added a line item (added to the non-construction section of Table 1) to mitigate this uncertainty. This funding will only be available upon concurrence by DBW on methods, scope, and associated costs.

Table 1: East Park Reservoir BLF Project Cost Estimate	
CONSTRUCTION SCOPE	COST ESTIMATE
Mobilization	\$ 115,000
Demolition	38,500
Boat Launch Ramp	350,000
Riprap	60,000
Boarding Float System	165,000
Parking Area	405,000
Accessible Pathway	18,000
Solar Light	22,000
Information Kiosk	23,000
Animal Resistant Refuse Containers	3,178
Project Signage	10,000
Construction Subtotal	\$ 1,209,678
NON-CONSTRUCTION COSTS	
Construction Variance	500,000
Escalation 9%	108,870
Contingency 10%	120,968
Inspection 5%	60,484
Non-Construction Subtotal	\$ 790,322
<b>TOTAL ESTIMATED PROJECT COST</b>	<b>\$ 2,000,000</b>
Source = 100% Design Cost Estimate dated January 2024	
*Percentages are of the Construction Subtotal	
*3% per year for 3 years = 9% escalation	

## Project Status

A proposed project design was completed in January 2024 (see Exhibit A – Final Design on page 8) and is subject to change based on available funding.

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## Timeline

BOR estimates that the construction would be completed approximately two years from execution of the proposed construction agreement.

## Engineering Feasibility

There are no particularly difficult or unusual problems associated with the proposed project.

## Environmental Impact and Permits

BOR has completed NEPA for this site and anticipates that no other project permits will be required.

## PROJECT METRICS

### Annual Launches

**Current:** According to the boat launch data provided by the BOR, the annual number of boat launches at the existing facility is 2,000 motorized and 300 non-motorized.

**Future:** For purposes of this feasibility analysis, the BOR and DBW assume a 5 percent increase in usage to 2,100 motorized launches per year and no increase to non-motorized launches.

### Annual User Day

**Current:** Based on the California Boating Needs Assessment Study published in 2002, the average number of users per boat (motorized) in the Sacramento Basin is 3.35, therefore the current estimated annual number of user days is 7,000 (current annual launches x user per boat).

**Future:** DBW estimates that the number of annual user days for this facility will increase by 5 percent for a total of 7,350 annual user days.

### User Day Value

**Current:** The 2018 California Boating Needs Assessment Study established a unit day value in the Northern California region. The unit day value is an established way to measure recreational benefits boaters gain from the experience of boating on a particular body of water. The unit day value, adjusted for CPI, is \$46.83. The total current annual unit day value for the facility is \$327,810 (unit day value x annual user days).

**Future:** DBW estimates that the unit day value for the proposed facility will increase after the facility is improved to \$344,200 (unit day value x projected annual user days).

### Benefit-Cost Ratio

A common method in the analysis of investments is to establish the net present value of the benefits and costs associated with a project. If the Benefit-Cost ratio exceeds “1” then the investment, weighed against available investment alternatives, is worthy of consideration from a financial perspective. The results of this analysis are as follows:

**Benefit.** The total benefits over the 20-year life of the project is estimated at \$5,719,780.

**Cost.** Assuming a total project cost of \$2,150,000 (\$150,000 Design & Permits, \$2,000,000 Construction and annual operation and maintenance costs), the net costs over the 20-year grant period are estimated to be \$2,549,700.

**Ratio.** Therefore, the estimated Benefit-Cost Ratio is 2.24.

### User Fees

Colusa County currently charges an \$8 fee per vehicle for day use, which includes entry, parking, and boat launching. County residents receive a 50% savings on all fees. The County is

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not planning to raise the day use fee or add a separate boat launch fee after construction of this project is completed.

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### **CONCLUSION**

DBW's analysis indicates that this project, as proposed, is feasible from an engineering perspective, is cost effective, and increases public access.

### **COMMISSION ADVICE AND COMMENT**

The Department of Parks and Recreation, Division of Boating and Waterways seeks Commission Advice and Comment on this proposed \$2,000,000 (WCI) construction funding to the Bureau of Reclamation for improvements described in this *October 1, 2024 Feasibility Report*.



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