

RECLAMATION

Managing Water in the West

Draft Environmental Assessment

Drag Boat Exhibitions/Competitions – East Park Reservoir – Orland Project

**Northern California Area Office
Shasta Lake, CA**



**U.S. Department of the Interior
Bureau of Reclamation
Mid Pacific Region**

July 2017

Mission Statements

The mission of the Department of the Interior is to protect and manage the Nation's natural resources and cultural heritage; provide scientific and other information about those resources; and honor its trust responsibilities or special commitments to American Indians, Alaska Natives, and affiliated island communities.

The mission of the Bureau of Reclamation is to manage, develop, and protect water and related resources in an environmentally and economically sound manner in the interest of the American public.

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Acronyms and Abbreviations

AF	acre-feet
BMPs	Best Management Practices
CEPA	California Environmental Protection Agency
CEQ	Council on Environmental Quality
CHBA	California Hot Boat Association, LLC
County	County of Colusa
EA	Environmental Assessment
EPR	East Park Reservoir
ITA	Indian Trust Assets
NHPA	National Historic Preservation Act
NEPA	National Environmental Policy Act
Reclamation	Bureau of Reclamation
SHPO	State Historic Preservation Office

1.0 Introduction

This Environmental Assessment (EA) examines the potential direct, indirect, and cumulative impacts to the affected environment associated with the Bureau of Reclamation (Reclamation) approving drag boat exhibitions/competitions at East Park Reservoir (EPR) in Colusa County, CA (Figure 1). The property on which the events would occur is owned by Reclamation and managed by the County.

Drag boat exhibitions/competitions would be held annually for a period of up to five years. Reclamation will approve each year's event individually, as event requests are made. Reclamation, in cooperation with the County, will review community feedback and post-event inspection records in determining whether or not to allow each successive year's event following the inaugural exhibition/competition.

The inaugural event would be held on September 9 and 10, 2017, at EPR's Serenity Cove (Figure 2). The intended permittee and host of the event is the California Hot Boat Association, LLC (CHBA).

1.1 Need for the Proposed Action

The County relies primarily on park entrance and user fees collected during summer months to fund the administration, operation and maintenance of recreation and recreational improvements at EPR. (The park is closed to visitation from November to April due to weather conditions.) Maintenance and management needs include the following, as detailed in the November 2013 Management Agreement between Reclamation, the Orland Unit Water Users' Association and the County of Colusa (Reclamation 2013):

- Upkeep of recreational facilities and access areas, including roads, parking lots, camping and boating areas (Note: A disc golf course and a hang-glider landing zone have been added since the release of the Management Agreement.)
- Enforcement of law and park public safety codes
- Accident/emergency response
- Incident/spill response
- Trash and waste disposal and recycling
- Sewage disposal
- Sediment and erosion control
- Removal of floating debris from the reservoir and adjacent wetlands
- Wildlife and wildlife habitat management

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- Pest/invasive species management
- Fire suppression
- Record keeping, inventory and reporting related to the aforementioned services

Special events such as the Proposed Action generate revenue for the County to supplement user fees to address the year-round maintenance and management needs of the park. In addition, the events provide a unique recreational opportunity for users.

2.0 Actions Considered

2.1 No Action

If Reclamation takes no action, there would be no drag boat exhibitions/competitions at EPR. The County would not receive revenue from the events for use in supplementing user fees used to address the maintenance and management needs of the park. There would be no additional unique experience for park users.

2.2 Proposed Action

Reclamation's Proposed Action is to approve drag boat exhibition/competitions at EPR annually for a period of up to five years.

The action area for the 2017 event is Serenity Cove and adjacent waterways and lands to the adjacent north and east of Rattlesnake Point on the reservoir's east side. The location of the event is the approximate site of the Camp Topsy boat building event, held annually at EPR since 2006. The proposed 2017 CHBA event is part of the Super Eliminator Shootout series of drag boat races and will be held on Saturday, September 9, and Sunday, September 10, 2017.

Approximately 35 to 50 boaters are anticipated to enter the races; Less than 600 spectators are anticipated to attend. Participants and spectators of the event will use established camping, parking and shoreline access areas.

CHBA inspected the 2017 event site to assure that permanent facilities (vault and roll-off toilet facilities and trash receptacles) are adequate to accommodate the crowd anticipated and will provide traffic control for the event.

The action area is currently used as a public boating, camping and day use area. The event is a similar use of the property, requiring similar services and equipment. CHBA preparations for the 2017 event include the establishment of:

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- Marked concession areas
- A restricted entry “hot pit” area for drag boat staging and entrance/egress from the water
- Emergency response stations, including a staging areas for a rescue boat, an ambulance and a marked, temporary helicopter landing pad
- Containment area with containers for saturated sorbent pads and booms, if needed
- A timing zone consisting of 8 on-water lighted towers on floats
- Directional signage

Event-related activities, including preparation and cleanup, will occur over a period of approximately one week, beginning with delivery and staging of three motorhomes, one of which will be converted into the host office/timing trailer for the event, on the Monday prior to the event. Two rescue boats and timing barges will be in tow.

No permanent facilities will be constructed as a component of the project. Ground disturbance associated with the action will be limited to mowing in non-sensitive areas prior to the event to allow for overflow parking. On-water preparations will commence after daybreak on a weekday morning before the event and continue until dark. The public will not be restricted from the area where the course is being set while it is being set.

CHBA will restrict boating in the cove where the course is located (the long cove on the west side of campground road and east of the unimproved boat ramps) on the Friday morning prior to the event and will install directional signage on Sites Lodoga Road to direct spectators and boaters into the event. Races will commence on Saturday and Sunday morning at 9 a.m. with a test and tune period, followed by qualifying. On-water race activities will cease for the day by 5 p.m. A barbeque will be held on Saturday evening. Proceeds from event fees (event entrance and parking fees for racers and spectators and camping fees for spectators) will be retained by the proponent.

Assuming the event is a success, as determined by post-race site inspection and public feedback, the event may be held annually for a period of five years. It is anticipated that successive years’ events will be in the approximate same location with similar facilities, schedule, ancillary activities, and preparations and associated access limitations.

Figure 1. Vicinity Map

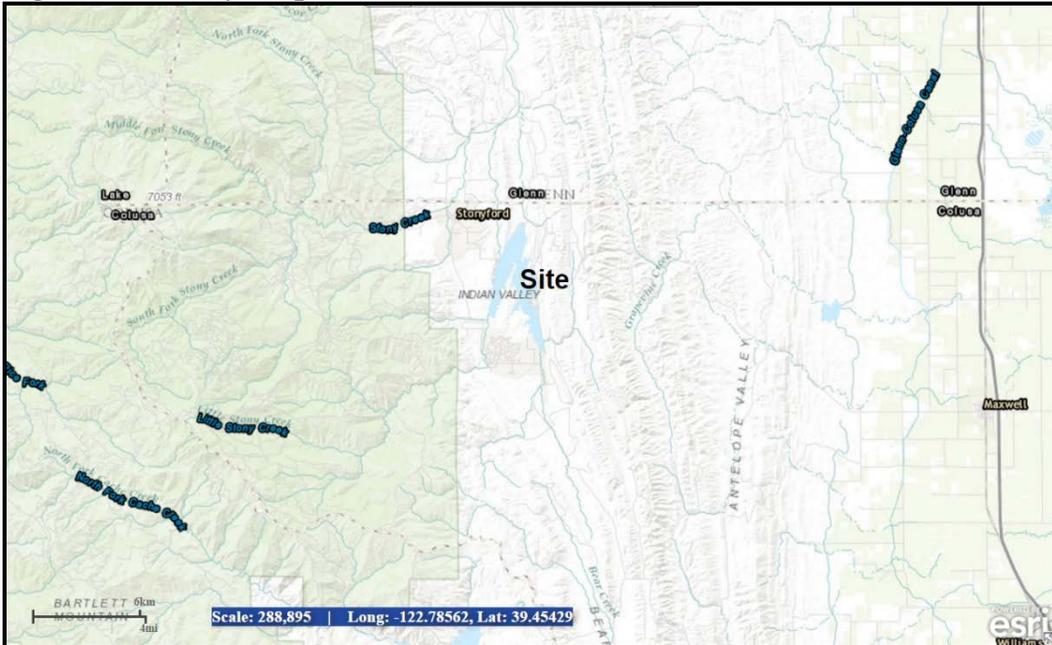


Figure 2. Site Map



3.0 Affected Environment and Consequences

Reclamation instituted a Resource Management Plan (RMP) for EPR and associated Federal land in 2004. The goals and objective of the RMP include:

- Ensuring that management of environmental resources is compatible with authorized purposes of EPR, and;
- Providing decision-makers with consistent direction and guidance for the successful management of the environmental resources of the reservoir and surrounding lands, as well as a safe environment for the public when access is provided.

The range of potential impacts in this EA assesses whether the decision by Reclamation to approve the Proposed Action might cause significant effects on the human environment. This EA will analyze the affected environment of the Proposed Action and No Action Alternative in order to determine the potential impacts and cumulative effects to the following environmental resources:

- Land and Water Resources
- Public Health and Safety
- Air Quality

Impacts to the following resources were considered and found to be minor or absent. Brief explanations for their elimination from further consideration are provided below:

- Indian Trust Assets (ITA): There are no ITAs in the vicinity of the action area. Therefore the Proposed Action does not have the potential to affect Indian Trust Assets (see Appendix A).
- Indian Sacred Sites: Executive Order 13007 (May 24, 1996) requires that Federal agencies accommodate access to and ceremonial use of Indian Sacred Sites by Indian religious practitioners, and avoids adversely affecting the physical integrity of such sacred sites. The Proposed Action is located on Federal land used for public recreation that is not used for, and therefore would not affect access to or use of, Indian Sacred Sites.
- Cultural resources: Reclamation determined that the Proposed Action is the type of activity that does not have the potential to cause effects on historic properties, should such properties be present, pursuant to 36 CFR § 800.3(a)(1). The effects determination is documented in Appendix B.
- Environmental Justice: According to US Census data, approximately 87% of Colusa County residents live above the poverty level and approximately 91% are of Caucasian ethnicity; the action area does not constitute a low income or minority community (US Census Bureau 2017). The activities would have

negligible effects on nearby places of work and residences but may bring revenue into the local community. Effects from the event are anticipated to be short term and temporary. There will be no disproportionate adverse effect on the community from the Proposed Action.

- Federally-listed threatened and endangered species: An Official Species List of species Federally-listed as threatened or endangered was obtained from the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) website on June 6, 2017. There is no suitable habitat for Federally-listed species on grounds and in waters where the event will be held. There are no documented occurrences of Federally-listed species along the eastern shoreline of EPR in close proximity to the site. There is no designated Critical Habitat for Federally-listed species near the site. No ground disturbance or permanent construction activities will be completed in preparation for the event. The location of the Proposed Action is currently used for day use, camping, boat launches and at least one other planned public event. Activities related to the event would be consistent with these uses.
- Noise: The site and areas adjacent to EPR are zoned predominantly for recreational, agricultural, forestry or conservation uses or as transition zones (County 2017b). The nearest residential community, Century Ranch, is located approximately 1.7 miles southwest of the location of the proposed race activities. Although the noise level from the racing and associated activities would be above ambient levels and could be expected to carry across the water to Century Ranch, race activities will cease by 5 p.m. A nuisance noise level from the Proposed Action is not anticipated during hours which any noise ordinance applicable to the event would be in effect.
- Aesthetics: The action area is expected to be returned to pre-event conditions following the exhibition/competition. No long term effects to aesthetics are expected.

3.1 Land and Water Resources

Reclamation created EPR in 1910 with the damming of Little Stony Creek, about 30 miles southwest of the town of Orland. The reservoir has a capacity of approximately 52,000 acre-feet (AF) and minimum pool of 5,000 AF water, stored to provide surplus water for irrigation purposes. East Park Dam is also used to control flows for flood protection purposes.

Total land area around EPR is about 2,500 acres. Land uses include cattle grazing (approximately 2,000 acres) and public recreation (approximately 1,600 acres) including camping and day uses such as hiking, bird watching, hand gliding and disc golf. 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.

The total water surface area of EPR is 1,820 acres, most of which is available for water-based public use (Reclamation 2013) such as boating, kayaking, canoeing, wading and swimming.

3.1.1 No Action

Under the No Action Alternative, park attendance and activities are anticipated to be that of a typical weekend in the summer season. There would be no change to the types and frequency of activities available at the site and therefore no potential for new or increased impacts to lands and surface water from such changes. However, without the action, there would also be no revenue from the event that would be used to support the park maintenance and management activities listed in Section 1.1, including:

- Incident/spill response
- Trash and waste disposal and recycling
- Sewage disposal
- Sediment and erosion control
- Removal of floating debris from the reservoir and adjacent wetlands
- Wildlife and wildlife habitat management
- Pest/invasive species management
- Fire suppression

Colusa County is a rural county with a population of about 22,000 people. As with other counties in California, property taxes are 1% of the cash value of the property (County 2017a). Colusa County receives approximately 26% of this one percent of the cash value of the property in property taxes, leaving comparably little to support parks such as EPR in addition to the other services the County provides.

The County's costs for management and maintenance of EPR that benefit land and water resources are anticipated to increase gradually with the increasing effects of climate change. These effects include loss of habitat and air pollution from fires in dry years, and increased turbidity in surface water and impacts to in-water habitat in wet years when storms and higher flows would increase inputs of sediment and debris to the reservoir.

It is not anticipated that denying vendor-hosted events at EPR, including but not limited to the Proposed Action, would result in a deficit in the portion of the County's budget used to support general maintenance and management of EPR such that the quality of the land and water resources therein would decline. However, the denial of such proposals would make it increasingly difficult for the

County to further improve the quality of the environment without increasing user fees.

Based on past performance, potential impacts on land and water resources from the No Action Alternative are anticipated to be less than significant.

3.1.2 Proposed Action

Under the Proposed Action, attendance at EPR is anticipated to increase on the weekend(s) the event is held. Visitors from far outside the area are expected. Without the implementation of best management practices (BMPs), the increased visitation could result in impacts to land and water resources and habitat from litter, wastes and potential small-scale contamination from losses of boat fuel and oil. The increase in boats used in multiple areas outside the park and region (race boats) has the potential, if not mitigated, to increase the risk of introduction of invasive species, such as the quagga and zebra mussel from bilge water to EPR's waters. Such species are known to foul waters and beaches and disrupt the biotic diversity of the local ecosystem and were recently determined to have invaded Pyramid Lake.

As previously indicated, CHBA has inspected existing facilities to assure they would accommodate the crowd anticipated. To reduce the potential for impacts occurring from litter, participants will be required to use CHBA-provided trash bags to collect their trash prior to departure. In addition, CHBA will provide a donation to a local youth group(s) to further assist in event preparations and clean-up to assure that the site is returned to pre-event conditions.

Due to the short run times and for safety precautions, a small amount of fuel will be used by each boat. Racers will store any fuel to be used outside of race activities in legal containers. It is not anticipated, based on the engine types on the competition boats to be used, that more than 10 gallons of motor oil will be accumulated in maintenance activities for the event. Used oil containment will be available for teams that do not have proper storage facilities. The waste oil container will be a plastic drum with a funnel. The drum will be placed within a plastic swimming pool filled with absorbent and underlain by a tarp staked to the ground for secondary and tertiary containment. The following BMPs will be implemented by CHBA under the Proposed Action to protect public lands and water resources from incidental losses of gas and oil:

- All boats will be pitted on a plastic tarp to catch any spills.
- Rescue teams will be prepared to contain and absorb any oil that may be released from the boat engine to the surface of the lake.
- Any oil-absorbing pads used will be transported to the established containment area, bagged and stored inside a secure container.

CHBA will use an inspection process modeled after that of the Columbia Drag Boat Association to reduce the potential for the introduction of quagga and zebra mussel to EPR's waters, as follows:

- Registration personnel will issue drivers an informational pamphlet on quagga and zebra mussels and how to determine if the vessel has been exposed.
- Drivers will perform their own inspection for quagga and zebra mussels, checking off each item as it pertains to them on the official technical inspection sheet issued by registration personnel.
- A designated event inspector will examine the technical inspection sheet for completion and accuracy and witness the driver's signing of the inspection sheet.
- After the driver has signed, the inspector will perform an official inspection, cross-checking the inspection form to his visual observations.
- Upon successful inspection, the inspector will issue a sticker indicating that the boat has passed inspection.
- Once the sticker has been issued, the driver will return the technical inspection sheet to registration personnel for clearance to compete.
- Registration personnel will place a band on the wrist of the driver that has successfully completed the inspection and registration process, indicating that the driver and boat have been cleared to race.
- The inspection and registration process will be repeated for the secondary driver of any boat to be entered in the race.
- Every boat will be subject to random inspections.
- Boats failing visual inspection or that have been used in waters known to be infested with quagga or zebra mussel in the 30 days prior to the race without at least five days drying time since exposure will not be allowed entry to the EPR's waters.

Although occurring at an increased intensity, the types of activities associated with the drag boat exhibition and demonstration are consistent with the land and water use type. The potential impacts, if any, are anticipated to be short term and temporary. The BMPs are anticipated to reduce the potential for impacts to land and surface water resources from the Proposed Action to a less than significant level.

Lodging taxes and other indirect revenue generated by the event would be allocated to the County's general fund used to provide park management and maintenance. An increase in such revenues would facilitate the County's ability to provide services and improvements that benefit the quality of the land and water resources, in addition to the user experience at EPR.

3.2 Public Health and Safety

One of the land use resources goals stated in the 2004 RMP for EPR is to “consider the implementation strategies of the East Park RMP to protect the public’s health and safety through appropriate planning and communication”.

EPR hosts approximately 32,000 visitors annually. Approximately 2,100 motorized and 230 non-motorized vessels are launched from the shoreline each season. (Boating and Waterways 2017.) The Camp Topsy annual boat building contest and camping event is held in the approximate location of the Proposed Action annually in June and attracts over 1,000 participants and spectators.

3.2.1 No Action

Under the No Action alternative, park attendance and activities are anticipated to be that of a normal weekend in the summer season. There would be no change to the types and frequency of activities typically available at the site (boating, camping) and therefore no impacts to public health and safety from the No Action Alternative.

3.2.2 Proposed Action

Without the implementation of BMPs, events such as the Proposed Action have the potential to introduce an increased risk to public health and safety, including increased risk of accidents and park user illnesses associated with:

- The high speeds of the racing vessels
- A potential for collisions between motorized and non-motorized or significantly slower-moving vessels or swimmers
- Significantly increased park attendance leading to over-crowding and inadequacy of facilities to accommodate visitors
- Pathogens from improper food storage
- Visitation by new users unfamiliar with typical park conditions and services (e.g. lack of shade and cover lending to heat stroke)
- Unfamiliarity of frequent users with the location of temporary facilities (e.g. floats)
- Improper crowd control

CHBA, which has been hosting similar events at other sites without incident since 2012, will purchase insurance for itself and local food vendors that may participate in the event. Racers will be instructed to review posted park rules at registration.

Water access to the action area will be restricted to prevent other park users from entering the race area with their boats (Figure 2). Starters will be notified via radio when the course is clear and safe to proceed. Each timing light tower will be marked by a red float prior to the event and lighted with a small flashing light for avoidance after daylight hours.

The ambulance will be on site and the water rescue/recovery boats in position during all competition and exhibition runs. Rescue boats will be staffed with certified divers and trained EMTs and equipped with fire extinguishers and a pump-fed water hose. Racers will be required to maintain a fire extinguisher in their pit at all times and requested to maintain one in the launch vehicle as well. A buffer zone will be established between the water and spectator area so that there is a clear path of travel for rescue personnel to transport an injured person from the site of rescue to the ambulance.

3.3 Air Quality

Colusa County is designated by the State of California as an attainment or unclassified zone for greenhouse gases and particulate matter and other pollutants that may be produced from carbon emissions, with the exception of PM10 for which the County is a non-attainment zone.

The California Environmental Protection Agency (CEPA) Air Resources Board reports that, based on statewide averages, in 2016, recreational boats burning both gasoline and diesel were responsible for a small fraction of the PM10 in air: 5.89 tons per day PM10 (CEPA 2016). In comparison, the largest sources of PM10 in air state-wide contributed approximately 50 to 100 times this amount:

- Fugitive windborne dust: 594.49 tons/day
- Unpaved road dust: 420.69 tons/day
- Paved Road dust: 327.36 tons/day
- Farming operations: 318.34 tons/day
- Construction and demolition activities: 298.66 tons/day

The County of Colusa Air Quality Board has not established local regulations to control air pollutants sourced from recreational boat use. The CEPA Air Resources Board regulations require that all spark ignition marine engine watercraft, including recreational vehicles, of model year 2001 that are manufactured or sold in California conform to exhaust emissions standards. These manufacturers' performance standards are set as a lifetime maximum of hydrocarbons and NOx emitted by the boat. Performance boats designed and used exclusively for competition and registered with a nationally-recognized organization supporting professional competitive events are exempted from the standards. Some of the race boat engines to be used are anticipated to be subject

to the State standards. However, the CEPA Air Resources Board confirmed in a telephone conversation on July 6, 2017 that there are no end-user emission standards to which all boats participating in the event or otherwise used recreationally at EPR would be subject.

3.3.1 No Action

Under the No Action alternative, park attendance and activities are anticipated to be that of a normal weekend in the summer season. There would be no change to the types, frequency or intensity of activities typically available at the site (boating, camping) and therefore no impacts to air quality from the No Action Alternative.

The vast majority, 80% or 1,680 of the 2,100 motorized vessel launches that occur over the 7 months in the recreational season at EPR (Boating and Waterways 2017) are anticipated to occur over the 31 weekends in the season and holiday weekends, in particular. Taking into account that the weekend of the action is later in the season, the estimated 54 motorized boats anticipated to launch at the site on a typical weekend is rounded downward by 20% to 43 for the weekend of the event. Assuming an average fuel consumption of 15 gallons per boat, total fuel consumption for the weekend of the action, without the action, is estimated at 645 gallons.

3.3.2 Proposed Action

According to CHBA, based on prior events and the turnout expected for the race, fuel consumption is anticipated to be as follows:

Source	# of Sources	Fuel type	Vol. (gal)	Frequency	Total Fuel Consumption (gal)
Timing trailer generators	2	Regular octane (85) gasoline	2	Per day for 2 days	8
Rescue boats	2	Regular octane (85) gasoline	5	Per day for 2 days	20
Drag boats	50	105/110 octane 50% methanol/ 50% gasoline mix race fuel	10	Per event	500
				Total	528

The rescue boat fuel consumption is estimated comparably lower than that for the drag boats because the rescue boats will be allowed to drift and occasionally idle back to position. Total fuel consumption associated with race activities is estimated at 528 gallons. The vast majority of this fuel, 95%, would be the

“cleaner” burning high octane race fuel which would produce less emissions than the standard gasoline on which most recreational boat engines run.

As previously noted, fuel consumption on a typical weekend in late September is anticipated to be approximately 645 gallons in comparison to the 528 gallons for the event, most of which would be from cleaner burning high octane methanol fuel used in the race boats. While some of the emission outputs of users not participating in race activities would be additive to those of the race activities, those users not wishing to attend or participate in the race activities would not be expected to use EPR for their boating activities on the weekend of the race. The closure of the most frequented launch site for race activities during most daylight hours would be anticipated to further reduce typical recreational boat launches of which emissions could be additive to those of the race. Therefore, no significant impact to air quality is anticipated from the Proposed Action.

3.4 Cumulative Effects

According to CEQ regulations for implementing the procedural provisions of NEPA, a cumulative impact is defined as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

No individual adverse effect was identified when evaluating the Proposed Action that would incrementally contribute to any cumulative effect on resources comprising the human environment.

4.0 Consultation and Coordination

4.1 Agencies and Groups Consulted

Reclamation coordinated with the County of Colusa and CHBA in the preparation of this EA.

4.2 Endangered Species Act (16 USC § 1531 et seq.)

Section 7 of the Endangered Species Act requires Federal agencies, in consultation with the Secretary of the Interior, to ensure that their actions do not jeopardize the continued existence of endangered or threatened species, or result in the destruction or adverse modification of the critical habitat of these species. Reclamation determined that there would be no effect on species Federally-listed as endangered or threatened; therefore, the USFWS was not consulted.

4.3 Title 54 U.S.C § 306108, Commonly Known as Section 106 of the National Historic Preservation Act

Title 54 U.S.C. § 306108 (formerly 16 U.S.C. 470 et seq.) requires Federal agencies to consider the effects of their undertakings on historic properties, properties determined eligible for inclusion in the National Register, and to afford the Advisory Council on Historic Preservation an opportunity to comment. Compliance with Section 106 follows a series of steps, identified in its implementing regulations found at 36 CFR Part 800, that include identifying consulting and interested parties, identifying historic properties within the area of potential effect, and assessing effects on any identified historic properties, through consultations with the State Historic Preservation Office (SHPO), Indian tribes and other consulting parties.

Reclamation determined that this is the type of activity that does not have the potential to cause effects on historic properties, should such properties be present, pursuant to 36 CFR § 800.3(a)(1). As such, Reclamation has no further obligations under Title 54 U.S.C. § 306108, commonly known as Section 106 of the National Historic Preservation Act (NHPA).

5.0 References

- California State Parks - Division of Boating and Waterways. (2017). *East Park Reservoir Boat Launching Facility Feasibility Report*. January 1. Draft.
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- Tetra Tech, Inc. (2004). *Final East Park Reservoir Resource Management Plan and Environmental Assessment*. April.
- US Bureau of Reclamation. (2013). *Management Agreement between Reclamation, the Orland Unit Water Users' Association and the County of Colusa*. November.
- US Census Bureau. (2017) *Quick Facts for Colusa County, CA*. Retrieved July 5, 2017 from <https://www.census.gov/quickfacts/fact/table/colusacountycalifornia/INC110215>

Attachment 1. Indian Trust Asset Review



Simon, Megan <msimon@usbr.gov>

ITA Review - EPR Hot Boat Exhibitions/Competitions

Simon, Megan <msimon@usbr.gov>
To: "Zedonis, Paul" <pzedonis@usbr.gov>

Thu, Jul 6, 2017 at 3:40 PM

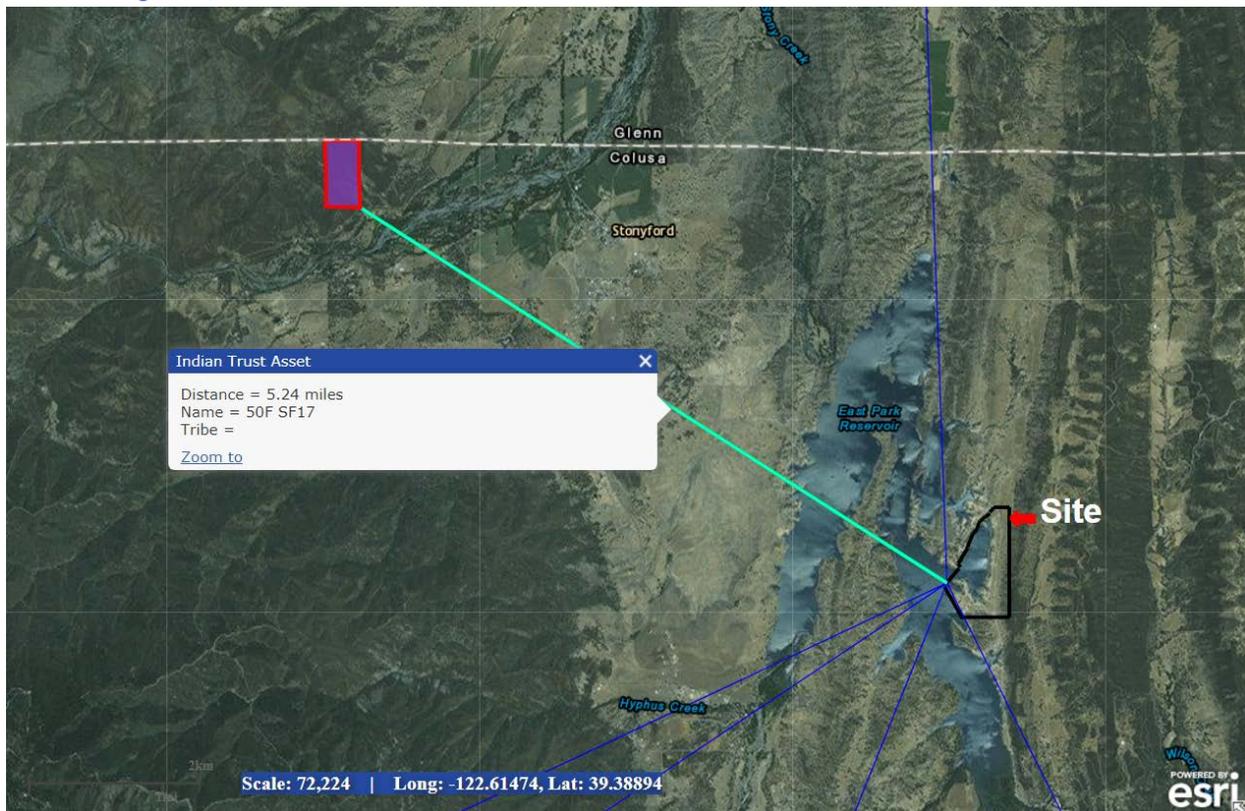
I have examined the referenced proposal and have determined that the property is at least 5 miles from the closest Indian Trust Asset.

I have determined that there is no likelihood that this action will adversely impact Indian Trust Assets.

--

Megan K. Simon

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Attachment 2. Cultural Resources Review

**CULTURAL RESOURCE COMPLIANCE
Mid-Pacific Region
Division of Environmental Affairs
Cultural Resources Branch**

MP-153 Tracking Number: 17-NCAO-175

Project Name: Drag Boat Race – East Park Reservoir – Orland Project

NEPA Document: EA-17-10 NCAO

NEPA Contact: Megan Simon

MP-153 Cultural Resources Reviewer: Mark Carper, Archaeologist

Date: May 30, 2017

Reclamation proposes to California Hot Boat Association, LLC will use Serenity Cove and adjacent waterways and lands of East Park Reservoir for a Hot Boat Exhibition/Competition. The proposed project entails no ground disturbing activities and is an event consistent with the type, if not the scale, of current recreational activities conducted at the location.

Reclamation has determined that the proposed action is the type of activity that does not have the potential to cause effects on historic properties pursuant to 36 CFR § 800.3(a)(1). As such, Reclamation has no further obligations under Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108). The proposed action would have no significant impacts on properties listed, or eligible for listing, on the National Register of Historic Places.

This document conveys the completion of the cultural resources review and Section 106 process for this undertaking. Please retain a copy with the administrative record for this action. Should the proposed action change, additional review under Section 106, possibly including consultation with the State Historic Preservation Officer, may be required.