

July 2016



**Bureau of Land Management  
Salem District Office**

# **DRAFT-Sandy River Basin Recreation Sites Business Plan**



**Bureau of Land Management  
Salem District Office  
1717 Fabry Road  
Salem, Oregon 97306  
(503) 375-5646**

## DRAFT Business Plan for Sandy River Basin Recreation Sites – OR-28

### Approval Process

This business plan was prepared pursuant to the Federal Lands Recreation Enhancement Act (REA) of December 2004 (P.L. 108-447, as amended), Bureau of Land Management (BLM) recreation fee program policy and manual (Manual 2930 – Recreation Permits and Fees) and handbook (H-2930-1 Recreation Permit and Fee Administration Handbook) guidance for Sandy River Basin Recreation Sites.

The Sandy River Basin Recreation Sites Business Plan proposes a new fee structure for two recreation sites, Sandy Ridge Trailhead and Marmot Recreation Sites as well as adding camping fees at Wildwood Recreation Site. This Business Plan provides a regional comparative market study of fees charged for other similar recreation facilities. The BLM would implement the following fee schedule after approval by the BLM Deputy State Director, consultation with the BLM Resource Advisory Council, and proper public notification.

### Fee Schedule and Definitions

The fee schedule comparison outlines the existing and proposed changes for expanded and standard amenity recreation fees at Sandy Ridge Trailhead, Marmot, and Wildwood Recreation Sites.

Standard Amenity	Existing Fees	Proposed Fees
Day-use for passenger vehicle	\$5	\$5
Day-use for van (10-20 people)	\$10	\$10
Day-use for bus (20+ people)	\$20	\$20
Annual Day-Use Vehicle Pass	\$25	see below
Annual District Day-Use pass	N/A	\$30 (Northwest Oregon BLM Pass)

Expanded Amenity	Existing Fees	Proposed Fees
Individual Tent Campsite	<b>NEW</b>	\$22
Partial Hookup Campsite		\$26
RV/Trailer Full Hookup Campsite		\$32
Yurt 16'		\$45
Yurt 16' with power		\$55
Cabin with electric		\$65
Group Campsite		\$75 up to 25 people (\$3 for each additional person)
Overnight Group Shelter		\$6 per person <b>Example Minimum Fee</b> \$420 for up to 70 people
Extra Camping Vehicle		\$5



## Contact Person for Business Plan

Dan Davis, Outdoor Recreation Planner  
Salem District BLM  
1717 Fabry Road, Salem, OR 97306  
(503) 315-5935  
E-Mail: [ddavis@blm.gov](mailto:ddavis@blm.gov)

## Signatures for Approving Business Plan

Recommended By:

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Jeff McCusker, Salem District Supervisory Recreation Planner

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Date

Approved By:

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Kim Titus, Salem District Manager

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Date

Concurrence By:

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Oregon Deputy State Director for Resources (Acting)

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Date

## Fee Site Description – OR-28

The Sandy River Basin contains 14,850 acres of Salem District Bureau of Land Management (BLM)-administered public lands located in Clackamas and Multnomah counties of western Oregon's 3<sup>rd</sup> Congressional District. The BLM has gained several parcels of land for stewardship through the Land and Water Conservation Fund (LWCF). The LWCF was used to acquire key parcels of lands that the BLM identified as being critical within the Sandy River Basin. These critical lands were identified for their high resource values; particularly lands that contain or have the potential to restore river frontage, wetlands or side streams, fisheries habitat, to provide recreation opportunities, and provide protection of the scenic quality.

**Wildwood** is a 553 acre highly developed day-use recreation site located approximately 16 miles east of Sandy, Oregon in the Mount Hood foothills. It includes BLM-administered lands along the Salmon Wild and Scenic River within Clackamas County along US Highway 26 and within the Mount Hood-Sandy River Special Recreation Management Area. Wildwood is a 20-minute drive from Sandy and an hour's drive from Portland. The site encompasses two miles of scenic Salmon River frontage, an extensive wetland complex, and upland conifer forests typical of the lower Cascades.

Wildwood currently offers 3 large reservable group shelters, 2 smaller reservable group shelters, potable water, picnic tables, full kitchen facilities, 7 full services restrooms, 2 ball fields, open play areas, a playground, 4 horseshoe pits, 2 volleyball courts, 2 basketball courts, an extensive assortment of trails, accessible interpretive facilities, and site hosts. The site also includes several miles of accessible trails that allow visitors to explore the forest along the Salmon River and enter the underwater fish viewing area. Visitors currently pay standard amenity and expanded amenity fees for day-use at the site.

The BLM is beginning a new management plan for Wildwood Recreation Site, which would propose overnight camping such as group campsites, individual tent sites, and RV/trailer sites with hookups, yurts, and cabins. Amenities available would include hookups, fire rings and grills, flushable restrooms, garbage and recycling service, campsite host, potable water, and showers. Visitors would pay expanded amenity fees for use of these reservable camping facilities and campsites, which would be reserved through the National Recreation Reservation System (NRRS). The BLM operates several other facilities nearby that would create great synergy with the Wildwood Recreation Site.

**Marmot Dam Recreation Site**, now under development would be a developed camping and day-use recreation site in Clackamas County at river mile 30 on the Sandy River and approximately 10 miles east of Sandy, Oregon. Marmot is within an hour's drive of Portland. In 2008, the historic Marmot Dam was decommissioned returning the land to BLM for management.

The site would encompass undeveloped and developed areas including, but not limited to group campsites, individual tent sites, and RV/trailer sites with hookups, picnic shelters, yurts, cabins, and river access. Amenities available would include hookups, fire rings and grills, toilets, garbage and recycling service, open play areas, horseshoe pits, a boat ramp, an assortment of

hiking or mountain biking trails, a cultural heritage area, camp host, and potable water. Visitors would pay expanded amenity fees for use of reservable group campsites, RV/trailer sites, individual tent campsites, cabins, yurts, and group picnic shelters. Reservations would be made through the National Recreation Reservation System (NRRS). There would also be a standard amenity day-use fee per vehicle.

**Sandy Ridge Trail System (SRT)** has grown into one of the most popular mountain bike destinations in Oregon, and now ranks among the premier venues for mountain biking in the Pacific Northwest. Sandy Ridge trailhead provides standard amenities of a toilet, designated parking, picnic tables, security services, informational kiosk, trash receptacles, and 15 miles mountain bike specific “flow” trails.

### **Visitors**

Sandy Ridge Trailhead and Wildwood are included in the Columbia River Gorge- Mount Hood Region as one of the statewide regions by Travel Oregon for the purposes of analysis and marketing. The combined Columbia River Gorge- Mount Hood Region is one of the most popular in the state, capturing nine percent of total visitors statewide.

Travel Oregon contracts with Longwoods Market Research to collect visitor information on a semiannual basis in order to improve tourism product development, delivery and marketing. The most recent Longwoods survey was completed in 2010 and provides detailed information on overnight visitors to the Mount Hood-Columbia River Gorge Region. According to this study is 19 percent of overnight visitors stay in campgrounds, 33 percent have a household income over \$100,000, 68 percent have no children, and 56 percent have a college degree, which is well above the state average.

**Marmot Dam Recreation Site** is scheduled to be open for day use in 2016. A comparable facility is Oxbow Regional Park, located approximately 18 miles downstream on the Sandy River or a 40-minute drive from Marmot Dam. Oxbow Regional Park has received steady use over the past 5 years with visitation staying within 15 percent of the 230,000 visitors per year. The majority of visits occur from May through September, with the highest numbers during the weekends at 1,800 visitors per day on the lower Sandy and just over 1,000 at Oxbow. Visitation rates vary based on a number of factors, including existing economic conditions and weather. With the recent addition of campsite utilities (water, sewer, and electricity), a higher number of visitors venture out despite the weather, and occupy sites earlier and later during the camping season.

A survey done for the BLM and Oregon State Parks in 2015 by Oregon State University on the lower Sandy Wild and Scenic River, found that the majority of visitors are from Oregon (89 percent), with the remaining visitors coming mostly from the surrounding states. Multnomah County (58 percent), followed by Clackamas County (22 percent), were the two counties that had the highest visitation numbers to the lower part of the Sandy River, with the average age being 38 years old.

## Market Opportunity

A 2015 survey of the lower Sandy River indicated the need for additional recreation opportunities that are in close proximity to the Portland-Metro area. One of the categories surveyed was “perceived crowding,” with nearly half the respondents feeling crowded. This is significant since nearly two-thirds of respondents considered solitude to be moderately or extremely important. With the Portland-Metro area, growing faster than the national average, recreation demand and the need for solitude would increase.

New development at Wildwood and Marmot Recreation Sites would allow the BLM to fill a camping gap within the SRB-MHC. Currently there are no overnight public camping facilities located in the middle section of the SRB-MHC, from Sandy to Welches. Wildwood and Marmot Dam could serve as a base camp for visitors wanting to take advantage of the incredible day-use recreation opportunities existing in the area, including Sandy Ridge Trails (SRT), Salmon-Huckleberry Wilderness, and the Sandy River. SRT has rapidly grown in popularity, receiving 90,000 to 100,000 visitors a year and is now being advertised in other nations like Canada and Germany. We expect that SRT would continue to see an increase in visitation in the years to come. Wildwood and Marmot Dam could greatly benefit from the success of SRT; Wildwood (17 min. biking) and Marmot Dam (30 min. biking) are both within a short bike ride from SRT.

The *Sandy River Basin Integrated Management Plan* (2009), a multi-resource integrated plan, analyzed and approved the trail system. The decision to develop a trail system was based on a recreation “gap” analysis of the Sandy River/Mount Hood region and substantial public feedback in favor of additional recreation opportunities.

The extent of development at Wildwood and SRT, the additional development at Wildwood, and the proposed development of Marmot would allow the BLM to fill a unique niche in the level of development and amenities of campgrounds in the area. The BLM would be able to create a unique identity offering mid range camping opportunities in between the more primitive Forest Service Campgrounds and full service private sector campgrounds. This would allow the BLM sites to attract a larger audience by appealing to visitors that are looking for a nature driven camping experience, but are still wanting a fair amount of expanded amenities with an affordable price. Creating a unique identity with mid-level development would allow the BLM to separate itself from other public land managers.

Public transportation stopping at Wildwood and the proposed development of Wildwood would allow for a strong “shoulder” season. Mount Hood Express has expressed interest in including Wildwood on it’s routes; this would allow visitors of Wildwood to travel to Mount Hood, SRT and other popular trailheads all day for a \$5 fee. Wildwood would be able to expand its summer recreation appeal by providing greater accessibility to more summer recreation opportunities and would provide an affordable camping alternative to those at Mount Hood.

Wildwood would be more successful by tapping into the very large winter tourism market of the Mount Hood Region. Building yurts or cabins at Wildwood would allow for a longer camping season, thus increasing revenue during the shoulder season. Wildwood could also be marketed to mountain biking, snowboarding, skiing, and snowshoeing schools or groups as a base camp

location to administer their instructions or guided trips, further increasing revenue and reducing the large deficit of the BLM recreation program.

All three of the BLM sites would be managed with a regional mindset to increase their success and synergy. Planning and managing the three sites holistically would allow the BLM to reduce overhead on operations and provide a better visitor experience. Using a regionally based management approach would allow the BLM to leverage each site's assets to offer a better and more comprehensive outdoor recreation experience, giving visitors more value and benefits per visit.

Marketing of the Sandy River Basin would be done through the BLM's official website, brochures, and closely located facilities, also through partnerships with County and State tourism boards. The summer season and the winter season would use two different marketing approaches and styles, due to the difference in demand and recreation type during those seasons. Summer marketing would be more focused on river recreation, overnight camping, hiking and mountain biking. The popularity of SRT would be utilized in boosting the visitation of Wildwood and Marmot Dam during the summer. Wildwood and Marmot Dam would be marketed as a base camp for SRT and the other amazing hiking and mountain biking opportunities that are scattered throughout the SRB-MHC area.

Winter recreation marketing would focus more heavily on skiing, snowboarding, snowshoeing and day-use fishing for Salmon and Steelhead. The addition of the improved lodging at Wildwood and Marmot Dam would allow these facilities to better support winter recreationalist demand. The additional proposed stop of Wildwood on the Mount Hood Expresses bus route would further increase the regional significance of Wildwood for both winter and summer recreation. Wildwood would become a more appealing destination for lower income visitors by being a stop on a public transportation route and with affordable amenities that Wildwood would provide. This would allow Wildwood and Marmot Dam to have a stronger "shoulder season", thus increasing site fees and reducing the deficit.

## **Amenity Descriptions**

**Group Day-use Shelters** offer BBQ grills, electricity, potable water, fire places, hot water, picnic tables and at some heaters, with maximum occupancies ranging from 50-200 people. Access to group picnic shelters are through accessible paths in close proximity to parking. The group day-use shelters are re-servable online and over the phone.

**Overnight Group Shelters** would offer BBQ grills, electricity, potable water, fire places, hot water, picnic tables and designated RV spaces with electric and water hookups. Limited tent camping would also be available near the shelters.

**Individual Tent Sites** would offer a picnic table, fire ring, BBQ grill, tent pad, and assigned parking; additional vehicles past the set amount would be required to pay. Campers would have access to amenities listed above in the site description. The campsites would be nestled into a typical Cascade forest in the shadow of Mount Hood. There are opportunities for hiking, biking and river access located at Wildwood and Marmot Dam Recreation Sites.

**Partial Hookup Sites** would offer a picnic table, fire ring, BBQ grill, tent pad, assigned parking and electrical hookups; additional vehicles past the set amount would be required to pay. Campers would have access to amenities listed above in the site description. The campsites would be nestled into a typical Cascade forest in the shadow of Mount Hood. There are opportunities for hiking, biking and river access located at Wildwood and Marmot Dam Recreation Sites

**RV/Trailer Campsites** would be similar to the back-ins and pull-through sites found at Fishermen's Bend Recreation Site. The sites would have hookups, a picnic table, a BBQ grill, and fire ring. Tent pads would also be located at the RV/Trailer sites to provide additional camping opportunities.

**Yurts** would have a bunk bed with a full size bunk on the bottom, a picnic table, fire ring and a BBQ grill outside; electricity available at some. A notable trend in overnight camping that is on the rise and developed in the Northwest is yurts. Yurts are circular, soft sided with a domed roof and have become a highly popular camping option at State Parks and along the coast. They are cheaper than cabins to install and have higher occupancy rates than tent sites making them one of the top choices for adding semi-permanent camping structures. Only four public campgrounds and three private resorts in the study area offer this type of camping structure. Marmot and Wildwood could benefit by adding this type of camping to their sites.

**Cabins** would offer similar amenities as those at Fishermen's Bend; however, the Cascadia cabin design would better meet the theme within the Sandy River Basin-Mt. Hood Corridor (SRB-MHC). Amenities would include electricity hookup, water, space heater, tent pad, picnic table, fire pit, BBQ grill, covered deck, double parking, a bunk bed, and a double bed. The maximum number of people per cabin would be six.

**Group Campsites** would be similar in size and design as those found at Alsea Falls' campground. Amenities would include five tent pads, five parking spaces, four picnic tables, two small BBQ grills, a large BBQ grill, and a single large fire ring. Groups of at least eight would have priority of these sites.

## **Fee Collection and Enforcement**

The SRT is open to day-use visitors year-round, dependent on extreme weather and other unforeseen safety issues. Wildwood and Marmot Dam would be initially be open to camping and group facility use May 1 through November 1, with the option to expand or retract the season based on demand and budget.

Visitors to Sandy River Basin recreation sites would pay through self-pay envelopes, deposited in steel fee tubes for standard amenity day-use. Wildwood has a staffed entrance station during busy periods and automated fee collection machine. Reservation fee collection occurs online prior to site visitation. Recreation staff, hosts, and BLM or local law enforcement would monitor fee compliance. The fee collection locations would be located near the entrances and camp hosts to provide for better security of the funds.

Upon check-in, campers would, pay, fill out a registration form, and receive a vehicle tag identifying that they are associated with the site fee. Additional vehicles over the 1 per registered site would pay additional fees and receive a separate colored tag. These tags of varying color, hang on rearview mirrors allowing hosts and staff to enforce fee compliance with minimal site intrusion.

School groups and educational organizations can arrange free vehicle access at any time of the year for educational activities by contacting the BLM and providing a curriculum of their planned educational activities (see Conditions for Recreation Use Fee Waivers). Other recreational events must be held under a special recreation use permit issued by the Salem District Office.

### **Conditions for Recreation Use Permit Fee Waivers**

Section 803(d) of the REA provides that standard amenity recreation fees shall not be charged for (shortened list): use of overlooks or scenic pullouts, any person engaged in the conduct of official Federal, State, Tribal, or local government business, special attention or extra services necessary to meet the needs of the disabled, any person under 16 years of age, outings conducted for noncommercial educational purposes by schools or bona fide academic institutions, and others. Waivers of fees both for purposes of traditional cultural importance and education may be obtained in writing by contacting the Northwest Oregon District Office.

### **Fee Discounts**

Section 805 of the REA provided for the establishment of a single interagency national pass known as the “America the Beautiful – the National Parks and Federal Recreational Lands Pass,” which provides the bearer full coverage of standard amenity fees and holders of the Interagency Senior and Access Passes half-off some expanded amenity fees. The national interagency pass replaces the popular Golden Passports, which provide for free standard amenity day-use, and half-off some expanded amenity fees, in the case of Golden Age and Access Passports. No discount is allowed for group use sites, shelters, yurts or cabins. The BLM would honor existing Golden Passports until they expire or exchanged for interagency passes. It is not expected that this pass would make a substantial impact on fee revenue in the near future.

### **Operations and Maintenance Costs**

Currently the North Cascade recreation operations expenditures exceed fee revenue. Current operational expenses are approximately \$427,000 each year to operate and conduct annual maintenance, which includes staff salary, vehicles, supplies, law enforcement and operations. Additional costs of operating Marmot would be minimal compared to projected fee revenue (see Projected Fee Revenue). The additional costs would be camp host reimbursement, trash services, and toilet pumping. A variety of large-scale maintenance projects have been completed at Wildwood and SRT. These projects are listed and described below:

**Marmot:**

- Site restoration, leveling, native plantings (2009-2013, \$89,000)
- Bridge repair and public safety (2013, \$25,000)
- Trail construction (2011, \$5,000)
- Site design (2010, \$50,000)
- Non-native weed removal (ongoing, \$18,000)
- Road design and improvement (2014, 200,000)

**Sandy Ridge Trail:**

- Trailhead Construction (2011, \$229,820)

**Wildwood:**

- Seasonal Housing Replacement (2006, Recreation Pipeline \$140,000)
- Host Pad Construction (2006, Recreation Pipeline \$30,000)
- Cascade Streamwatch Drain Repair (2006, Recreation Pipeline \$12,000)
- Restroom Replacement (2006, Recreation Pipeline \$12,000)
- Septic/Sewer Replacement and Electrical Upgrade (2007, Deferred Maintenance, \$1 million)
- Salmon River Footbridge Maintenance (2008, Secure Rural Schools \$150,000)
- Signage Replacement (2009, Secure Rural Schools \$20,000)
- Water Line Replacement (2010, ARRA funding \$750,000)
- Shelter Hearth and Appliance Replacement (2010, Recreation Pipeline \$21,000)
- Shelter Siding Replacement (2010, Recreation Pipeline \$15,000)
- Irrigation Well House (2011, Secure Rural Schools \$120,000)
- Trail Re-Surfacing (2011, Secure Rural Schools \$100,000)
- Wildwood Fish Viewing Window Maintenance Platform (Ongoing, Secure Rural Schools \$25,000)

**Projected Development Costs**

Wildwood and Sandy Ridge are currently developed recreation sites. Marmot site would require more development to begin charging recreation use fees.

Marmot projected development costs is \$2.5-\$3 million dollars for the following items:

- Electrical line restored to the site
- Well drilling, pump, pressure tank, and water system building
- Host site hookups and holding tank
- Visitor's water system sized for future expansion
- RV campsite hookups
- Site excavation, earth moving, and road paving

Wildwood projected development costs is \$1,040,000 to \$1,250,000 depending on level of development for the following items:

- Yurts, cabins, RV sites, tent sites

- Site development including site grading, installing hookups from main supply line, and new access road
- Campsite development, fire rings, picnic tables, hookup services

Sandy Ridge projected development costs are associated with developing additional trails and improving visitor safety, parking and day-use amenities at the trailhead. Currently it is too early in the scoping and development phase of this project to give a reasonable estimate of costs.

## Projected Fee Revenue

This section presents two revenue projections, based on camping opportunity provided at each site. The method used for determining the projected fee revenue was to multiply the current occupancy averages by the number of available sites. That number multiplied by the number of available camping days during the season (184 days). Finally, that number multiplied by the suggested fee rate is the projected revenue for each site when summing all camping types. The occupancy rates were taken from a comparable BLM facility, due to Wildwood and Marmot Dam currently not allowing overnight camping. Projected revenue for shoulder seasons (November 1-April 30) is excluded; currently there is not enough data available to determine occupancy rates for the shoulder season.

<b>Lodging Scenario</b>	<b>Low</b>	<b>High</b>
<b>Wildwood</b>	\$73,565	\$216,306
<b>Marmot Dam</b>	\$71,461	\$144,038
<b>Total</b>	\$145,026	\$360,344

A safe assumption is that the total fee revenue would be closer to the mid-point of the Low and High alternatives of camping development for overnight camping fee collection. The expected total revenue collected would be near \$252,685, assuming that a middle alternative of development is selected and the sites have the necessary 3 to 5 years of maturity after development to meet occupancy expectations.

Wildwood's day-use fee collection for the past 5 years has been within 15 percent of \$45,000 total revenue collected. Wildwood has seen a 25 percent decrease in revenue collected over the past 5 years for day-use fees. Expanding recreational opportunities at Wildwood and the other Sandy River Basin facilities would increase revenue. Marmot would expect to see day-use revenue between collections of Wildwood and SRT after full site development.

SRT had around 88,000 visitors during in 2015 with approximately three visitors per vehicle. This would result in about \$146,500 fee revenue, however with many repeat visitors; a safe assumption is that these visitors would purchase one of the annual passes that allow for an unlimited site visits, or with 12 hours of volunteer service, volunteers would obtain a free pass.

Repeat visitors purchasing agency passes would have a significant impact on the projected revenue at SRT.

## **Proposed Use of Additional Fee Revenue**

- Supplement the continued current level of annual maintenance needed.
- Improve site accessibility, trails, interpretation, and signing.
- Make facilities appealing and enjoyable to use.
- Develop additional recreation opportunities in the area.
- Reduce a backlog of critical deferred maintenance to site infrastructure such as trails, roads, footbridges, and buildings.

## **Financial Analysis of Existing Private and Public Facilities**

The Sandy River Basin business plan is being created to propose standard and expanded amenity fees for individual campsites, group picnic shelters, group camping sites, day-use, yurts, and cabins. Each vehicle past the allowed amount would be charged a fee. A comparative analysis conducted in 2015 reviewed user fees at similar state, regional, and local park facilities. Analysis showed that the fees would be in line with what other similar facilities are charging. Fees would change in 2017 based on this market analysis, fee schedule approval, and upon completion of site development.

The BLM conducted a comparative market analysis of similar state, federal, local, and private facilities in 2015 near the Portland-Metro area and within an hour drive of The Sandy River Basin (Table 1). Proposed fees reflect what those comparable sites currently charge for similar visitor facilities, number of campsites, access, and services.

Depending on amenities, fees range \$16 to \$32 per individual campsite. Group campsite fees range from \$34 to \$75 with an addition charge of \$2.50-\$5 per person exceeding the 25 limit per campsite. Group picnic day-use shelters range from \$50 to \$250 per facility based on number of people and amenities offered. Cabins range from \$40-\$165 a night and yurts range from \$39-\$70 a night, based on amenities, location and management type. Additionally, some parks may charge a day-use fee if visiting non-camping areas of the park.

During the analysis and price comparison, we rounded to the nearest whole dollar amount for fees; additionally any tacked on or added fees, like Metro's \$5 per vehicle for everyone (including visitors camping) and USFS \$2 additional fee for weekends and holidays were excluded from the analysis.

**Tent Sites** were highest in the private sector, ranging from \$27-\$32 and USFS was the lowest ranging from \$17-\$21 for single tent sites, some double sites \$40. The average cost per night for tent campsites within an hour drive of Wildwood and Marmot, excluding special fees, is \$22 a night. The \$22 places the BLM in the mid-level range of fees and development levels when compared to public and private sector sites.

**Partial Hookup Sites** range from \$24-\$26. The average cost per night for partial hookup sites after rounding to the nearest whole dollar is \$26. This resulted in a fee rate of \$26 for partial hookup sites.

**RV/Trailer Sites** are limited to only seven comparable campgrounds with designated RV/trailer campsites, many campgrounds use *double* sites for RVs and trailers. The average was \$32 a night. This average is strongly driven by private sector campgrounds with all three having RV sites that range from \$32-\$49 per night. Public RV sites range from \$24-\$28, which excludes additional fees charged for weekends, holidays, and additional vehicles. The nearest competition for Wildwood and Marmot are privately owned campgrounds.

**Group Campsites** have a wide range of prices and maximum number of people allowed, which were used to analyze fees using a per person fee method. The range for these fees is \$2.50 - \$5 per person per night, with the average of \$3 per night. The group campsite fee would be set at \$75 with an added \$3 fee per person per night exceeding the 25 limit and an additional fee of \$5 per extra vehicle exceeding the 5-vehicle limit. The size of group and number of vehicles included with the minimum fee could vary depending on site development, which is driven by user demand.

**Overnight Group Shelters** currently do not exist in the analysis area. Using the current fee per person rate of \$3 for group campsites, and then adding 100% of the cost to it due to the much higher level of amenities that would be offered at the overnight group shelters resulted in a rate of \$6 per person. The overnight group shelters would have a minimum fee rate based on one third to one half of the total allowable occupancy for the shelter.

**Yurts** in the public sector rates range from \$39-\$50 a night and range from \$62-\$70 a night in private sector. The fee structures dependent on what amenities are included; electricity and pet friendly yurts usually incur an extra \$10 fee. Comparing the non-electric yurt fees showed an average fee of \$43 a night. The average fee for yurts with electricity was \$64; these were private sector facilities. The resulting fee for BLM yurts would be \$45 with an additional \$10 fee for yurts with electricity. The small increase above average is based on the level of development and amenities at BLM sites compared to other public campgrounds.

**Cabin** supply is limited at public campgrounds in the region. All three private sector campgrounds offer cabins ranging from \$59 for non-electric to \$165 for A-frame styled cabins. The only public campground that offers cabins is Champoeg State park with prices ranging from \$40-\$50 for non-electric, with a \$10 price surcharge for pet friendly cabins.

Due to the limited nature of cabins within the area a larger more extensive analysis was completed for cabins. It is recommended that the BLM's cabin rates should range from \$60-\$70 a night; this conclusion was driven by analyzing a mixture of BLM, State, County, USFS and private campgrounds throughout Oregon. With the large variation in private sector prices and the limited amount of public sector cabins in the region the recommendation would be to set the fee price at \$65 a night for a cabin with electricity at Wildwood and Marmot. This would allow the BLM to stay at the low end of the private sector pricing, but still remain affordable for the amount of development and amenities that would be provided.

**Group Day-Use Shelters** range from about \$50 to \$250 per facility based on number of people. The wide range of occupancy numbers, quality of sites and fees resulted in using the average fee per person method. The resulting average fee for group shelters is \$1.56 per person per day and \$1.50 per person after being rounded to the nearest \$.50 cents. However, due to the higher level of amenities provided, kitchen facilities, electric stoves, bathrooms, electric outlets, running hot water, and heat at the Salmon River Shelter resulted in a 50% increase to the average; after rounding to the nearest \$.50 cents, the rate is \$2.50 per person.

This results in an increase of the Salmon River Shelter fee from \$120 to \$125 with the max occupancy of 50. Pioneer and Mountain group day-use shelters fees increase to \$150 for a half shelter (100 person max occupancy), and \$300 for a full shelter rental (200 person max occupancy). All future group day-use shelters that are built in the SRB-MHC under this business plan would continue with the \$1.50 per person or \$2.50 per person rate depending on their amenity levels.

**Day-Use and Extra Vehicle:** The only changes to the day-use and extra vehicle fees would be to begin collecting them at the sites of Marmot Dam and SRT. The fees would remain at the same rate as Wildwood.

**Firewood:** Providing firewood is an important part of resource protection for campgrounds and the area surrounding campgrounds. Having local sourced firewood for campers reduces the amount of invasive weeds that are introduced to the area. Campers are also less likely to cut down trees, remove small woody undergrowth and to collect fallen wood that is important to the ecology of a natural area. The price for firewood was determined from years of firewood vending; the price has to be at a low enough rate for campers to be willing to purchase, but high enough for local residents to not want to purchase for their own wood stoves. The fee is \$5 for a half cart and \$10 for a full cart. Each cart holds roughly 2 cubic feet of firewood.

## **Stakeholders and Partnerships**

The BLM strongly believes that in order to have a successful recreation program, community partners must be engaged and utilized. The BLM not only gains great volunteers, but also gains the essential community attachment to a place. A community that is attached to campground or trail system is more likely to promote these places and take pride in their stewardship. The community benefits from tourism dollars associated with these sites, the skills that the BLM staff teaches area youth, and the extra finances directly tied to the assistance agreements, all of which are empowering rural communities.

The International Mountain Bicycling Association's (IMBA) Trail Solutions team completed much of the design, construction, and oversight of the SRT system under an assistance agreement. Local IMBA chapter, Northwest Trail Alliance, has provided thousands of hours of volunteer assistance for trail maintenance and would assist in future trail construction.

Oregon's Mount Hood Territory-Tourism Board has award the BLM grants to develop these sites, promoted the sites through their advertising campaigns and have helped show that the BLM is a positive force in the community.

## **Public Communication and Marketing Plan**

1. Public notice of the proposed fee changes will be posted onsite until implemented.
2. Press releases will appear in local newspapers informing the public of fee changes the Salem District BLM is planning.
3. Both the public notice and press release will contain contact information for public comments on the proposed fee changes.
4. Website information will inform the public of the proposed fee changes.
5. Fee signs and paper materials will reflect proposed fee change.
6. Notice of Intent to Collect Fees will be published in a Federal Register Notice six months prior to fee collection at new fee sites.

The BLM monitors visitor use to detect changes in site utilization and document written and oral communication from the public. Business plan review occurs on a biennial schedule from the date of the last signature. Future adjustments to the Sandy River Basin's fee schedule will reflect public comment and program implementation needs.

## **Ways to Inform Public of Fee Expenditures**

Fee expenditure information is collected on an annual basis and presented in the Federal Statistics document available online. More specifically, each area will post fee expenditure information on site to inform the public where and on what services, maintenance, operations their fees are spent.

**Table 1: Analysis of Existing Campgrounds**

**Expanded Amenities:** Green colored campgrounds have all 9, Orange colored campground have 7-8, Red colored campgrounds have 5-6.

\*Partial Hookup is water and electric. \*Full hookup is water, electric and sewer. \*Basic is no hookups

Campground	Fee													
<b>Wildwood (BLM)</b>	<i>Proposed Fees</i>													
	Tent site \$22													
	Partial hookup \$26													
	Full hookup \$32													
	Yurt \$45													
	Yurt(electric) \$55													
	Cabin(electric) \$65													
	Extra vehicle \$5	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
	Day-use \$5-\$20	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
	Group campsite \$75 (\$3 per person past 25)													
	Group day-use shelter (weekday) \$45-\$190													
	Group day-use shelter (weekend) \$60-\$240													
	<b>Marmot Dam (BLM)</b>	<i>Proposed Fees</i>												
Tent site \$22														
Partial hookup \$26														
Full hookup \$32														
Yurt \$45														
Yurt(electric) \$55														
Cabin(electric) \$65														
Extra vehicle \$5		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
Day-use \$5-\$20		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
Group campsite \$75 (\$3 per over 25 person limit)														
Group day-use shelter (weekday) \$45-\$190														
Group day-use shelter (weekend) \$60-\$240														
<b>Metzler Park (Clackamas County)</b>	Partial hookup \$26													
	Tent site \$21													
	Group day-use shelter \$100-\$125	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓
	Extra tents(3+) \$5													
	Extra vehicle \$5													
Day-use \$5														

Campground	Fee														
	Partial hookup \$26 Group day-use shelter \$50-125 Extra vehicle \$5 Day-use \$5				✓	✓	✓	✓			✓	✓	✓		
	Partial hookup \$26 Tent site \$21 Group day-use shelter \$100-\$125 Extra tents(3+) \$5 Extra vehicle \$5 Day-use \$5	✓			✓	✓	✓	✓		✓	✓	✓	✓		✓
	Campsite \$22 Per vehicle fee \$5 Group campsite \$75 (\$3 per over 25 person limit) Group day-use shelter \$125-\$250	✓	✓		✓	✓	✓	✓	✓	✓	✓		✓		✓
	Partial hookup \$24 Walk-in tent \$18 Extra vehicle \$5 Day-use \$5 Group campsite \$50 (\$2.50 per over 20 person limit) Group day-use shelter \$50	✓	✓		✓	✓	✓	✓			✓	✓	✓		✓
	Full hookup \$28 Partial hookup \$26 Tent sites \$19 Extra vehicle \$5 Day-use \$5 Group campsite \$71 (\$3 per over 25 person limit) Group day-use shelter \$50	✓	✓		✓	✓	✓	✓				✓		✓	✓
	Tent sites \$17 Full hookup \$24 Extra vehicle \$7 Day-use \$5	✓	✓				✓	✓		✓		✓			✓

Campground	Fee															
	Tent sites \$32															
	Yurt(electric) \$62															
	Cabin \$65				✓									✓	✓	
	RV \$38				✓											
	Day-use \$5															
	Tent sites \$28															
	RV full \$49															
	Deluxe cabin \$99				✓	✓				✓		✓		✓		
	Cabin \$69				✓	✓										
	Yurt(electric) \$65															
	Cottage \$160															
	Tent sites \$26															
	Premium tent \$30															
	Cabin \$165															
	RV \$32															
	Yurt \$60-\$70	✓	✓		✓	✓						✓	✓	✓	✓	
	Extra vehicle \$8															
	Day-use \$8															
	Group campsite \$45 (9 max)															
	Basic site \$18															
	Premium site \$20	✓	✓	✓	✓	✓			✓							
	Double site \$40															
	Extra vehicle \$8															
	Basic site \$19															
	Premium site \$21	✓	✓		✓	✓			✓						✓	
	Yurt \$39															
	Extra vehicle \$8															
	Tent site \$17															
	Premium site \$18															
	Double tent \$34															
	Extra vehicle \$8	✓	✓	✓	✓	✓			✓		✓					
	Day-use \$5															
	Group campsite \$120 (36 max)															
	Campsite \$20															
	Yurt \$39	✓	✓		✓	✓			✓		✓					
	Extra vehicle \$8	✓	✓		✓	✓			✓		✓					
	Day-use \$5															

Campground	Fee														
	RV site \$28 Extra vehicle \$8	✓	✓												
	Campsite \$21 Group campsite \$40 Extra vehicle \$8 Day-use \$5	✓	✓		✓	✓		✓							
	Yurt \$39 Tent site \$21 Extra vehicle \$8 Day-use \$5	✓	✓		✓	✓									

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